REVISED AGENDA - COMMITTEE OF THE WHOLE

Thursday, March 18, 2021, 9:00 A.M.

6TH FLOOR BOARDROOM, CAPITAL REGIONAL DISTRICT, 625 FISGARD STREET, VICTORIA, B.C.

The City of Victoria is located on the homelands of the Songhees and Esquimalt People

Due to the COVID-19 Pandemic, public access to City Hall is not permitted. This meeting may be viewed on the City's webcast at www.victoria.ca

Meeting will recess for a lunch break between 12:30 p.m. and 1:15 p.m.

Pages

A. APPROVAL OF AGENDA

*B. CONSENT AGENDA

Proposed Consent Agenda:

- *G.3 - Arts & Culture Grant Policy Report*
- *G.5 - Electronic Participation Practices Report Back*
- *G.6 - Development Cost Charges Bylaw Update*
- *G. 7 - Proclamation: World Tuberculosis Day*

C. READING OF MINUTES

D. Presentation

*D.1. Destination Victoria re: MRDT Renewal — 1

Addenda: Presentation and correspondence

A presentation from Destination Victoria on their Strategic Plan for 2022-2026

E. UNFINISHED BUSINESS

F. LAND USE MATTERS

*F.1. Victoria Housing Reserve Guidelines Update — 214

Addenda: Presentation

A report proposing improvements to the Victoria Housing Reserve Guidelines.

G. STAFF REPORTS

*G.1. Festival Investment Grant 2021 Allocations — 247

Addenda: Presentation

A report regarding the 2021 Festival Investment Grant Allocations.

G.2. Cultural Infrastructure Grant Program 269

A report regarding the new Cultural Infrastructure Grant Program guidelines and proposed increase to the funding envelope for the Cultural Infrastructure Grant Program through a budget reallocation.

G.3. Arts and Culture Grant Policy Report 280

A report regarding the arts and culture grant programs and associated policies.

*G.4. AAA Cycling Network: Oaklands, Fernwood, Fort Central and Fort East *292*

Addenda: Presentation

A report regarding the recommended route selection for the Jubilee neighbourhoods as well as associated designs for the next four corridors to support the delivery of the All Ages and Abilities priority cycling network.

G.5. Electronic Participation Practices Report Back 652

A report regarding the implications and the ability to amend the Council Procedures Bylaw to implement remote participation rules

G.6. Development Cost Charge Bylaw Update 671

A report regarding a proposed increase to the Development Cost Charges.

G.7. Proclamation: World Tuberculosis Day 677

A report regarding the proclamation for World Tuberculosis Day.

H. NOTICE OF MOTIONS

I. NEW BUSINESS

*I.1. Council Member Motion: Continued Pedestrianization and Animation of Broad Street *680*

Addendum: Updated Council Member Motion and Petitions

A Council Member Motion regarding the Broad Street Pedestrian Priority

I.2. Council Member Motion: Municipal Regional District Tax (MRDT) 687

A Council Member Motion regarding Municipal Regional District Tax

*I.3. Council Member Motion: Support for an Arts Hub Pilot Project *689*

Addendum: New Item

A Council Member Motion regarding the proposed support for Theatre SKAM's proposal to operate an Arts Hub pilot project.

J. ADJOURNMENT OF COMMITTEE OF THE WHOLE



DESTINATION GREATER VICTORIA

2022-2026 Strategic Plan

The visitor economy enhances the quality of life for residents and enriches the lives of our visitors to Canada.

Destination Canada

Designated Recipient: Greater Victoria Visitors & Convention Bureau (Destination Greater Victoria)

Community Name: Victoria

Date Prepared: November 2020 to January 2021

Current MRDT Term Expiry Date: December 31, 2021

Five Year Period: January 1, 2022 to December 31, 2026

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The central goal of Strategic Planning is to achieve superior long-term ROI as well as long-term sustainable differentiated competitive advantage.

Institute of Corporate Directors

SYNOPSIS

Destination Greater Victoria's 2022 to 2026 Strategic Plan has been developed during the severe impacts of the COVID-19 pandemic throughout Greater Victoria's visitor economy, and is therefore firmly grounded in the urgent need to build effective pathways to reopening and recovery. Destination Greater Victoria (DGV) has achieved the objectives and targets of its 2017 to 2021 five-year plan and consistently improved its attributable business results. There is now a very strong foundation of strategic alignment, engaged partners and members, diverse year-round business opportunities, a high-profile global brand, and enviable destination attributes to build from. There is also the valuable opportunity to rebuild in new and deliberate ways to ensure positive, sustainable outcomes for communities as well as industry.

Destination Greater Victoria's mission and vision are unchanged. DGV will continue its work to build a vibrant, year-round visitor economy that contributes economic value for Greater Victoria, provides stable revenue growth for tourism businesses, and generates jobs and benefits for citizens in ways that are sustainable and closely aligned with community values. To gain these outcomes, DGV will deliver on four strategic objectives:

1. Recover from COVID-19 quickly and efficiently,
2. Set the tone for the visitor economy to operate in line with values of our community,
3. Focus on higher yielding, year-round customers in all target segments, and
4. Support our member businesses and communities.

As part of the process of formulating this Strategic Plan and setting the four objectives, Destination Greater Victoria has consulted with industry partners, DGV's members, government and community stakeholders, and Victoria's citizens. This extensive stakeholder engagement has directly informed the Plan and ensured close alignment, which will be critical in working towards shared goals.

A key forward focus for Destination Greater Victoria's marketing initiatives will be penetrating further into US and Canadian short-haul markets. Using a more-nuanced approach to segmentation, DGV will seek higher yielding customers attuned to local values across all business channels. There will be a strong focus on building rate and volume for accommodation partners to underpin sector-wide benefits. There will be continued work to build compression and dispersion, reduce seasonality, tell tourism's story to enhance appreciation for the industry, and lead with destination management. In collaboration with stakeholders, DGV will implement an experiences strategy for Greater Victoria to encourage visitors to stay longer and spend more. DGV will partner to support continued growth in indigenous tourism, support City of Victoria affordable housing initiatives, and continue industry's contributions to the David Foster Harbour Pathway project. Throughout this Plan DGV will maintain its robust governance structure, financial prudence and rigorous performance monitoring using the Balanced Scorecard framework.

Overarching all of Destination Greater Victoria's activities will be a commitment to sustainability as well as diversity and inclusion, which will be key lenses for determining what DGV does and how it carries out its mandate. These commitments will also directly reflect in the annual Tactical Business Plans to be developed in support of this Strategic Plan.

The history of Destination Marketing Organizations dates to the 1890's when civic leaders in Detroit, Michigan established the Detroit Convention League. The concept was to host association meetings for delegates able to invest in the city. There are now Destination Organizations in all major cities in a highly competitive environment.

1. INTRODUCTION

1.1 THE ROLE OF THE TOURISM BOARD OR VISITORS & CONVENTION BUREAU

Traditionally the role of a tourism board or visitors & convention bureau was very narrowly focused; to market the destination, attract visitors, and provide destination information. The primary purpose was to bring visitors and their spending into the destination. More recently this focus has expanded to include community and stakeholder relations as well as industry advocacy. This wider concept of destination management industry organizations reflecting community values and being responsible for destination management encompasses much more than economic growth or business revenue. While marketing the destination to attract visitors and their spending remains a core function, other vital considerations such as community acceptance, benefits for citizens, support for locally-owned small businesses, environmental sustainability, and supporting diversity and inclusion are forefront for modern Destination Organization.

1.2 CORE REASON FOR EXISTENCE: CORNERSTONE STATEMENT

The role of Destination Organizations has come into sharper focus over recent years, with markedly greater emphasis on providing local programs in an environment of global travel options. In a world dominated by large global brands, who is speaking for the local community and providing business programs to benefit the community? With platforms such as Expedia, Booking.com, Airbnb or Vrbo continuing to grow, who will facilitate direct bookings from customers without punitive commissions, or collaborate upfront with stakeholders to compete for and win lucrative conferences, events and sports opportunities to drive economic impact? Who will steward and promote the tourism brand in ways that communicate a community's values, people and neighbourhoods authentically, and also ensure the community's brand is not simply commodified to benefit third parties? Each of these key roles belong to the local Destination Organization, which must be authentic and true to its home.

Online travel agencies, global travel or accommodation technology platforms, and third-party meeting planning companies do not share our strong community focus on working together to build a year-round visitor economy that is sustainable for the long term, disperses economic benefits widely to residents, and encourages visitors to see and discover more while also respecting and embracing community values. Destination Greater Victoria cares greatly about these outcomes and this is the essence of who we are. A positive, engaged and aligned Destination Organization not only fills the gaps, but also sets the tone. This is the type of tourism industry we wish to see and Destination Greater Victoria works diligently to achieve it.

Whereas many pundits in the tourism industry had forecast that online travel agencies, global travel platforms, and/or third-party meeting planners would disintermediate Destination Organizations, this is increasingly not the case. The role of Destination Organizations is more important than ever, given the imperative to align authentically with community values while driving the visitor economy using lenses focused on citizens as well as the commercial sector. Destination Greater Victoria has been able to achieve this over recent years and, as we rebuild from the COVID-19 pandemic, this is our opportunity once again.

Destinations International's Cornerstone Statement

Every community must compete with every other community for their share of the world's attention, customers, and investment. To compete, people need to be aware of a community, have a positive impression, and want to visit to experience the community and meet its people.

This is achieved through clearly developing, articulating and managing the community's brand. Efforts must be made to promote, market, sell, and engage potential visitors. And all of this must be reinforced again and again. Destination organizations are uniquely positioned to do this.

Addressing this need for destination promotion is for the benefit and well-being of every person in a community. It is a common good. It is an essential investment to develop opportunities and build quality of life to benefit all the residents of a community.

Destinations International 2019, Our Cornerstone: Being a Community Shared Value & Asset

1.3 THE VISITOR ECONOMY

Destination Greater Victoria embraces the concept of the 'visitor economy' rather than the outdated notion of a 'tourism economy'. Traditional perspectives equate tourism with leisure travel and define the tourism economy as revenues resulting from these travellers' in-destination activities. This view fails to capture a large proportion of the interactions and economic benefits that occur when people travel into a destination by (a) overlooking the many visitors who are not leisure travellers and (b) not accounting for the social, cultural and environmental components of an economy.

A visitor economy is considerably more comprehensive, inclusive, and far-reaching in its economic outcomes than a tourism economy. It is based on interactions and exchanges between visitors and the destination, including its citizens. Visitors are not only leisure travellers but also conference and meetings delegates, business travellers, event-specific visitors, and 'temporary residents' including students and contract workers. Collectively these are the hosts who comprise the social fabric of a destination. The visitor economy incorporates the direct, indirect and induced benefits flowing from these exchanges and interactions between visitors, their hosts and the destination itself, across all dimensions of the economy – financial, socio-cultural and environmental.[1]

Economic activities generated by the visitor economy contribute beyond tourism to multiple sectors of the broader economy. There is direct revenue from goods and services used by visitors, indirect contributions through supply chains and supporting services, and induced benefits via spending by those who derive income from visitation. All of these benefits flows, and the interactions giving rise to them, must be given strategic attention in order to achieve successful, equitable and sustainable destination management. Accordingly, Destination Greater Victoria refers exclusively to the 'visitor economy' throughout this document, to reflect its perspective that the visitor economy goes beyond traditional concepts of tourism to encompass not only financial returns derived from hosting visitors in Greater Victoria but also the socio-cultural, community, sustainability and quality of life benefits it can deliver.

"The visitor economy is much more than simply the tourism industry. It extends to interactions between visitors and the city, and all of the direct and indirect effects triggered by visitors."

Vienna Tourist Board, Shaping Vienna Visitor Economy Strategy

[1]See: Vienna Tourism Board 2019, Shaping Vienna: Vienna Visitor Economy Strategy 2025. Foundation for Puerto Rico 2020, What is The Visitor Economy? Destination Canada and McKinsey & Company 2018, Unlocking the Potential of Canada's Visitor Economy.

1.4 BRITISH COLUMBIA'S DESTINATION ORGANIZATION SYSTEM

Destination Organizations in British Columbia operate under a Municipal and Regional District Tax (MRDT) program that provides a legislated taxation framework along with specific qualification and reporting requirements. MRDT is levied at a rate of up to three percent (3%) on sales of short-term accommodation within participating areas of British Columbia, on behalf of municipalities, regional districts and eligible entities. The MRDT program is administered jointly by the Ministry of Finance, Ministry of Tourism, Arts and Culture, and Destination BC.

The following principles are applied to promote coordinated and efficient use of MRDT funds:

- Effective tourism marketing, programs and projects.
- Effective local-level stakeholder support and inter-community collaboration.
- Coordinated marketing that complements broader provincial marketing strategies and tactics.
- Fiscal prudence and accountability.

In 2018 the Province of British Columbia and Online Accommodation Platforms (OAPs), comprising Airbnb to date, agreed to commence collecting MRDT at platform level. In view of this there are now two categories of MRDT:

1. Traditional MRDT collected from hotels, motels, and bed & breakfasts; and,
2. Online Accommodation Platform (OAP) MRDT which is also available for affordable housing initiatives as outlined in section 8 below.

2. BACKGROUND

2.1DESTINATION GREATER VICTORIA

Victoria is located on southern Vancouver Island as the capital of British Columbia. Greater Victoria incorporates 13 municipalities which collectively have 370,000 citizens including vibrant indigenous communities. By population Greater Victoria is the second largest Census Metropolitan Area (CMA) within British Columbia and has experienced steady growth due to a strong economy, an energetic and diverse tourism sector, and a favourable climate. The region is an established home for thriving technology, marine services, ocean science, education, clean tech, health, advanced manufacturing and agricultural sectors. Greater Victoria is widely regarded as a great place to live, work and visit.

Destination Greater Victoria (DGV), previously known as Tourism Victoria, is the official Destination Marketing Organization (DMO) for the Greater Victoria region, with Municipal and Regional District Tax (MRDT) relationships with the City of Victoria and the District of Saanich. DGV is the largest of Vancouver Island's DMOs and the leading regional DMO for industry.

In addition to the City of Victoria and District of Saanich, five municipalities in Greater Victoria (the City of Langford, City of Colwood, District of Oak Bay, Township of Esquimalt, and Town of Sidney) are active members of DGV. The City of Langford is a top-tier member of the Greater Victoria Sport Tourism Commission (GVSTC) and major supporter and enabler of sports business for the region. Although the District of Oak Bay, City of Langford, and Gulf Islands have their own MRDT programs, DGV works collaboratively with all municipalities and tourism organizations across the region.

As a member-based not-for-profit organization governed by a Board of Directors and with day-to-day leadership by a CEO, DGV is responsible for marketing tourism to the Greater Victoria region within Canada and the United States as well as select international markets. DGV builds and promotes a strong visitor economy across many sectors of the industry, including leisure tourism, meetings and conventions (business events), travel trade, sports events, festivals and cultural events, and media relations. These are reflected in a comprehensive, integrated brand family.

DGV is also responsible for sales and marketing of the Victoria Conference Centre, operates a visitor information centre and kiosk, conducts tourism-related research and plays a central role in destination management and tourism policy in the Greater Victoria region. By staying close to both industry and government partners, working collaboratively, being open and transparent, and actively driving very significant business results, Destination Greater Victoria enjoys strong stakeholder support within a complex multi-dimensional environment.

Destination Greater Victoria has been in continuous operation since 1974 and currently represents almost 1,000 member businesses across all sectors of the tourism and hospitality services industry. DGV has also developed an extensive network of partner and stakeholder relationships to underpin its industry relevance and strategic impact. Destination Greater Victoria has been the Eligible Entity for MRDT in Victoria since 2017, when it deepened its relationship with the City of Victoria by taking on sales and marketing of the Victoria Conference Centre, which is a key City asset.

DGV has been pivotal in raising the profile and economic impact of sport tourism in Greater Victoria by working collaboratively with (previously) SportHost Victoria to establish the Greater Victoria Sport Tourism Commission (GVSTC). Supported by DGV and its resources and marketing expertise, the GVSTC was formed in 2018 to grow sport tourism by developing sports-hosting opportunities in a strategic, coordinated manner that delivers measurable business and community ROI. Similarly, in 2018 Destination Greater Victoria established major events and conferences functionality within its structure. With this dedicated management capacity DGV adapted a business model from Australia to become actively involved in owning and operating core conferences and events. This approach retains key programs aligned with DGV's brand and helps round-out business seasonality.

Destination Greater Victoria operates with a robust and transparent governance structure that is not only representative of members and stakeholders, but also reflects evolving business priorities and developments. For example, alongside its existing advisory committees, in 2018 DGV established a Sport Tourism Committee to link DGV's Board of Directors and management team with the Greater Victoria Sport Tourism Commission. Similarly, in 2019 DGV established a Sustainability Committee to advise on sustainability issues and opportunities for the tourism sector and

also help coordinate sustainable tourism initiatives for Greater Victoria. To further support good governance Destination Greater Victoria maintains membership of the Institute of Corporate Directors (ICD), which ensures Board members and management are up-to-date on governance issues and developments though ICD resources, seminars and training programs. Additional details of DGV's governance, including private sector, public sector and partner representation, are provided in section 6 below.

A core role of Destination Greater Victoria is to grow Greater Victoria's visitor economy sustainably, which in turn is central to the strength of the wider local economy. By leveraging strategic alignment via a Balanced Scorecard performance management framework, DGV has continued to improve its attributable business results over the last five years. Notwithstanding the impacts of the COVID-19 pandemic, there is now a strong foundation of strategic alignment, engaged members and partners, a high-performance team and impressive destination attributes to build from when developing and implementing marketing initiatives.

2.2 KEY ACHIEVEMENTS FROM 2017-2021 STRATEGIC PLAN

Destination Greater Victoria's strategic plan for 2017 to 2021 has been highly successful; amplifying growth, building yield, attracting investment, telling tourism's story, and tackling the difficult task of addressing seasonality effectively. This forward-looking plan for 2022 to 2026 builds upon this and focuses on continuing to manage and stimulate responsible year-round growth while also ensuring the benefits of tourism are maximized locally, sustainability is forefront, and broader economic and societal outcomes are realized.

Key outcomes and achievements to date from the 2017-2021 Strategic Plan include:

- Attaining Eligible Entity status for MRDT in Victoria from 2017. This has strengthened DGV's capacity to influence the visitor economy by facilitating secure longer-term planning and a multiple-year approach to strategic initiatives. This status also significantly increased DGV's ability to build predictable, year-round meetings and conference business, which is typically booked more than one or two years in advance. Additionally, more-secure funding has been central to stable staffing and developing positive organizational culture and competencies.
- Modernizing Destination Greater Victoria's digital platform to be more versatile, user-friendly, responsive and impactful, along with a major review and refresh of DGV's brand and brand positioning (see further details below).
- Enhancing strategic alignment, coordination and business opportunities in the sport tourism sector by establishing the Greater Victoria Sport Tourism Commission. The GVSTC enables stakeholders from sports teams and associations, municipalities, education, and the tourism sector (including commercial accommodation, attractions and experience providers) to align efficiently in securing strategically-valuable sport tourism business for Greater Victoria.

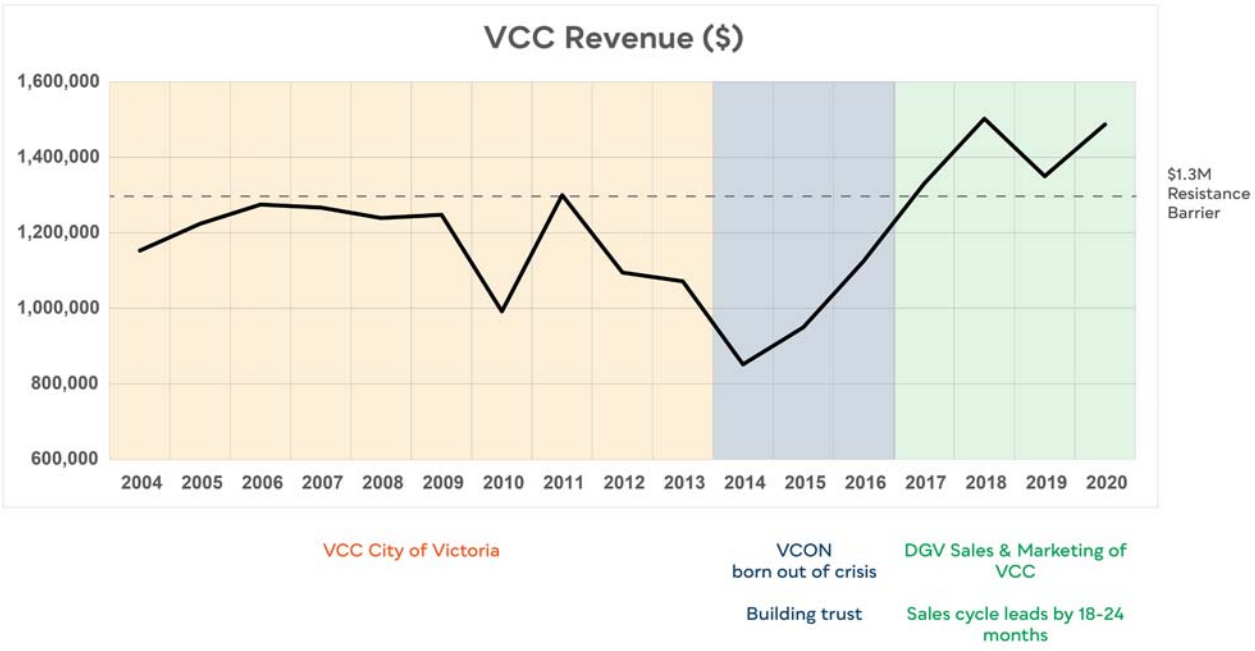
Strategic Growth in Sport Tourism Business in Greater Victoria

The Greater Victoria Sport Tourism Commission (GVSTC) was established in 2018 to coordinate sport opportunities and win sport tourism business for Greater Victoria. The GVSTC's work has included developing an integrated strategy for sport tourism business in collaboration with sport partners and stakeholders. The strategy acts as a toolkit for evaluating the feasibility, merits, and ROI for sports opportunities, with a focus on large single events (such as the World Junior Hockey Championships and the FIBA Olympic Qualifying Basketball tournament) and smaller multi-sport events (such as the Invictus Games or 55+ BC Games).

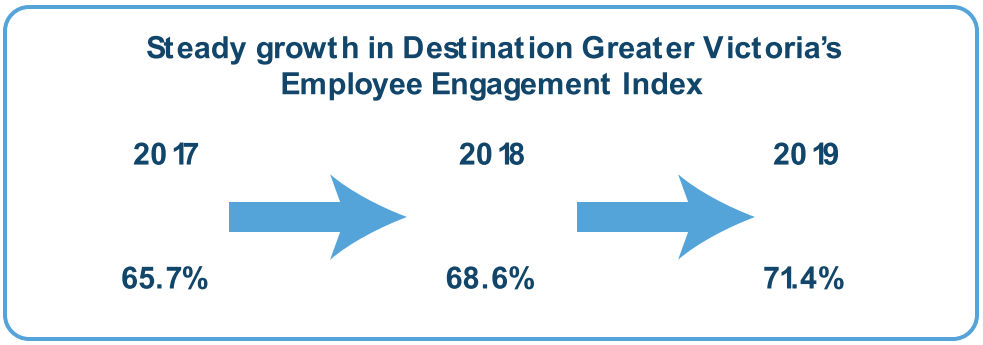
- Achieving significant growth in meetings and conference business through Business Events Victoria, particularly as a result of taking on sales and marketing responsibility for the Victoria Conference Centre from 2017. Key performance metrics are highlighted in the summary of Enterprise Balanced Scorecard results below.

Successfully Managing Sales and Marketing for the Victoria Conference Centre

Destination Greater Victoria has delivered strong results for the Victoria Conference Centre since taking on responsibility for sales and marketing in 2017. Based on average figures for three years from 2017 to 2019 compared to the three years prior to 2017, there has been a 43% increase in VCC revenues along with a 16% increase in VCC delegate days. Also , DGV's Business Events team achieved a 177% increase in confirmed room nights from meetings and conventions, which benefits hotel partners. VCC revenue flow from 2004 to 2020 is shown below (note: the 2020 figure refers to business booked pre-COVID); whereas revenue flow was highly variable prior to 2017, it is now more stable and above $1.3 million annually.



- Successfully standing-up the Major Events and Conferences function to deliver events such as the annual IMPACT Sustainability Travel & Tourism Conference and Capital City Comic Con. Involvement in owning and operating these core events has helped to retain important shoulder-season business and reduce seasonal variance.
- Building a Restricted Reserve that i sufficient to ensure the organization can weather shocks and downturns, and implementing a prudent and flexible investment strategy to generate further low-risk growth in Reserve funds.
- Developing a highly-aligned, engaged organization throughout a period of significant growth and change, including implementing a corporate succession plan to further strengthen DGV going forward. DGV's most recent Employee Engagement Survey highlighted ongoing very positive perceptions of DGV's work policies, sharing of information, teamwork, collaboration, communication, leadership, services to members, and industry engagement. All employees understand how their role contributes to DGV's goals and reported high job satisfaction. The Employee Engagement Index has grown steadily from 65.7% in 2017 to 68.6% in 2018 and 71.4% in 2019, along with the high proportion of employees who actively promote DGV as a rewarding and progressive organization to work for.



- Achieving all major enterprise Balanced Scorecard targets through to the end of 2019 (2020 not included due to COVID impacts) with significantly increased performance compared to prior to 2017. Collectively these results (as indicated by the following metrics) have provided an execution premium:
- Continuing to embrace sustainability and work towards sustainable practices and outcomes for DGV as well as the broader visitor economy. This has included forming a Sustainability Committee within Destination Greater Victoria's governance structure from 2019 and efforts to achieve carbon neutrality in 2021.

		ENTERPRISE BALANCED SCORECARD RESULTS				
Performance Measure	**Unit**	**2015**	**2016**	**2017**	**2018**	**2019**
Accommodation Occupancy Rate	%	70.2	74.2	73.4	76.4	73.5
Average Daily Room Rate (ADR)	$	147.74	159.55	169.19	184.20	189.10
Revenue Per Available Room (RevPAR)	$	103.65	118.43	124.21	140.77	139.03
YYJ Airport Arrivals	#	1,710,825	1,856,421	1,934,842	2,048,627	1,924,385
Conference Centre Delegate Days	#	96,590	106,808	108,836	121,430	118,661
Victoria Conference Centre Revenue	$	949,501	1,132,846	1,330,263	1,508,427	1,350,171
Business Events Confirmed Room Nights	#	12,788	12,169	22,966	34,184	37,951
DGV Visitor Centre Ticket Sales	$	1,555,786	1,595,939	1,855,703	1,994,912	1,753,500
DGV Membership Services Revenue	$	995,100	1,096,784	1,095,378	1,124,832	1,114,451
New Business Leads for Members	#	307	328	484	516	535

RESULTS FOR 2017-2021 STRATEGIC OBJECTIVE TARGETS

Additionally, performance has exceeded specified targets for each of the four objectives within the 2017-2021 Strategic Plan, providing a solid foundation and benchmarks for business going forward following the industry's recovery from the impacts of COVID-19.

1. Grow Rate and Volume

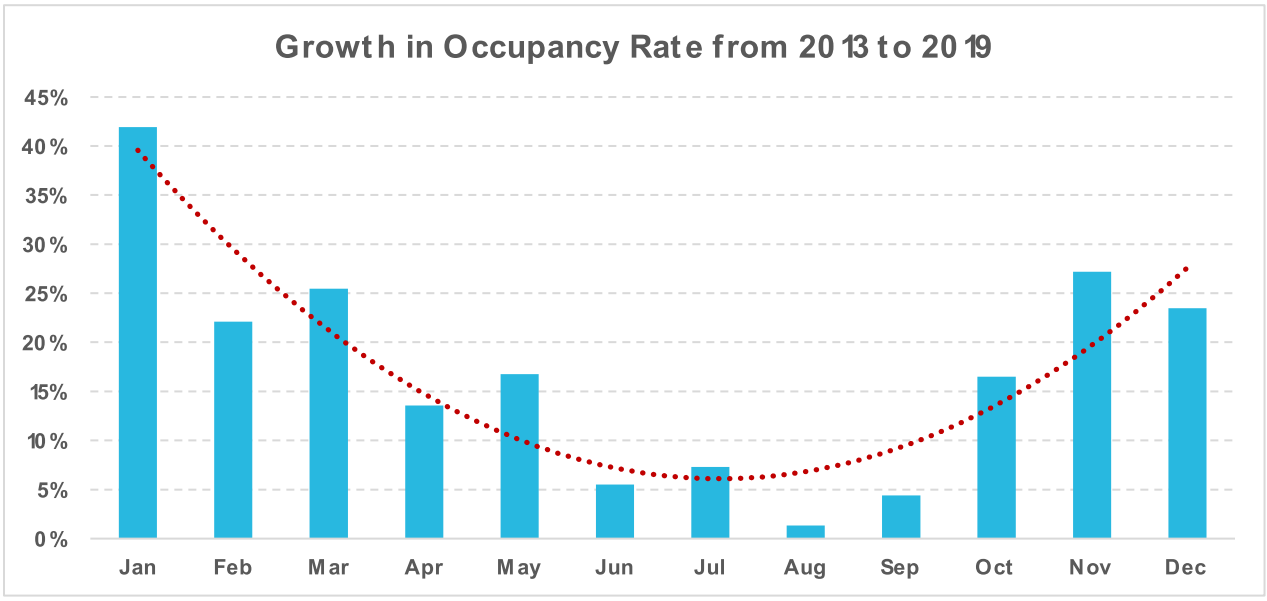
This objective reflected Destination Greater Victoria's primary priority of generating demand for the destination with a strong focus on yield as well as volume. Targets were average 72.2% occupancy and $105 RevPAR. Results for 2017 to 2019 have been average 74.4% occupancy alongside $135 RevPAR, exceeding expectations well within the Plan's timeframe.

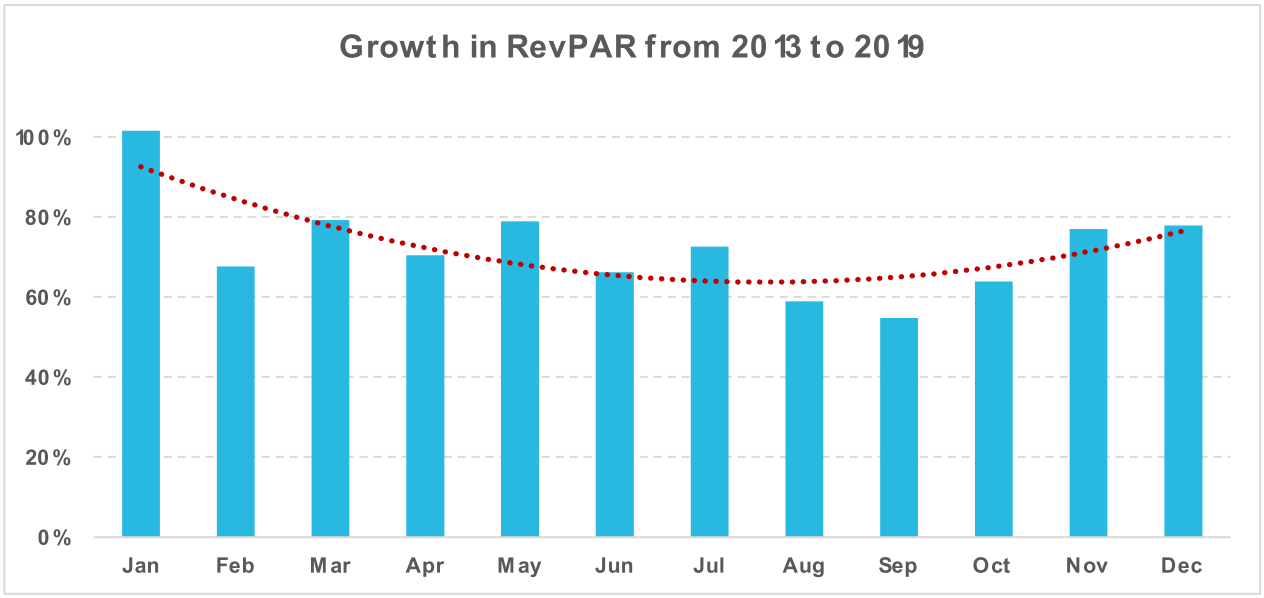
STRONG PERFORMANCE GROWING RATE AND VOLUME

	Average Occupancy	**Average RevPAR**
Targets 2017 to 2021	72.2%	$105
Results 2017 to 2019	74.4%	$135

2. Addressing Seasonality

In line with Destination Greater Victoria's objective to address seasonality, growth in occupancy and RevPAR has also been markedly greater in the off-season and shoulder seasons than during peak season, as illustrated in the following charts:





Source: Chemistry Consulting Group, Victoria Tourism Bulletins

These results flow directly from DGV's strategy of building consistent off-peak business via targeted and seasonally-themed marketing campaigns, more meetings and conference business, and high-ROI festival and major events business. The target for this objective was average 59% occupancy from October to April. The result prior to 2020 has been 66% occupancy from October to April each year, exceeding target by 12%.

3. Destination Management

This objective focused on working with industry on critical supply-side drivers of destination success and has been primarily achieved via policies and actions developed with DGV's Transportation and Destination Management Committee (TDMC). Specifically the target was to work with stakeholders on three-phase redevelopment of Belleville Terminal and position Greater Victoria for pre-clearance and homeporting. Two phases of redeveloping Belleville Terminal's facilities are now complete and the final stage is on the horizon, significantly improving the visitor experience and setting the stage for preclearance capability.

4. Telling Tourism's Story

This objective has been achieved through Destination Greater Victoria's advocacy and policy work, corporate messaging, marketing and membership communications, stakeholder engagement, and research insights. The focus has been on tourism's experiential nature and benefits, the importance of social license and a positive visitor-resident interface, the need for sustainability and innovation, and the value of tourism's many contributions to the regional economy. Increasing appreciation and support for Greater Victoria's vibrant visitor economy will continue to be a core priority.

Collectively the abovementioned achievements and outcomes from the 2017 to 2021 Strategic Plan provide important context and benchmarks for this next five-year plan. They form a robust platform that Destination Greater Victoria can build from alongside new directions and initiatives.

2.3 OPPORTUNITIES AND CHALLENGES OF DEVELOPING A FIVE-YEAR PLAN DURING A GLOBAL PANDEMIC

This five-year Strategic Plan has been developed during unprecedented conditions arising from the global COVID-19 pandemic, which has severely impacted travel, tourism businesses and the wider economy. Planning within this context presents challenges as well as opportunities. While on one hand there continues to be significant uncertainty about how and when critical gates for tourism, events and conferences will reopen, on the other hand there are opportunities to rebuild in new, deliberate ways to produce more positive and sustainable outcomes for stakeholders as we continue to grow a strong and vibrant visitor economy. The plan will provide a strategic framework throughout recovery from COVID-19 and as we rebuild in close positive alignment with the values of the communities we serve.

In addition Destination Greater Victoria will develop annual one-year business plans that are more tactical, as is required by DGV's Constitution and Bylaws and in accordance with the Province of BC's MRDT guidelines. These tactical plans will consider the prevailing and foreseeable business and community conditions at the time, and address opportunities in place or likely to arise.

3. STRATEGIC CONTEXT

3.1VISION AND MISSION

Destination Greater Victoria's Mission and Vision continue to anchor strategy and are aligned with community values as well as industry and stakeholder priorities. The Mission and Vision are roundly supported by clear brand definition and an effective, successful brand proposition. These attributes are well-established and underpinned by significant long-term investment and equity.

OUR MISSION

We inspire the world to experience our destination.

OUR VISION

Destination Greater Victoria will be internationally recognized as a leader in sustainable tourism development, ensuring Greater Victoria remains one of the top destinations in the world.

3.2 BRAND AND POSITIONING

Greater Victoria is a small to mid-size city with a global brand reputation. It is consistently ranked in the top ten small cities of the world in publications such as Condé Nast Traveler, and is increasingly recognized as a leading global city for business, education, technology and innovation. With diverse attributes, Greater Victoria is an exciting, multi-dimensional city in a vibrant, evolving region.

During 2018 Destination Greater Victoria undertook an extensive and robust branding process from a tourism perspective to gain a deeper and more-nuanced understanding of core brand attributes. A key part of this work sought to break from past stereotypes and communicate a modern, fresh and accurate representation of who we are as a destination and what visitors can expect.

DGV's brand refresh was informed by six months of research and consultation, including interviews with community, local government and industry stakeholders, workshops with citizens and business owners, sentiment analyses, and consumer surveys within target markets. The process defined the destination's fundamental attributes to develop an integrated brand story, strategy, and positioning along with unique selling propositions (USPs) centred on connections to the Salish Sea.

Destination Greater Victoria implemented its brand refresh in September 2018, with the new brand reflecting the vibrant multi-faceted global destination we have become. As part of the brand update the organization's trading name was changed from Tourism Victoria to Destination Greater Victoria, to better represent DGV's membership portfolio as well as the increasingly regional nature of visitor experiences. The change in trading name was also driven by DGV's focus on strategic destination management; many tourism boards have now incorporated a destination management function into their operations and have revised their trading name to highlight this responsibility. DGV's updated trading name is a platform for building cohesive regional marketing strategies that highlight all there is to see and do in the destination and encourage customers to revisit and explore more.

The brand refresh extends to Destination Greater Victoria's sub-brands, forming an integrated brand family including Business Events Victoria, the Greater Victoria Sport Tourism Commission, Greater Victoria Visitor Services and Greater Victoria Membership.

DESTINATION GREATER VICTORIA BRAND FAMILY



The brand review confirmed that the attributes most responsible for driving positive visitor sentiment for Greater Victoria are nature, outdoor activities, attractions, restaurants and breweries, performing arts, festivals, sports, business events and conventions, and wellness and spas. Core elements of Greater Victoria's brand positioning are:

Far from Ordinary

Greater Victoria looks and feels like no other place. It is timeless and monumental, vibrant but also mild and relaxed. Victoria meshes wild nature with gentle sophistication and eclectic contemporary energy. The result is a place that's far from ordinary.

A Place to Reconnect and Renew

Explore a city that is ready for your kind of adventure at the pace you choose. Disconnect from the hustle and bustle of regular life and reconnect with experiences to feed your soul. Victoria is a place to renew yourself.

Timeless City on the West Coast

Experience the best of British Columbia's past and present. Chart your own adventure and explore this special place where the Pacific meets the land. Experience the vibrancy of an intimate city alive with character. Victoria is a Pacific Coast city unlike any other.

Connections to the Salish Sea

Rediscover perspective by immersing into one of Canada's most diverse ecosystems. Connect with coastal Salish Indigenous traditions, natural landscapes and wildlife. Greater Victoria is shaped by the interactions between natural environment and history.

Alive with BC's History

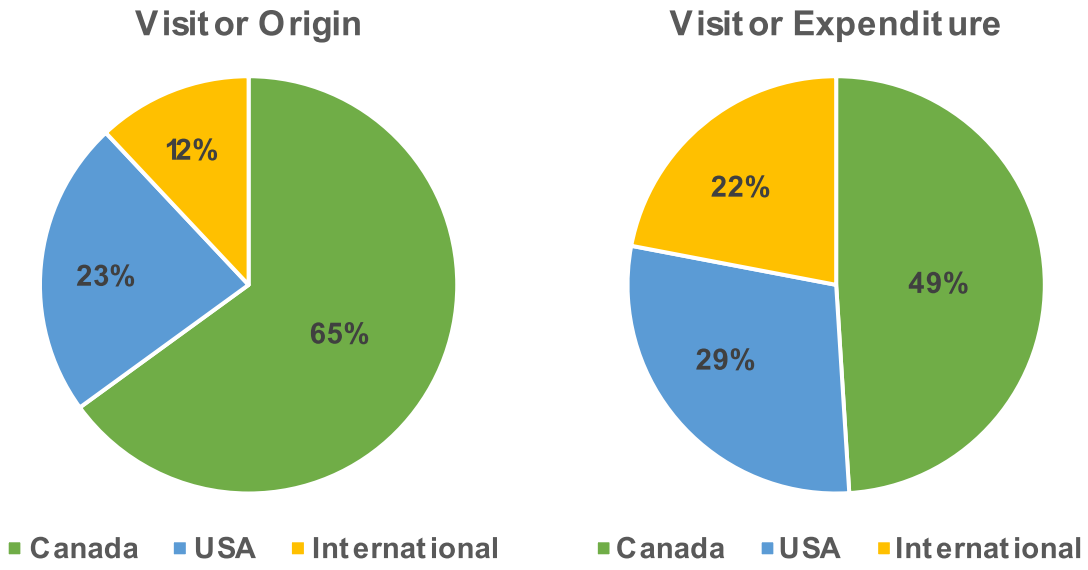
Engage with the rich and diverse history of British Columbia's capital city. As one of the oldest cities in the Pacific Northwest, the history of the Coastal Salish First Nations together with British legacies, European influences and North America's second oldest Chinatown surrounds you.

Destination Greater Victoria's brand refresh successfully moved our tourism proposition away from past stereotypes and delivered a compelling and competitive brand. However, more work must be done to remain on pace with our evolving tourism economy, visitor preferences and the realities of the destination we serve. A brand update is planned for 2021-2022, which will be appropriate timing because insights about consumers' adaptions due to COVID will be available and effects of severe disruptions should have reduced for visitors and the industry. Outcomes from this brand update will be reflected in the marketing components of Destination Greater Victoria's five-year strategy.

3.3 SOURCE AND TARGET MARKETS

Source markets for Greater Victoria's visitor economy have predominantly been within Canada and western states of the USA. Short-haul markets such as Vancouver, the BC Lower Mainland, Seattle and Calgary are primary markets because they connect quickly and directly to Victoria via multiple modes of transportation and meet key criteria for market size, customer profile, return on marketing investments, and effectiveness of digital marketing. Over recent years Toronto, Montreal, Portland and San Francisco have also shown growth as important markets.

Based on pre-COVID data[2], Greater Victoria hosts approximately 4.2 million visitors each year who spend almost $1.5 billion within the destination. Historically, as shown in the charts below, travellers from within Canada account for almost two-thirds of visitors to Greater Victoria but less than half of visitor expenditure, confirming the critical strategic importance of US and international markets. On average (and with minor seasonal variation), visitors from the USA spend 70% more than Canadian visitors within Greater Victoria, while international visitors spend up to 133% more.



A survey of Destination Greater Victoria's members in October 2020 (discussed further in section 4 below) sought feedback on source market priorities for the next five years. Members recommended that short-haul and domestic markets take precedence, with the five most-important being:

1. Vancouver and Lower Mainland
2. Seattle and Washington State
3. Calgary, Edmonton and Alberta
4. British Columbia beyond Vancouver and Lower Mainland
5. Toronto, Ottawa and Ontario

[2]Sources: Statistics Canada 2018 National Travel Surveys (NTS) and Visitor Travel Surveys (VTS). Destination Greater Victoria 2019 Visitor Survey Report.

Accordingly, Canadian and US short-haul markets will continue to be primary target markets for the next five years. It will be critical to penetrate further into these markets, particularly in the USA given potentially high returns on investments, and a main pathway towards achieving this will be applying insights from a comprehensive market segmentation process, as outlined further below. In addition, Destination Greater Victoria will target international markets selectively for appropriate channels of business. Target markets over the term of this Strategic Plan are listed below; DGV will focus most actively on the Tier A markets and have limited, channel-specific involvement in the Tier B markets. As always, DGV will remain responsive to market developments and any emerging opportunities to build business in line with strategic objectives.

TIER A TARGET MARKETS
Active Involvement

BRITISH COLUMBIA
Vancouver and BC Lower Mainland

WASHINGTON STATE
Seattle and Western Washington

ALBERTA
Calgary

ONTARIO
Toronto and Ottawa

CALIFORNIA
San Francisco

INTERNATIONAL
Selective in Asia-Pacific and Europe

TIER B TARGET MARKETS
Limited Involvement

OTHER BRITISH COLUMBIA
Vancouver Island, Okanagan, Kelowna

ALBERTA
Edmonton

QUEBEC
Montreal

CALIFORNIA
Los Angeles

OREGON
Portland

OTHER USA
Denver, Dallas

3.4 ROLE OF SEGMENTATION

Market segmentation is a process of systematically dividing and defining a market into increasingly nuanced categories to facilitate finer-scale targeting. The process assigns customers to groups that share relevant characteristics based on demographics, behaviour, interests, preferences, needs or geographic location. Main benefits of market segmentation include identifying the most appropriate customers, creating a highly focused or engaged customer base, informing the design and delivery of hyper-targeted advertising, focusing on customers with niche interests, needs or values, and brand or service differentiation.

Market segmentation is well established in Canadian tourism, ranging from market-specific reports and analyses to customizable software allowing data to be queried at various scales across multiple parameters. Segmentation linking traveller typologies with specific activity preferences was a main output from the 2001 national Travel Activities and Motivation Survey (TAMS), which remains a key resource for tourism market research in Canada. Using data on consumers' geo-demographics and behaviour, Environics Analytics has aligned its PRIZM software with Destination Canada's Explorer Quotient (EQ) model to define almost 70 traveller-lifestyle types, allowing segmentation at very fine scale. Although these tools have limitations in how data are sourced and how consumer attributes are assumed to reflect in travel behaviour, they provide useful market insights and are updated and refined frequently. Destination Greater Victoria has drawn upon such tools effectively to help inform its marketing strategies.

As noted throughout this Strategic Plan, Destination Greater Victoria will continue to focus on higher yielding and values-aligned customers within all our channels. This requires a refreshed approach to segmentation, aligned with new ways of characterizing customers, greater data availability and new methods of analysis. By year-end 2022 DGV will leverage existing segmentation data via programs such as Explorer Quotient, engage widely where possible on additional and emerging data sources, and work with its agency partner on a refreshed segmentation process to identify target customers who best fit strategic goals.

3.5 EXPERIENCES STRATEGY

Over the next five years Destination Greater Victoria is committed to developing, implementing and refining an 'experiences strategy' for visitors to Greater Victoria. Calls to explore this concept were initiated by industry partners, particularly those in the experiences sector, and they have requested DGV to bring it to life; hence all stages of development will occur in close consultation with industry. Alongside destination stewardship and community alignment, digital conversion to connect tourism businesses with travellers in more sophisticated ways has been identified as a key transformational opportunity[3]. The aim is to provide an engaging, user-friendly digital platform that makes it enticing and easier for visitors to experience more of Greater Victoria than has historically been the case.

The platform will be available to travellers prior to visiting (for example, on booking accommodation or transportation) and also while in-destination. It will be integrated across all experiences, including attractions, tours, activities, culinary, wellness, entertainment, events and bespoke services. A core goal is encouraging visitors to experience more, spend more and stay longer in Greater Victoria by helping to curate and guide their journey within the destination, in ways that are most appealing to them based on insights from digital data.

This component of DGV's strategy is intended to tie into marketing across all lines of business and complement initiatives to promote a more-sustainable visitor economy. Performance measures are likely to focus on rate of uptake, depth and breadth of engagement, dispersion, yield, length of stay (hotel room nights) and growth in shoulder and off-season business.

Work on the experiences strategy will commence in 2021, with further development planned in early 2022 for implementation by summer 2022. The strategy will then grow incrementally and be further refined over subsequent years in line with insights about performance. Importantly, the platform for the experiences strategy is not only intended to curate activities for visitors but also provide insights about how visitors are experiencing Greater Victoria. This feedback loop will allow DGV and tourism partners to fine-tune and refine the platform on an ongoing basis to maximise performance.

3.6 IMPORTANCE OF COMPRESSION

The process of compression is an important driver of tourism performance and growth in the visitor economy. Compression exists in a destination when a large number of meetings, major sporting or cultural events, or pre-planned leisure business creates limited availability for last minute travellers. This has the positive benefit of prompting transient travellers to either pay a higher rate at their first choice accommodation or book a different accommodation option in the destination; both outcomes are beneficial for the destination's overall business health[4].

In addition, compression creates geographic dispersion of business into other neighbourhoods and commercial centres, thereby spreading the benefits of the industry more broadly. Accordingly, it is strategically important to focus on securing more pre-planned business on the books because that will allow the entire region to benefit from compression. A critical role of DMOs such as Destination Greater Victoria is to create compression and subsequent dispersion. The DMO should plan across years and tourism seasons to ensure healthy beneficial compression occurs, which in turn provides a steady platform for the wider visitor economy. This is the approach DGV will continue to use going forward.

3.7 ROLE OF DISPERSION

The growth of tourism globally reflects greater participation in travel by people from a broader range of countries, in line with increased economic prosperity in those countries. If not managed properly, tourism can be relatively concentrated in time and space, which is becoming more evident with (for example) the rapid increase in Chinese tourism activity. Improved dispersion of tourism across time and space is likely to be much more sustainable because capacity restraints in popular destinations will be mitigated and economic benefits can be distributed more widely[5].

[3]MMGY NextFactor DestinationNEXT 2019 Futures Study.
[4]Cornell University 2011, The Cornell School of Hotel Administration on Hospitality.
[5]McKinsey & Company and World Travel & Tourism Council 2017, Coping with Success: Managing Overcrowding in Tourism Destinations.

Destination Greater Victoria is committed to the concept of dispersion for several reasons:

1. It generates economic opportunities for a broader range of members of our community;
2. it provides a variety of diversification opportunities for existing tourism businesses; and,
3. it exposes visitors to a diverse range of quality experiences, leaving them keen to return and explore and experience more in the destination.

Given impacts of the COVID pandemic, the risk of 'overtourism' in Greater Victoria remains far from immediate. The narrative has shifted towards re-establishing the benefits of tourism lost due to the pandemic, but through the lens of a positive visitor-resident interface. It is timely to plan and prepare strategically. Destination Greater Victoria's performance demonstrates that it executes on strategic dispersion extremely effectively, delivering a full range of benefits while continuing to build positive branding for our communities. Key examples are (i) the Pacific Marine Circle Route program, which achieved international recognition and provided economic benefits to underserved areas, (ii) recent work on 'agritourism' on the Saanich Peninsula, and (iii) partnership with Tourism Cowichan Society while concurrently linking back to the culinary scene in Victoria's hotels and restaurants. This level of highly-tuned strategic destination management, tied to marketing and communications, can drive new benefits for our community efficiently. Destination Greater Victoria is highly skilled in this area and will continue to implement strategic dispersion very effectively in future years.

3.8 THE LINK BETWEEN SUSTAINABILITY, COMPRESSION AND SEASONALITY

The concepts of sustainability, compression and seasonality interlink. To improve performance on environmental sustainability, significant investments are required. Over recent years many tourism businesses in Greater Victoria have made sizeable investments in sustainability initiatives, such as hotel retrofits, motor coach fleet modernization, alternative fuel systems, and innovative propulsion systems (for example, Harbour Air's electric aircraft) which carry investment risks. A sound revenue model is needed to support this. Business operators are comfortable making required sustainability investments if they can foresee year-round revenues, which is underpinned by achieving significant future meetings, conference and sports business on the books. These books of business then drive compression to reduce seasonal variability in business and build a predictable year-round revenue cycle. These links are illustrated in the diagram below.

At the outset of this document, reference was made to building a long-term sustainable competitive advantage. Destination Greater Victoria has reached the conclusion that the very way we live, along with who we are as community, provides our long-term sustainable competitive advantage.



3.9 SWOT ANALYSIS

As a central component of strategy development, this five year plan has been informed by analysis of Destination Greater Victoria's strengths and weaknesses, as well as opportunities and threats in its operating environment. As is typical of SWOT analyses for effective organizations positioned for growth, DGV's strengths are significantly greater than its weaknesses while opportunities outweigh potential threats.

STRENGTHS

- High-profile destination with positive reputation and diverse tourism assets and attributes.
- Strong tourism brand and extensive brand portfolio relative to competitive set.
- Proximity to large and affluent markets with a wide range of transportation links.
- Wide range of tourism products, services, attractions and experiences across all seasons.
- Extensive accommodation options offering high quality, value and services for visitors.
- Modes of travelling to and exploring Greater Victoria enhance the visitor experience.
- Positive visitor sentiment and perceptions along with a history of repeat visitation.
- Solid foundation of addressing seasonality and building a year-round visitor economy.
- Focused on increasing yield as well as volume along with benefits for citizens.
- Active across multiple business channels with solid expertise and strong performance.
- High capacity to compete for and win meetings and conventions business.
- Strategic support for business events including a customer advisory board.
- Attractive destination for meetings, conferences, festivals and major events.
- Positive sports and recreation culture with community support for sports events.
- Strong alignment and collaboration with all sectors of industry.
- Strong focus on social license, community values and a positive visitor-resident interface.
- Active involvement in destination management and stewardship.
- Established networks of effective partnerships and stakeholder engagement.
- Alignment with regional, provincial and national tourism partners.
- Tourism is seen as a major contributor to Greater Victoria's economy and workforce.
- Adaptable, talented, engaged and highly-skilled staff focused on strategic priorities.
- Robust, effective and transparent governance structure and practices.
- Stable funding and an effective medium to longer-term strategic planning horizon due to MRDT eligible entity status.

WEAKNESSES

- Perceptions that Greater Victoria has limited access, is not a hub, or is not easy to travel to.
- Reduced staffing and constrained resources until growth can support further investments.
- The need to rebuild trust during COVID recovery that travel and tourism can occur safely.
- Potentially enduring negative perceptions around links between travel and COVID.
- Perceptions that Greater Victoria has predictable tourism products late in their lifecycle.
- Insufficient capacity for meetings and conventions business at Victoria Conference Centre.

OPPORTUNITIES

- Potential to outcompete competitors and recover faster from COVID impacts, thereby providing more benefits to communities more quickly.
- Greater customer focus on sustainability, regenerative practices and the circular economy.
- Further growth in alignment and effective relationships with indigenous stakeholders.
- Building a positive visitor-resident interface and strengthening community alignment.
- Rebuilding purposively and operating in new ways as part of recovery from COVID.
- Increased leveraging of technology and data across all business operations.
- Sustainable growth in yield and ROI through nuanced visitor and market segmentation.
- Continuing scope to address seasonality and build a year-round visitor economy.
- Improved and expanded facilities for meetings and conventions business.
- Potential for expanded air and ferry access to Greater Victoria.
- Improved sports and recreation facilities to support growth in sports events business.
- Further growth and development of co-owned conferences and events, including the IMPACT Sustainability Travel & Tourism Conference.

THREATS

- Loss of tourism products and businesses due to impacts of the COVID pandemic.
- Lack of a coordinated restart and reopening plan from COVID restrictions.
- Potential inability to recover from COVID at the same or faster pace than competitors.
- Strong competition for visitors as all jurisdictions re-prioritize tourism highly.
- Concerns around perceived negative externalities of tourism which must be planned for, managed and mitigated.
- Potential economic downturn and/or further disruptive tourism industry risks.

3.10 SITUATION ANALYSIS AND LOOKING FORWARD

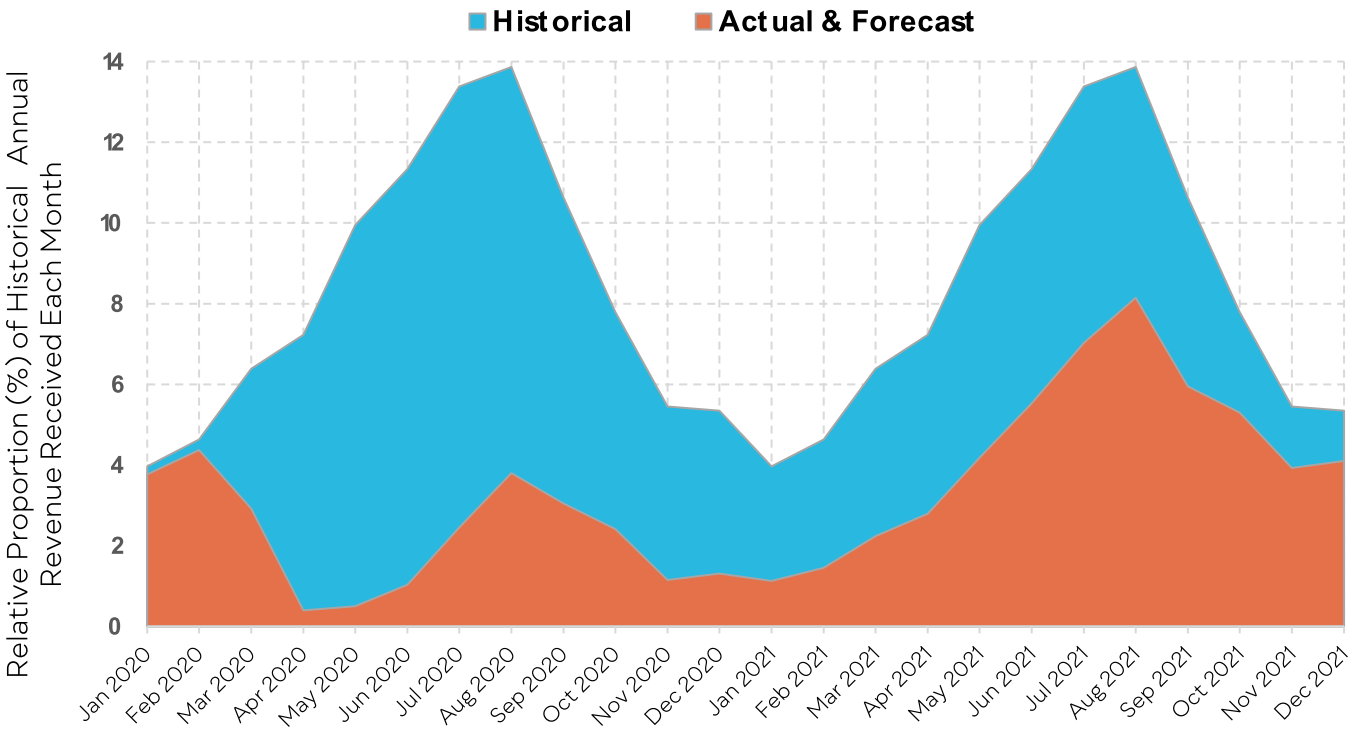
This Strategic Plan has been developed against the backdrop of severe industry-wide impacts from the COVID pandemic. Because these impacts continue to undermine the visitor economy, the ways in which Destination Greater Victoria's strategy rolls out, and the timeline this follows, will be greatly influenced by how effectively the pathway to recovery unfolds over the next one to two years. There were very strong levels of business on the books as 2020 commenced and Greater Victoria's visitor economy had achieved significant growth from 2017 to 2019. Tourism business can, and will, return to these levels and grow further; however, the way in which it returns and how quickly it returns are dependent on actions in the short to medium term. A roadmap to recovery with clear milestones is essential and stability, predictability, financial prudence and depth of expertise will be critical. These factors have been considered in developing this Plan.

IMPACTS OF THE COVID-19 PANDEMIC

Prior to the COVID-19 pandemic, tourism was Greater Victoria's second largest industry, delivering $2.3 billion economic impact annually and bringing $1.4 billion in new revenue from visitors into the local economy each year. This revenue sustained the numerous small and medium size businesses which underpin the sector. Almost 40% of working Victorians were directly or indirectly employed in the tourism industry. Tourism generates jobs at all skill and technical levels for people of all ages; it is a major employer of young adults and an important gateway employer for students seeking work experience. Tourism's contributions to year-round quality of life for residents enhances the region's ability to attract and retain skilled human resources for the technology, government, academic and health care sectors.

Prior to COVID-19, cross border travel along with business events and conferences accounted for more than 45% of visitors to Greater Victoria as well as 55% of total visitor expenditure. Tourism is inherently seasonal; most tourism businesses receive up to two-thirds of their annual revenue from May to September each year then rely on this critical core revenue to continue operations over the remainder of the year. Due to the travel and health restrictions required to address COVID-19 there has been minimal tourism activity in Greater Victoria in 2020, with limited or intermittent access to most Canadian source markets and no access to key USA and international markets. Revenue for tourism businesses has therefore been very modest for 2020 and far below historical levels, While recovery is expected to commence in 2021, it is likely that pre-COVID revenue levels may not return until 2022 or 2023.

The following chart compares historical revenue flows (averaged for 2018 and 2019) for commercial accommodation providers in Greater Victoria (blue) with their actual and forecast revenue flows for 2020 and 2021 due to the impacts of COVID-19 (orange).



Source: STR, Destination Reports Victoria BC 2018 to 2020

Recent research by Destination Canada[6] proposes two key recovery scenarios going forward. The scenarios forecast revenue impacts for Canada's tourism industry and likely timing for visitation to return to 2019 levels, based on when the border reopens (April 2021 or October 2021). Under both scenarios, domestic travel is expected to recover to 2019 levels by 2022 provided COVID remains under control following the second wave. Although (assumed) redirection of outbound spending to domestic travel is forecast to partially buffer the loss of US and international visitors, experience in 2020 showed this will be far from sufficient to offset actual losses to any meaningful extent, at least for Greater Victoria. Still, it will be important to convert as many Canadians as possible to travel to British Columbia. Destination Canada's scenarios are outlined in the table below; both assume that when the border reopens it will be open to all US and international markets, and all domestic travel restrictions are lifted.

[6]Destination Canada, Visitor Demand Forecast Update November 2020 and Canada's Business Events Restart Recovery Framework December 2020..

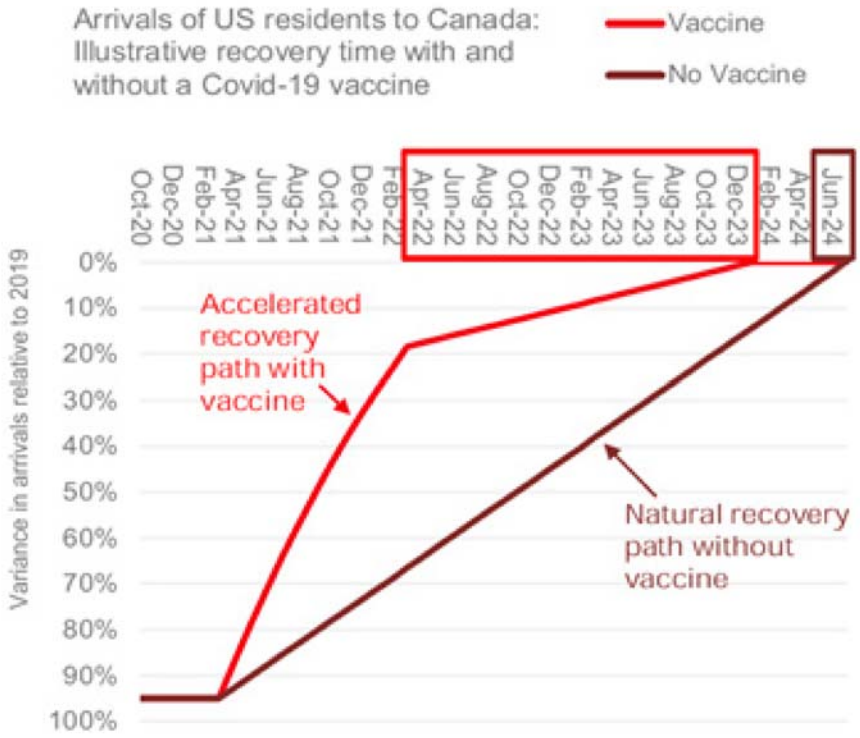
Destination Canada's Scenarios for Recovery of Tourism Business to 2019 Levels

Scenario		Revenue Forecast		Month of Return to 2019 Trip Levels			
Border Reopening		2021 Canadian Tourism Revenue	2021 Revenue Loss vs. 2019	Intra-Provincial	Intra-Provincial	USA Arrivals	Overseas Arrivals
1	Apr 2021	$48 billion	-54%	Mar 2022	Mar 2023	Jun 2024	Jun 2025
2	Oct 2021	$42 billion	-60%	Dec 2022	Sep 2023	Mar 2025	Mar 2026

Source: Destination Canada Research 2020

Importantly, availability and widespread use of COVID vaccines is expected to accelerate the pace of industry recovery. Vaccine roll-out is already underway across Canada as well as internationally, although timeframes to protect significant proportions of populations remain uncertain. The diagram below shows the dramatic positive benefit of vaccines in accelerating recovery assuming the border reopens in April 2021. It is anticipated that vaccines administered to 70% of individuals within target populations over one year would accelerate recovery to 2019 business levels by a minimum of six months.

Forecast Pathways for Recovery of US Visitation, With and Without Vaccines



Source: Destination Canada Visitor Demand Forecast November 2020, p.20.

URGENT NEED FOR STABILITY AND PREDICTABILITY FOR POST-COVID RECOVERY

Of all industries affected by the COVID pandemic, tourism was first to be restricted, it has been the most severely impacted, and it is likely to be last to fully recover. Virtually all jurisdictions have seen their visitor economy decimated. Although Greater Victoria's brand is solid and has many attributes making it a destination of choice going forward, the industry cannot simply 'bounce back'; it has been damaged so extensively that it needs to be rebuilt in planned steps, one initiative or customer segment at a time.

Living on an island we need to work deliberately to restore and secure each vital transportation link, which are currently tenuous. We must rebook as many delayed conferences as possible while also securing new business events, and compete for sports events aligned with DGV's strategy to drive year-round business. We need to execute highly-focused, efficient marketing campaigns to secure high-value overnight stays while also supporting festivals, the arts and events that fit our objectives. The visitor economy must be viewed through a destination management lens, in order to compete vigorously in a manner that reflects the values of the community we are grateful to call home. In all cases there are medium-term opportunities to improve on what was done previously.

To set the stage for recovery and rebuilding in better ways, there is an urgent need for stability and predictability. Without these it is extremely difficult to develop pathways and plan actions. DGV will continue to advocate and work for these preconditions, with a caveat to 'beware shiny objects' that advance simplistic or quick-fix ideas in the name of tourism recovery. Rebuilding will be specialized work that should be led by experts, such as DGV's highly skilled team in collaboration with a deeply experienced industry that has worked successfully through crises previously. By way of our actions, effectiveness and commitment, Destination Greater Victoria seeks to continue earning the trust and respect of industry and government partners as well as community organizations. DGV has a track record of success and is pursuing a renewed mandate to lead recovery efforts for Greater Victoria's visitor economy from 2022 to 2026.

FINANCIAL PRUDENCE

As demonstrated throughout the pandemic to date, prudent financial management and policies are critical to working through crises, and will be equally imperative post-COVID. It is very important to constantly evaluate expenditures, reforecast where warranted, and implement rigorous controls to ensure spending does not creep unnecessarily. COVID has required deep efficiencies very quickly and Destination Greater Victoria's strategy is to continue working in such ways. Operational savings and efficiencies have been part of DGV's Balanced Scorecard framework for many years, alongside accuracy of financial forecasts.

Notably, the lease for Destination Greater Victoria's headquarters at 737 Yates Street will expire in May 2022. With fewer staff DGV requires less office space, and will work through the Finance and Membership Committee to search the market for suitable, safe, efficient and more-affordable space if available. It is expected that any new office space will meet DGV's operational needs for at least the term of this Strategic Plan.

DEVELOPING HUMAN RESOURCES

At its core, a Destination Organization is a highly skilled and specialized professional services entity with solid expertise in marketing communications, digital marketing, research, complex business to busines sales, industry advocacy, and many related areas necessary for success. High-performing Destination Organizations recruit carefully, nurture and develop talent fastidiously, and understand that its people drive success. The paradox is that, because of their not-for-profit model, Destination Organizations often have difficulty competing with the private sector, government departments and agencies for talent. Organizations such as DGV are frequently the training ground for future private sector and government leaders by providing broad industry experience. Doing this over the longer term has considerable innate value for the visitor economy. Experienced executives in Destination Organizations understand they are required to not only deliver results today, but also develop talent for tomorrow.

Key human resources elements of Destination Greater Victoria's strategy for the next five years are:

- Continuing to ensure there is an "A" player in every seat.
- Engendering a learning environment where growth is at the centre of the employee experience.
- Continuing to focus on the mental health and wellness of employees.
- Revisiting team values and norms in a post-COVID environment.

4. PARTNERSHIPS AND ALIGNMENT

Partnerships are central to all aspects of Destination Greater Victoria's operations. Because DGV's work affects or influences all areas of Greater Victoria's visitor economy, these partnerships involve a diverse range of stakeholders with varied perspectives and interests. Collaboration is critical and community and industry alignment are paramount. Partnership underpins DGV's strategy; DGV has worked diligently to build effective stakeholder relationships and will continue to do so.

4.1 VALUE OF TOURISM FOR GREATER VICTORIA

Tourism's value for a destination is typically expressed in terms of economic benefits, which usually also translate into benefits for local communities and thereby support the families and associations comprising these communities. Primary benefits are business and employment opportunities as well as contributions to government revenues through taxes.

ECONOMIC IMPACTS OF TOURISM IN GREATER VICTORIA

$2.3 billion in economic outputs annually

$1.2 billion in GDP

22,300 jobs supported

$400 million in tax contributions

$1.4 billion in visitor spending each year

Recent (pre-pandemic) assessment of the economic impacts of Greater Victoria's tourism industry[7] confirms it is a major contributor to the local economy. Economic outputs total $2.3 billion annually, supporting more than 22,000 jobs, almost $750 million for wages and salaries, $1.2 billion in GDP, and almost $400 million in tax contributions. Visitor spending brings $1.4 billion in new revenue into Greater Victoria's economy each year.

In Greater Victoria, the value tourism generates through its economic impacts is made possible by the collaborative partnerships that Destination Greater Victoria has built and nurtured with tourism stakeholders over many years. Going forward these partnerships will continue to be the foundation for effective stakeholder engagement and strong strategic alignment.

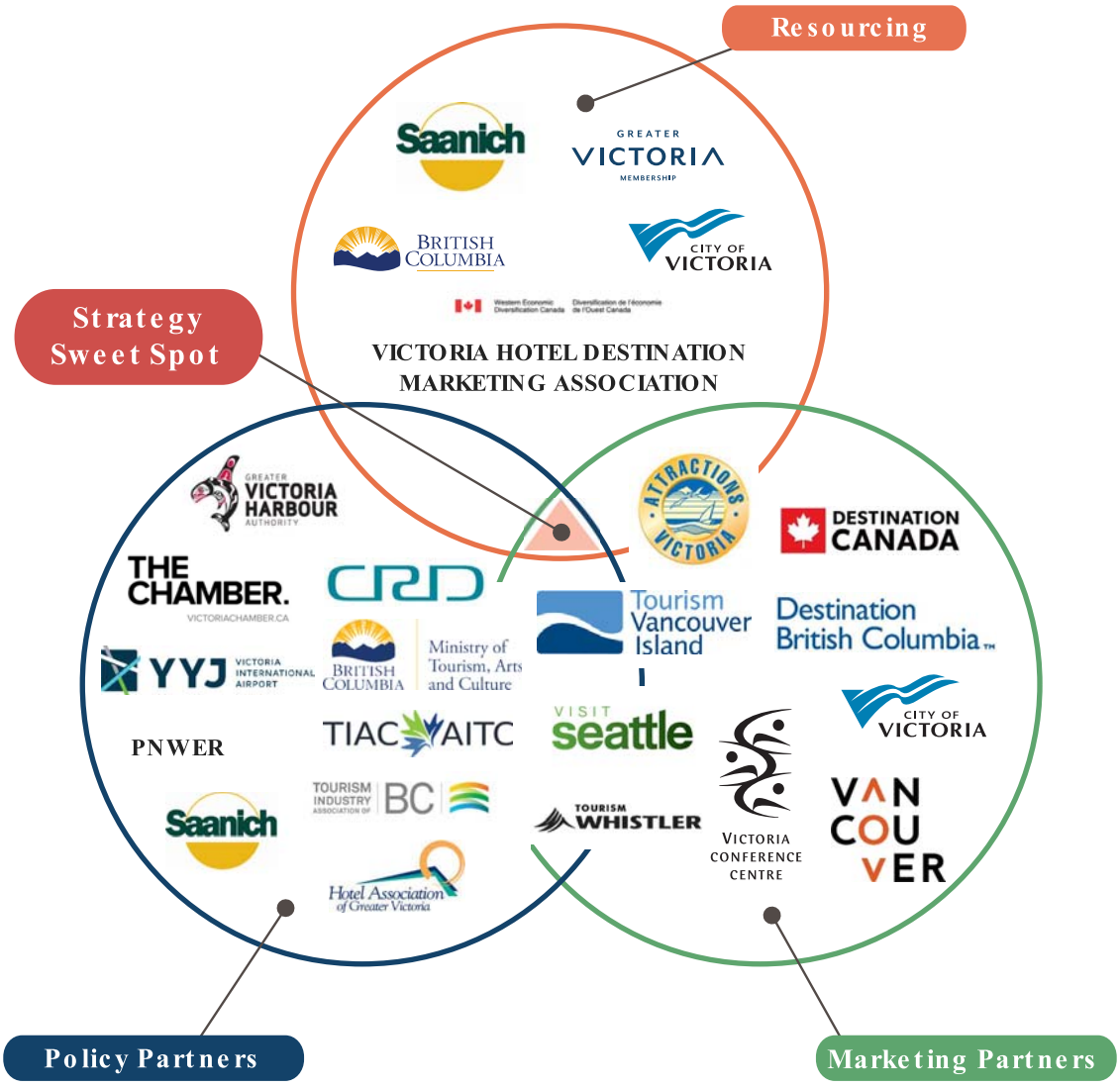
4.2 PARTNERSHIP ENVIRONMENT

Destination Greater Victoria works effectively with myriad funding, marketing and policy partners to advance the mutual goal of a vibrant, sustainable, year-round visitor economy that benefits Greater Victoria's citizens. DGV's primary partners are shown in the diagram below. Strategic alignment occurs when the objectives of these partner groups mesh together, which DGV works diligently to achieve. Many of these partners have provided input in the development of this five-year plan.

4.3 STAKEHOLDER ENGAGEMENT

Destination Greater Victoria works to engage actively, effectively and collaboratively with all tourism stakeholders in Greater Victoria. These comprise industry partners (including DGV's membership), municipal, provincial and federal government, other DMOs, tourism organisations, Greater Victoria business associations, citizen's groups and communities. Input for this five-year Strategic Plan has been sought widely from these stakeholder groups, including as outlined below.

[7]InterVISTAS 2018, Economic Impact of Tourism in Greater Victoria, B.C.



ENGAGEMENT WITH CITIZENS

Community alignment is central to Destination Greater Victoria's objectives. To inform development of the next strategic plan, in September 2020 DGV surveyed residents of the City of Victoria about their perceptions of tourism as well as key priorities and opportunities for tourism over the next five years. The survey was prompted by the need for broad engagement as best practice, especially to gauge citizen sentiment and perspectives in light of pandemic impacts. The survey was conducted online by Insights West using a ten-item questionnaire comprising multiple-option and open-ended questions. The sample was 701 residents (49% female, 51% male) across all age categories, from 18 to over 65. Where appropriate, data were weighted in line with Statistics Canada census records to ensure the sample was representative of the City of Victoria's population.

When asked whether tourism is important for Greater Victoria, 98% of respondents stated it is very important (80%) or important (18%).

When respondents were then asked why they considered tourism to be important, the vast majority (80%) cited economic contributions (jobs, taxes, sales revenues, and business opportunities) while others (12%) noted that tourism promotes the many features and attractions that make Victoria a great place to live and work and also visit. These results align almost completely with findings from an equivalent survey in July 2018, indicating Victoria residents' positive perceptions about tourism's importance are solidly grounded and enduring, even given adverse impacts of the COVID pandemic.

Importance of Tourism

Four out of five Victoria citizens consider tourism to be very important because it contributes significantly to Greater Victoria's economy, provides jobs for residents and promotes Greater Victoria's quality of life, features and attractions.

When asked how much they agreed or disagreed with various statements about tourism in Victoria, the vast majority of respondents completely agreed or agreed that tourism generates jobs, supports small business, provides positive exposure, and creates new business opportunities. Similarly, the vast majority agreed tourism provides activities, experiences and facilities which residents can also enjoy, brings diversity and different cultures into the region, and makes Victoria a good place to live and work. Perceptions were much more disparate about possible negative impacts of tourism, such as making Victoria more expensive for residents, damaging nature and the environment, potentially overloading infrastructure and facilities, or diverting resources from resident services or amenities.

Overall, 82% of citizens surveyed completely agreed or agreed that the benefits of tourism outweigh any potential disadvantages; 13% were neutral and only 5% disagreed.

These results are shown in the chart below and highlight the critical importance of ensuring tourism delivers benefits to citizens, nurtures a positive visitor-resident interface, and acts sustainably while also generating valuable economic contributions. This approach is central to the strategic objectives within this five-year plan.

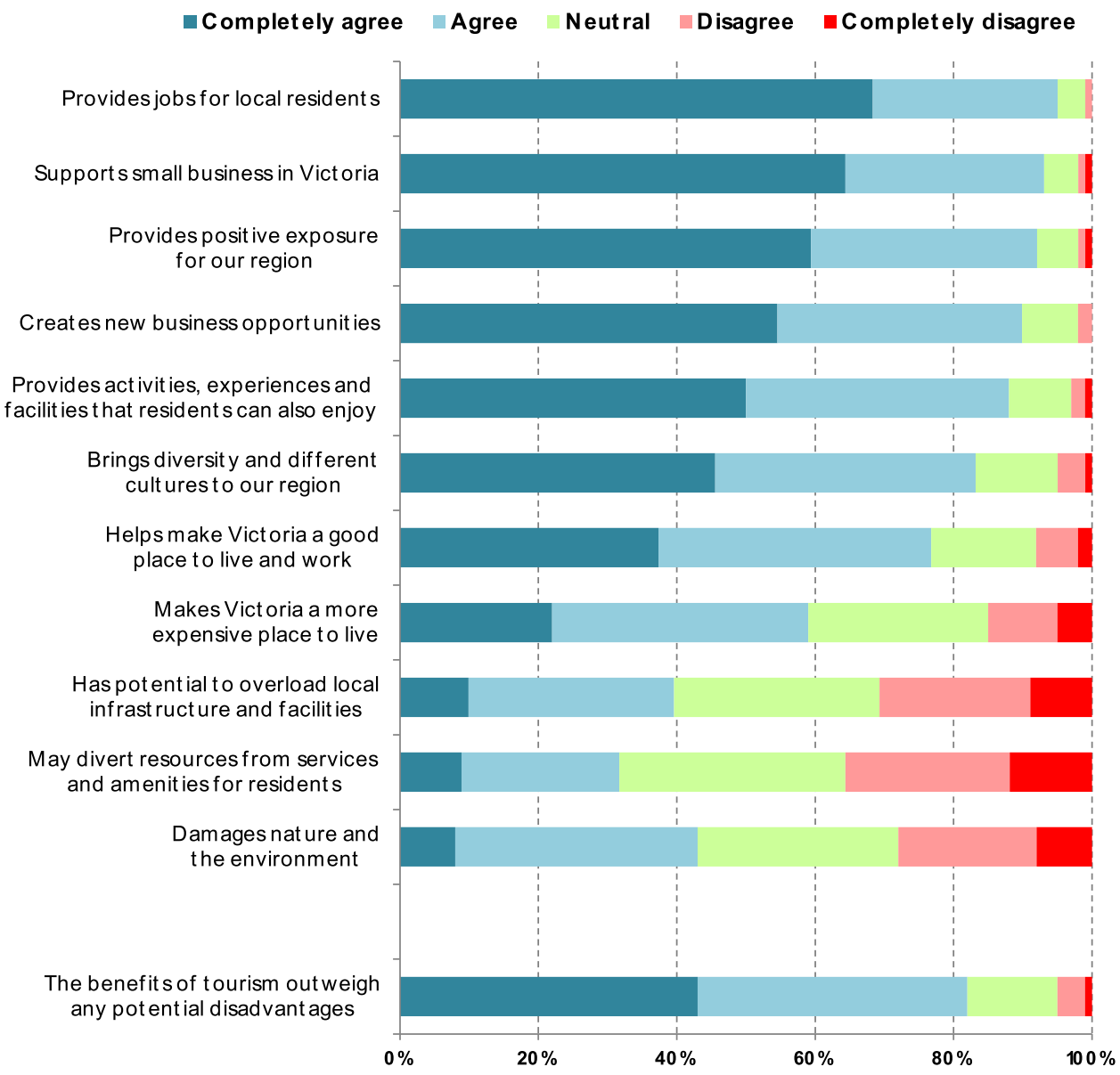
When residents were asked to score the overall value of tourism to the region using a scale from one (no value, does not benefit Victoria) to ten (very valuable, great for Victoria) the median score was 9 and the mean 8.3. The large majority (87%) scored tourism's value to Greater Victoria very positively from 7 to 10. Broadly, and in line with results noted above, those residents most focused on tourism's economic contributions rated tourism's value most highly, while those who highlighted potential social and/or environmental concerns were more likely to reduce or qualify their score.

In an open-ended question residents were asked what they see as the most important priority or opportunity for tourism over the next five years. The response stated most frequently (30%) was rebuilding the visitor economy as soon as safely possible from the effects of the COVID pandemic.

Overall, the top five priorities or opportunities for tourism were identified as:

1. Rebuilding tourism as soon as safely possible from the impacts of COVID-19.
2. Further investment in tourism products, services, experiences and infrastructure.
3. Ensuring sustainable practices in tourism and a positive visitor-resident interface.
4. Focusing on nature-based and authentic experiences, ecotourism and outdoor activities.
5. Promoting longer visitor stays and diversifying source markets.

Victoria Citizens' Agreement or Disagreement with Statements About Tourism



Similarly, from a list of eleven options (shown in the chart below), Victoria residents ranked the five most important areas of focus for tourism over the next five years as:

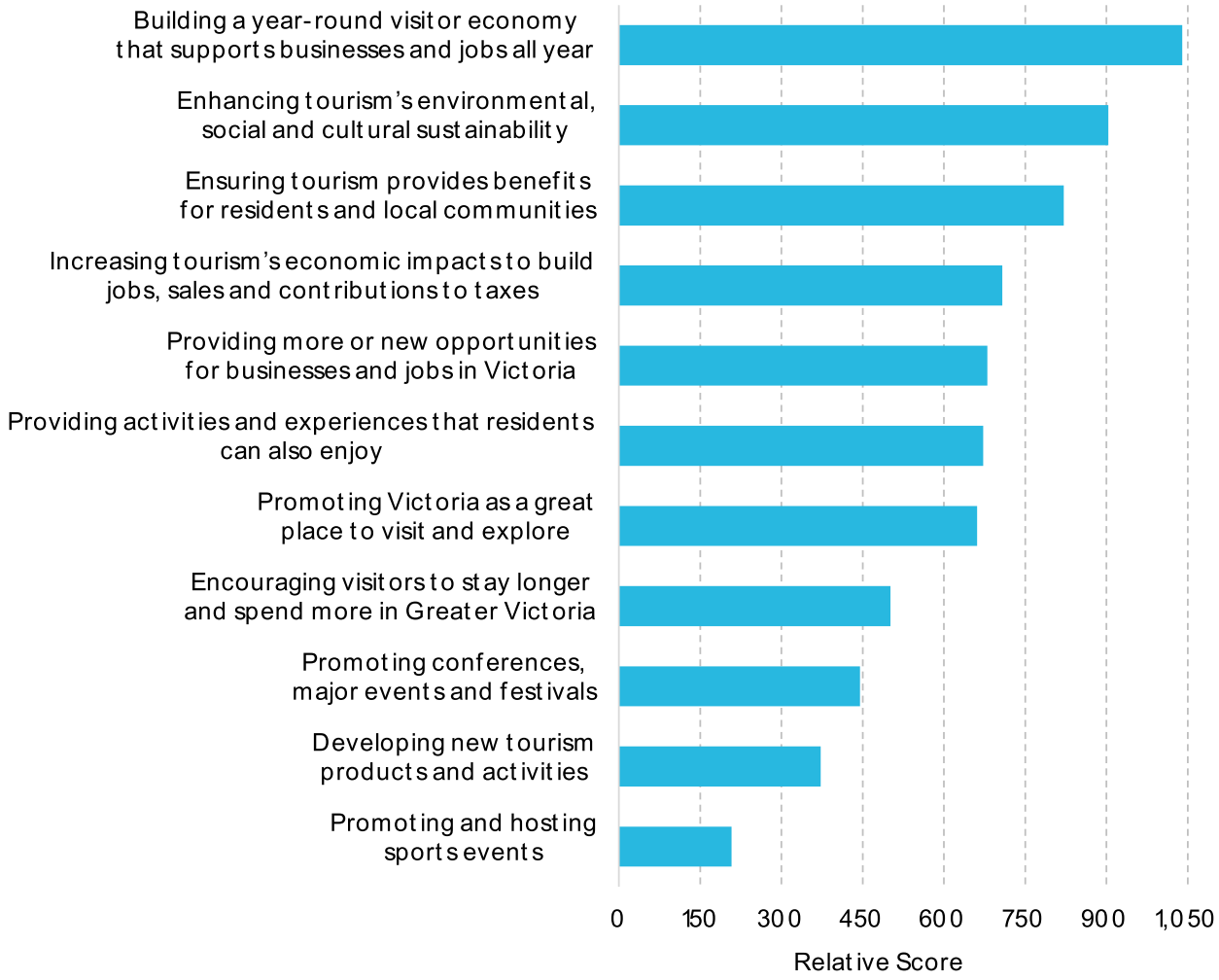
1. Building a year-round economy that supports businesses and jobs all year.
2. Enhancing tourism's environmental, social and cultural sustainability.
3. Ensuring tourism provides benefits for residents and local communities.
4. Increasing tourism's economic impacts to build jobs, sales and contributions to taxes.
5. Providing more or new opportunities for businesses and jobs in Victoria.

While there were no gender-based differences in ranking the main areas of focus, there were some differences based on age. Broadly, those aged from 18 to 34 felt that enhancing sustainability and providing benefits for residents should be tourism's primary areas of focus going forward. Although residents aged 35 to 54 also ranked sustainability as very

important, they saw generating business opportunities along with supporting businesses and jobs as more important than providing benefits for communities (acknowledging that business opportunities and jobs usually benefit communities). Those aged 55 or more generally regarded economic impacts and contributions as most important, while also being mindful of sustainability issues.

These patterns confirm that among the citizens of Victoria there are multiple groups of stakeholders seeking different priorities for tourism, although each places greater importance on positive, broad-scale economic and societal outcomes rather than promoting specific channels of business. To be both representative and inclusive, strategies for tourism must speak to the interests and needs of these citizen groups, which is the approach DGV has adopted.

Most Important Areas of Focus for Tourism Over Next Five Years - Victoria Citizens



The abovementioned priorities, opportunities and important areas of focus for tourism identified by Victoria's citizens have directly informed and guided development of this five-year plan, and hence are reflected in Destination Greater Victoria's strategic objectives. DGV will also continue to engage with citizens throughout the term of the Plan to ensure ongoing alignment and shared goals.

Priorities Over Next Five Years

Victoria's citizens have confirmed that over the next five years tourism should focus on building a year-round visitor economy that supports businesses and jobs while also ensuring tourism is conducted sustainably with direct benefits to residents and local communities.

DGV'S ADVISORY COMMITTEES AS FORUMS FOR INDUSTRY AND COMMUNITY ENGAGEMENT

Destination Greater Victoria's six Advisory Committees (as detailed in section 6 below) collectively comprise more than 70 industry, municipal and community representatives, directly linking DGV to multiple stakeholders and ensuring formal engagement is integrated into DGV's governance. Each committee meets quarterly as a collaborative forum for stakeholder insights, roundtable discussion and input on tourism initiatives. DGV's Advisory Committees have been valuable sounding-boards and sources of input for development of this five-year plan, helping to ensure strategy is in lockstep with stakeholder perspectives.

ENGAGEMENT WITH DGV MEMBERS AS INDUSTRY REPRESENTATIVES

As a membership-based organization, Destination Greater Victoria supports and represents almost 1,000 businesses and associations involved in Greater Victoria's tourism industry. Given the critical importance of close alignment with industry both strategically and operationally, DGV greatly values input and feedback from its members, which it seeks continuously. This is gained most formally via DGV's advisory committees (as noted above) and task-force groups, less formally through member events, workshops and mixers, and informally from catch-up discussions. Additionally, DGV surveys members regularly to gain their perspectives.

To further inform development of this strategic plan, during October 2020 DGV conducted an online survey of members about priorities and where tourism in Greater Victoria could perform better over the next five years. The sample comprised 110 members representative of the diversity of industry sectors, sizes of company, and business locations within DGV's membership; 54% of respondents were from the accommodation, attractions, sightseeing, and culinary sectors.

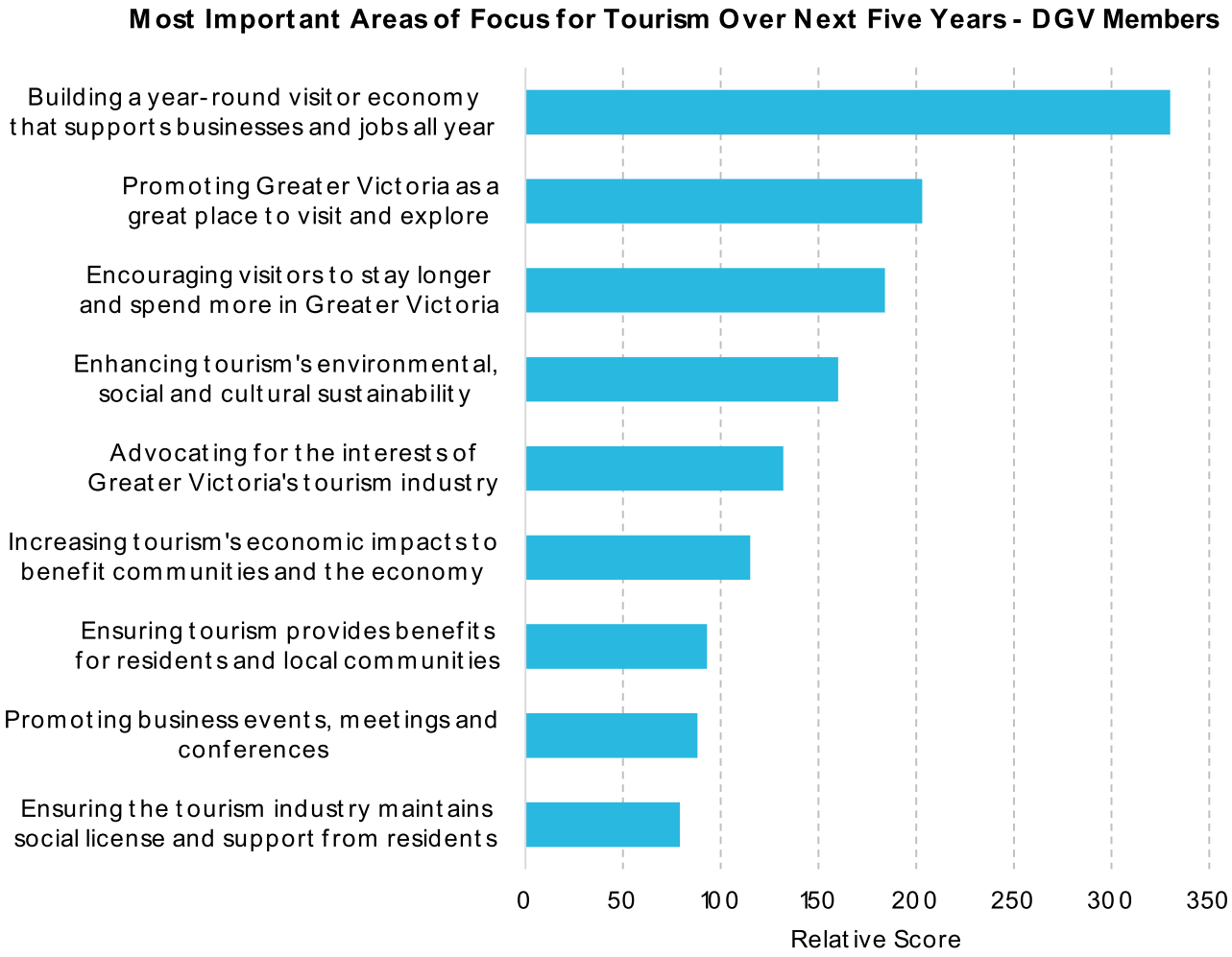
The chart below shows the nine most important areas of focus for tourism in Greater Victoria for the next five years, as ranked by DGV's members from a list of twenty options. The results confirm strong alignment between industry and Victoria's citizens about the most important priorities for tourism in Greater Victoria going forward. Industry substantially shares the view of residents that tourism should focus on developing a year-round visitor economy that:

- supports businesses, jobs and the broader economy,
- enhances environmental, social and cultural sustainability,
- encourages best practices to ensure sustainable tourism outcomes, and
- fosters a positive visitor-resident interface to deliver benefits to local communities.

DGV's members also felt it will be particularly important to promote Greater Victoria as a vibrant diverse destination and encourage visitors to stay longer and spend more, because these areas of focus directly drive positive business outcomes. Members noted that, in turn, positive outcomes for tourism businesses typically benefit the wider community through jobs and economic contributions.

Members' suggestions for where the tourism industry could improve performance over the next five years included:

- Ensuring there is high inclusion and diversity in industry's voice and representation.
- Supporting indigenous tourism initiatives and strengthening indigenous partnerships.
- Sharing information with communities about the value and contributions of tourism.
- Increasing industry understanding about the potential impacts of tourism for residents.
- Building further collaboration and understanding of industry issues with government.
- Implementing an integrated, industry-wide experiences strategy for the destination.
- Increasing digital presence, reach and impact and building longer stays year-round.
- Showcasing Greater Victoria's nature-based outdoor activities, historical attractions, vibrant culinary scene, authentic experiences, and appeal to younger visitors.



As per findings from engaging with Victoria's citizen, the insights and recommendations provided by DGV's members have informed and guided the strategy outlined in this Plan. Furthermore, DGV has multiple mechanisms in place through its governance structure, member services and research activities to remain attuned to the needs of member businesses as well as industry as a whole.

OTHER INDUSTRY ENGAGEMENT

Destination Greater Victoria engages regularly with a wide range of other industry stakeholders or organizations, as listed below. Input from many of these stakeholders has helped shape the scope and direction of DGV's strategy going forward.

- Hotel Association of Greater Victoria
- Victoria Hotel Destination Marketing Association
- Greater Victoria Sport Tourism Commission
- Tourism Vancouver Island
- Destination BC
- Destination Canada
- Business Events Canada
- Other DMOs
- Tourism Industry Association of BC
- Tourism Industry Association of Canada
- Attractions Victoria
- Greater Victoria Harbour Authority
- Greater Victoria Chamber of Commerce
- South Island Prosperity Partnership
- Downtown Victoria Business Association

4.4 STAKEHOLDER ALIGNMENT

INDUSTRY ALIGNMENT

Member satisfaction rate is a key measure of DGV's membership service performance and this has been 90% or higher (range: 90% to 97%) annually since 2014. This indicates strong alignment with industry on an ongoing basis through Destination Greater Victoria's members. To ensure alignment with industry over the next five years, input from a broad range of tourism businesses and industry organizations, including DGV's membership base, Board of Directors and six advisory Committees, has been incorporated into this Strategic Plan.

COMMUNITY ALIGNMENT

As outlined in earlier sections, Destination Greater Victoria will continue working to ensure Greater Victoria's tourism sector shares community values and aligns with community goals. In addition to DGV's long-standing collaborative partnerships with the City of Victoria and District of Saanich (see section 6), Destination Greater Victoria works closely with other Greater Victoria municipalities and may pursue further formal community partnerships where mutually beneficial.

Examples of Destination Greater Victoria's partnership and close alignment with the City of Victoria include successful sales and marketing of the Victoria Conference Centre, industry contributions to the David Foster Harbour Pathway project, and support for affordable housing initiatives in Victoria. Additionally, results achieved by DGV over the term of its 2017-2021 Strategic Plan have exceeded target metrics for experiential tourism in the City of Victoria's Making Victoria: Unleashing Potential economic action plan[8].

DGV also aligns strategically with many aspects of Victoria 3.0, which sets out the City of Victoria's vision for Victoria over the next two decades[9]. Consistent with the City's direction and aspirations, DGV is also globally fluent, an innovative organization influential in it's industry, focused on bringing investment to Victoria through visitor expenditure, supportive of environmental sustainability and a low carbon economy, and working to showcase Victoria globally and positively. In addition to overall alignment, Destination Greater Victoria's strategic objectives for the next five years directly support many of the initiatives and action items envisioned by Victoria 3.0. For example:

- Actions 2.1, 2.10 and 2.11 of the **Create An Ocean Futures Cluster** initiative.
- Actions 4.1, 4.4 and 4.6 of the **Learn From Other Cities** initiative.
- Actions 5.1, 5.2 and 5.3 of the **Redevelop Victoria Conference Centre** initiative.
- Actions 7.4, 7.5 and 7.8 of the **Support Small Business** initiative.
- Complementing the goals of the **Support Indigenous Business** initiative.

City of Victoria's Victoria 3.0 Vision

As the Capital City, Victoria is a future-ready, globally fluent, influencer and innovator. We are nurturing our innovation ecosystem and using our status as a small powerhouse to create high-value jobs and build a high-value economy that meets our needs now and anticipates the future.

City of Victoria 2020, Victoria 3.0: Pivoting to a Higher-Value Economy p.3.

[8]City of Victoria 2015, Making Victoria: Unleashing Potential, The Mayor's Task Force on Economic Development and Prosperity Economic Action Plan.
[9]City of Victoria 2020, Victoria 3.0: Pivoting to a Higher-Value Economy 2020-2041.

PROVINCIAL AND NATIONAL ALIGNMENT

Destination Greater Victoria aligns well with the brand and marketing objectives of Destination BC and Destination Canada. DGV's marketing is consistent with and draws upon broader provincial or national marketing resources and supports. DGV has consistently been granted funding from DBC for cooperative marketing programs with multiple partners and champions Greater Victoria within DBC's strategic initiatives. Destination Greater Victoria is able to access tourism data and insights through Destination BC's and Destination Canada's research platforms, and builds additional alignment by contributing data for Greater Victoria. DGV greatly values its relationships with these organizations and will continue to work effectively and collaboratively with them.

Overall, Destination Greater Victoria has worked diligently to engender strong partnerships with all stakeholder groups and this will continue to be a core focus going forward. These relationships and the alignment they produce are essential for building a sustainable year-round visitor economy that delivers positive returns for Greater Victoria's tourism businesses while also reflecting the values of Greater Victoria's communities. Close alignment across stakeholders underpins this Strategic Plan and represents collaborative mutual support for DGV's strategic objectives and what the Plan seeks to achieve.

4.5 SUSTAINABILITY AND REGENERATIVE TOURISM

Sustainability and sustainable tourism have been priorities for the industry and Destination Greater Victoria for many years, well before the COVID pandemic. The priority of being recognized globally as a leader in sustainable tourism development, with an acknowledgement that this is essential to ensure Greater Victoria remains one of the world's top destinations, has long been enshrined within DGV's vision statement. Throughout the term of Destination Greater Victoria's 2017-2021 Strategic Plan, the organization's commitment to sustainable tourism has been constantly elevated, with key recognition that making sustainability a strategic and operational priority not only aligns with shared community values but is also good business.

In January 2018 Destination Greater Victoria and partners launched the first IMPACT Sustainability Travel & Tourism Conference in response to the rapidly growing need for collaborative dialogue on innovation and tourism's contribution to a sustainable future. The goal of the IMPACT conference is to align the tourism industry and other stakeholders and communities touched by tourism behind a vision to achieve economic, social and environmental sustainability. The conference is now a major annual event with high profile globally, and is recognized in Canada and increasingly worldwide as the definitive forum to learn about sustainability and regenerative tourism developments, and share insights and experiences.

CARBON NEUTRALITY

Destination Greater Victoria recognizes that its leadership and actions can set the tone for industry. Accordingly, DGV has been working diligently to reduce and subsequently completely offset its own carbon footprint. Destination Greater Victoria has been certified "carbon friendly" by Offsetters and has achieved certified carbon neutrality in February 2021. As such, DGV is the only major North American Destination Organization to become a certified carbon neutral operation. This is not only aligned with community expectations but also reflects the values of our members, including several major hotels, Harbour Air, Eagle Wing Whale & Wildlife Tours and others who are operating carbon neutral as standard business practice and have been doing do for many years.

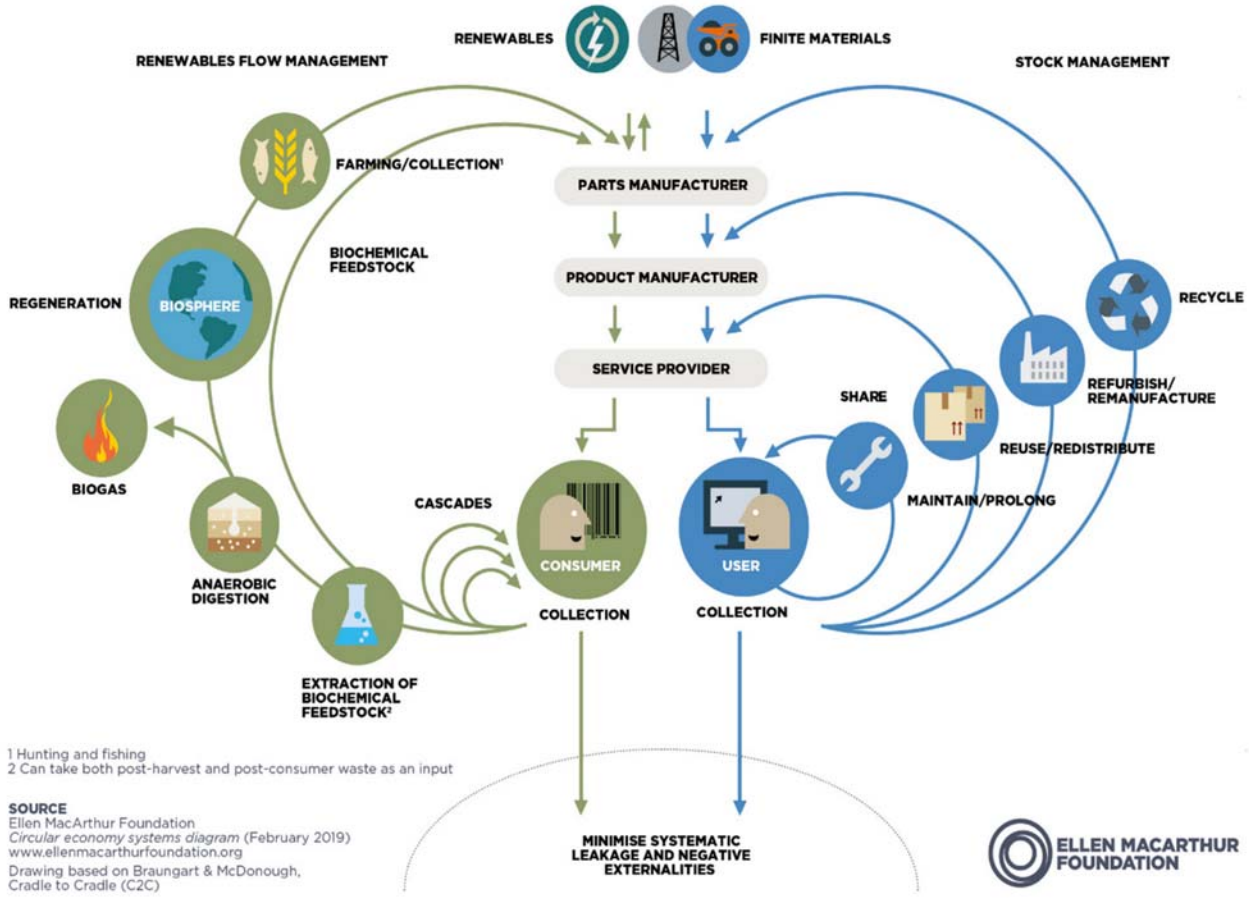
SUSTAINABILITY COMMITTEE

A common disparity in sustainability efforts is reconciling how targets for sustainability, environment regeneration, and climate action created by governments and related bodies may be best used to mobilize industry and facilitate stakeholders working together to achieve the targets constructively. Targets need to be translated into achievable actions. Destination Greater Victoria found that more coordination was required for industry to achieve its sustainability goals and, importantly, enable a formal forum where governments at all levels and industry can interact and collaborate to drive our sustainability agenda in partnership. Similarly, many tourism businesses are pursuing sustainability initiatives independently with significant success, and there is a need to capture this inspiring work and build capacity to move forward jointly and systematically.

Accordingly, in 2019 DGV established a Sustainability Committee within its governance structure to advise about sustainability issues and opportunities for the tourism sector while also helping to coordinate sustainable tourism initiatives within Greater Victoria. The Committee is developing a program of priorities and work for the years ahead, as one of the central components of this Strategic Plan. A major deliverable in this regard will be supporting Destination Greater Victoria's strategic objective to achieve and maintain a world-leading third-party sustainability accreditation.

CIRCULAR ECONOMY AND TOURISM

The concept of the circular economy is an increasingly important paradigm in sustainable resource management. Whereas resources in the traditional linear economy are taken from their source and then converted into products with limited life that become waste, the circular economy is inherently restorative and regenerative[10]. A circular economy can be defined as a regenerative system where resource inputs, waste, emissions, and energy leakages are minimized by slowing, narrowing and closing materials and energy loops, which can be achieved by longer-lasting design, maintenance, repair, reuse, remanufacturing, refurbishing, and/or recycling[11]. The circular economy aims for zero waste by extracting as much value as possible from resources, which can save money, lead to new leaner and sustainable business opportunities, and benefit communities. The diagram below shows process flows through a circular economy.



The concept of the circular economy is now being applied to the visitor economy and its conceptual frameworks, and appropriate metrics are increasingly being developed and refined. This innovative work is providing a pathway for incorporating new metrics alongside previous traditional measures.

[10]See: Ellen Macarthur Foundation (ellenmacarthurfoundation.org); Stahel 2016, The Circular Economy Nature 531 7595; Korhonen et al 2018, Circular Economy Ecological Economics 143 pp.37-46.
[11]Geissdoerfer et al 2016, Circular Economy: A New Sustainability Paradigm Journal of Cleaner Production 143 p.762.

For businesses that are highly asset-geared, particularly those operating large physical assets such as accommodation or transportation fleets, circular procurement is a core lever to enabling further circularity in the upstream supply chain along with a focus on efficiency and greenhouse gas (GHG) reductions. This also provides savings in capital and operational expenditures, and/or new revenue by re-selling elements of the supply stream that can no longer be used. For asset-light businesses delivering non-tangible services, such as travel agencies, tour operators and/or distributors of travel services, adopting a position of market differentiation using a circular, collaborative and purposeful business-driven proposition is a powerful transformational lever[12].

Through its Sustainability Committee and research resources, Destination Greater Victoria will aim to identify and utilize the most-appropriate metrics for driving the transition to sustainable practices while simultaneously supporting economic vibrancy.

REGENERATIVE TOURISM

The tourism industry is increasingly focusing on the concept of regenerative tourism, which involves "creating the conditions for life to continuously renew itself, to transcend into new forms, and flourish amid ever-changing life conditions"[13]. The central tenet is to move beyond sustainability and towards improving conditions and outcomes through regenerative practices. Based on insights gained from the most-recent IMPACT Sustainability Travel & Tourism Conference, Destination Canada, as the national tourism body, has now embraced the concept of regenerative tourism into its core strategy and plans moving forward. This is a notable example of sustainability leadership fostered in Victoria catalyzing to produce broader positive benefits.

SUSTAINABILITY BENEFITS FOR BUSINESS

It has become increasingly evident over recent years that a focus on sustainable operations is good for business in multiple ways. Sustainability and sustainable practices will not only create conditions enabling the tourism industry to remain viable and grow longer-term, but also create positive brand perception and reputation for the destination, particularly with younger travellers. Sustainability also modernizes the industry and makes it more efficient, engenders a strong sense of shared purpose, and further aligns the tourism industry with community values.

Recent research by Destination Canada[14] confirms travellers' decisions about where and how they travel are increasingly influenced by concerns for sustainability. More than 60% of travellers actively avoid destinations they perceive as crowded, while almost 50% are mindful of their personal impact on the destinations they visit. One-third of travellers (a) favour destinations that are invested in socially responsible tourism practices and reducing their environmental impact, and (b) all else being equal, would pay more for socially responsible and/or environmentally friendly travel options.

4.6 DIVERSITY AND INCLUSION

A core component of DGV's strategy to 2026 and beyond will be supporting initiatives that improve diversity and inclusion (a) within the organization, (b) in DGV's governance structures, (c) in DGV's relationships with stakeholders and vendors, and (d) throughout Greater Victoria's tourism industry. Along with the societal imperative for practices promoting equity, diversity and inclusion, there is a compelling business case. Companies in the top quartile for ethnic diversity or gender diversity are, respectively, 36% or 25% more likely to achieve financial returns exceeding national averages and significantly more likely to have above-average profitability[15]. Companies ranked high for both ethnic and gender diversity are up to 12% more likely to outperform others in their industry. High diversity on other variables, particularly experience, can compound improvements in competitive advantage. Enhancing diversity and inclusion is not only the right thing to do, but also strategically makes good business sense.

[12]Sorin and Einarsson 2020, Circular Economy in Travel and Tourism: A Conceptual Framework for a Sustainable, Resilient and Future-Proof Industry Transition CE360 Alliance.
[13]Hutchins and Storm 2019, Regenerative Leadership: The DNA of Life-Affirming 21st Century Organizations.
[14]Destination Canada 2020, Canada Global Travel Watch November 2020.

Destination Greater Victoria's work regarding diversity and inclusion will align closely with strategy formulated by Destinations International through its Equity, Diversity and Inclusion Committee[16]. In 2019 and 2020, Destinations International conducted research benchmarking equity, diversity and inclusion (EDI) practices in North American Destination Organizations, highlighting opportunities to improve[17]. Insights from these studies then informed strategy development. The strategy sets out a range of priorities for EDI initiatives, such as self awareness and personal investment (including a CEO pledge which DGV's CEO Paul Nursey has committed to), education and industry awareness, actively engaging with communities, workforce development and alignment, and inclusive branding and marketing. DGV executive Miranda Ji has been appointed to Destination International's Equity, Diversity and Inclusion Committee, which directly informs DGV's diversity and inclusion strategy.

Miranda Ji is also a member of the Community Partnership Network established by the Intercultural Association of Greater Victoria, which provides further access to resources and training to promote and support cultural diversity locally. Destination Greater Victoria has recently become a founding supporter of Innovation, Science and Economic Development (ISED) Canada's 50-30 Challenge[18], which aims to achieve gender parity (50%) and significant participation (30%) for less-represented groups in senior management and governance structures.

In 2021 or early 2022 DGV will partner with external experts to complete a comprehensive audit of its diversity and inclusion policies and practices. The audit will (i) determine where the organization is in terms of supports or barriers to diversity or inclusion, (ii) identify conducive policies or practices already in place, and (iii) highlight opportunities to act or do more. Insights through this process will then direct and drive DGV's diversity and inclusion activities over the term of this Strategic Plan. In line with DGV's support for diversity and inclusion goals, positive practices will be actively promoted at industry level, reflected in Board and Committee composition, and also an expectation for DGV's members through membership criteria.

4.7 SUPPORTING INDIGENOUS TOURISM

Destination Greater Victoria continues to be focused on supporting and working collaboratively with indigenous partners. This has included improving the organization's knowledge, skills and capacity to engage with indigenous partners through indigenous-led training. Notably, as Explore Songhees continues to develop, builds further capacity and executes on their tourism strategy, this will be an important component of DGV's marketing and brand initiatives.

Continued collaboration with the Indigenous Tourism Council of Canada (ITAC) is also an important component of Destination Greater Victoria's strategy going forward. In 2019 DGV and ITAC agreed to leverage each organization's strengths and mobilize resources toward developing and promoting indigenous tourism. Through a memorandum of understanding this includes supporting the annual International Indigenous Tourism Conference (IITC), including marketing and promotions. ITAC is also represented at the annual IMPACT Sustainability Travel & Tourism Conference and will be an important partner for DGV's work on sustainable practices for the tourism industry.

Close alignment with the perspectives of indigenous tourism partners will be vital in DGV's work to position the destination as a leader in environmental sustainability and promote sustainable tourism business operations. Similarly, in line with DGV's strategy to build a diverse range of authentic and immersive experiences for visitors, indigenous tourism will be an integral component of developing Greater Victoria's experiences strategy (outlined in section 3).

[15]See McKinsey & Company 2020, Diversity Wins: How Inclusion Matters.
[16]See Destinations International 2021 Equity, Diversity & Inclusion Strategy Roadmap.
[17]Destinations International 2020 Equity, Diversity & Inclusion Study on Destination Organizations.
[18]See Innovation, Science and Economic Development Canada 2020, The 50-30 Challenge: Your Diversity Advantage.

5. STRATEGIC OBJECTIVES, TARGETS AND GOALS

In light of the achievements, situation analysis, priorities and opportunities noted above, Destination Greater Victoria has distilled four strategic objectives for this Strategic Plan. Additionally, four broad goals have been developed as the foundation for DGV's Balanced Scorecard performance targets, which will be reported and reviewed in annual Tactical Business Plans.

5.1 STRATEGIC OBJECTIVES AND TARGETS

1. RECOVER FROM COVID-19 QUICKLY AND EFFICIENTLY

How rapidly and how efficiently Greater Victoria's visitor economy recovers from the impacts of the COVID pandemic will directly affect the survival of local businesses, prospects for workers, and the solvency of our communities. While the visitor economy has endured shocks and major disruptions previously, including 9/11, SARS, global financial crises and natural disasters, the effects of COVID have been by far the most far-reaching. The implications of a quick and efficient recovery are deep and broad, including the strategic importance of maintaining the solvency of businesses large and small, retaining local ownership of existing enterprises where possible, returning industry's workers to their jobs (providing income and meaning as quickly as possible), and retaining key talent for the long-term competitiveness of the sector. Destination Greater Victoria's efforts to coordinate locally, and its influence on provincial, national and international stages through key associations, will help this process significantly because DGV will be connected and able to influence outcomes over the crucial immediate to short term.

It is critical that revenues return as soon as possible. In the reopening and rebuilding phases, it will be essential to have a high-functioning Destination Organization to not only develop and implement effective marketing campaigns and sales initiatives for the destination, but also do important work partnering with Victoria International Airport to rebuild decimated air-route connections, while also partnering and communicating with our international ferry operators and related operators such as Kenmore Air to ensure their voices are considered in reopening strategies. Highly experienced Destination Organizations such as DGV provide the requisite expertise in tourism distribution and public policy to help move this process along effectively and efficiently.

The target for this strategic objective is to recover from the impacts of the COVID pandemic in line with or more rapidly than Destination Canada's national benchmark scenarios[19].

2. SET THE TONE FOR THE VISITOR ECONOMY TO OPERATE IN LINE WITH VALUES OF OUR COMMUNITY

Greater Victoria's visitor economy can build back and operate in a manner that is more aligned with community values. The Destination Organization sets the tone in this regard, which DGV will do in terms of environmental sustainability, destination stewardship, diversity, and inclusion. Destination Greater Victoria will continue to focus on partnering with Explore Songhees as they further advance their indigenous tourism strategy, along with other indigenous communities from DGV's designated region should they wish to make tourism a priority within their economic development strategy.

Dual targets for this strategic objective are (a) the Greater Victoria tourism industry will achieve and maintain a world-leading third-party sustainability accreditation, and (b) Destination Greater Victoria will maintain or improve its carbon-neutral operations.

3. FOCUS ON HIGHER YIELDING, YEAR-ROUND CUSTOMERS IN ALL TARGET SEGMENTS

It will be important to continue building on past progress addressing seasonality and prioritizing the revenues derived from the visitor economy rather than primarily volume metrics. Through business strategies that focus on year-round visitation, brand positioning that reflects the essence of who we are as a destination and nuanced customer segmentation, Destination Greater Victoria's marketing efforts can focus on attracting visitors who are the best match for Greater Victoria,

[19]Destination Canada, Visitor Demand Forecast Update November 2020 and Canada's Business Events Restart Recovery Framework December 2020.

thereby building a healthier visitor interface for residents. This includes focusing on visitors who align highly on core values and spend more, which provides a larger economic contribution per visitor and reduces the need to focus on mass visitor volumes.

Dual targets for this strategic objective are (a) recover annual revenue per available room (RevPAR) to the level of 2019 ($139.03) by 2023, with further increases annually to 2026, and (b) continue to address and reduce seasonality as part of building a visitor economy that supports businesses and jobs year-round.

4. SUPPORT OUR MEMBER BUSINESSES AND COMMUNITIES

Destination Greater Victoria will continue to enhance destination development and advocacy in the best interests of our industry and communities. As demonstrated repeatedly over the course of the COVID pandemic to date, although there is a broad diversity and large number of tourism-focused businesses in Greater Victoria, they all benefit from the support, coordination, research intelligence and advocacy voice provided by their tourism-specific not-for-profit Destination Organization. DGV will always be highly collaborative and constructive, but will also speak firmly and courageously for the needs of its members throughout the current crisis as well as the long recovery period ahead.

Destination Greater Victoria will also listen attentively to understand the priorities of its government partners in the City of Victoria and District of Saanich, and will incorporate these where they make business sense in order to create 'win-win' scenarios. DGV has listened and applied ideas such as promoting the unique characteristics of Victoria's vibrant and colourful neighbourhoods, promoting tourism through active transportation in Victoria, and the priorities of sport tourism and agritourism in Saanich. In all cases, Destination Greater Victoria will continue to apply a business lens for how such opportunities can be best delivered to ensure they are welcomed and supported by business partners as well as communities.

The target for this strategic objective is to develop, implement and refine an integrated experiences strategy for the destination that is recognized as industry-leading by 2026.

5.2 GOALS AND USE OF BALANCED SCORECARD

To further round-out Destination Greater Victoria's strategic objectives over the next five years, four goals have been set with an expectation that all be achieved by 2026:

1. Continue a relentless focus on addressing seasonality through confirmed contracted meetings, conference and sports business.
2. Improve our globally-recognized experiential tourism brand.
3. Focus on well-managed, bespoke tourism opportunities which address both time-of-day as well as day-of-week opportunities to improve the visitor experience and benefits to our community.
4. Communicate destination management priorities to ensure the foundational elements of a vibrant destination are in place, including appropriate infrastructure for tourism and tools that support a positive visitor-resident interface.

BALANCED SCORECARD

Destination Greater Victoria is a strategy-focused organization using the Kaplan & Norton Balanced Scorecard approach to performance-based management. Balanced Scorecard moves beyond only financial metrics to capture all core elements of business operations across four perspectives:

1. **Financial Perspective**: answer questions for "How are we seen by those invested in us?"
2. **Customer Perspective**: answers questions for "How do our customers see us?"
3. **Internal Process Perspective**: answers questions for "What should we be best at?"
4. **Learning and Growth Perspective**: answers questions for "How can we improve and drive value?"

By assigning performance measures and targets across all four perspectives, Balanced Scorecard explicitly links strategy to business operations to drive superior results. The framework also ensures all components of the organization are aligned and functioning effectively.

Destination Greater Victoria has used the Balanced Scorecard framework to underpin performance management for more than five years. The approach has been integral to driving strong results and incremental year-on-year growth directly attuned to strategic objectives. DGV will continue to use a Balanced Scorecard approach throughout the term of this Strategic Plan. Performance metrics and results will be reported in Tactical Business Plans prepared and submitted annually in accordance with MRDT program requirements. Given continuing COVID-related uncertainty, it is proposed that submission of the Business Plan for 2022 be delayed until later in 2021 to ensure it can achieve its intended purpose.

5.3 FOUNDATIONAL DRIVERS OF SUCCESS

A range of factors underpin Destination Greater Victoria's strategies going forward and collectively determine how effectively the objectives are achieved. These foundational drivers are key enablers of DGV's performance and work together to ensure DGV remains aligned and on track; they therefore also support the Balanced Scorecard. DGV has the following key drivers in place:

Robust Governance

A robust, transparent and representative governance structure with informed advisory Committees and an engaged Board of Directors that provides insights, strategic advice, governance oversights, and support for Destination Greater Victoria's management team.

Sustainable Funding

Reliable, competitive levels of funding, particularly as the eligible entity for MRDT, allow Destination Greater Victoria to plan for the longer term and focus its energy and efforts toward building Greater Victoria's visitor economy.

Strong Tourism Brand

The strength and high profile of Greater Victoria's brand and brand positioning enables Destination Greater Victoria to implement compelling marketing communications that draw high-yield visitors to the destination and encourage them to stay longer and spend more.

Industry / Membership Support

Destination Greater Victoria is sustained by its members and industry partners, and their continued support is vital for success. DGV works collaboratively in everything it does and aims to consistently deliver added value for members and industry partners.

Destination Management

Destination Greater Victoria focuses strategically on destination management issues and engages industry and other stakeholders effectively around critical matters that impact, could affect or would enhance Greater Victoria's prospects.

Telling Tourism's Story

Destination Greater Victoria utilizes effective in-house and external corporate communications and public affairs resources to advocate for Greater Victoria's tourism sector and build appreciation for Greater Victoria's vibrant visitor economy.

Environmental Sustainability

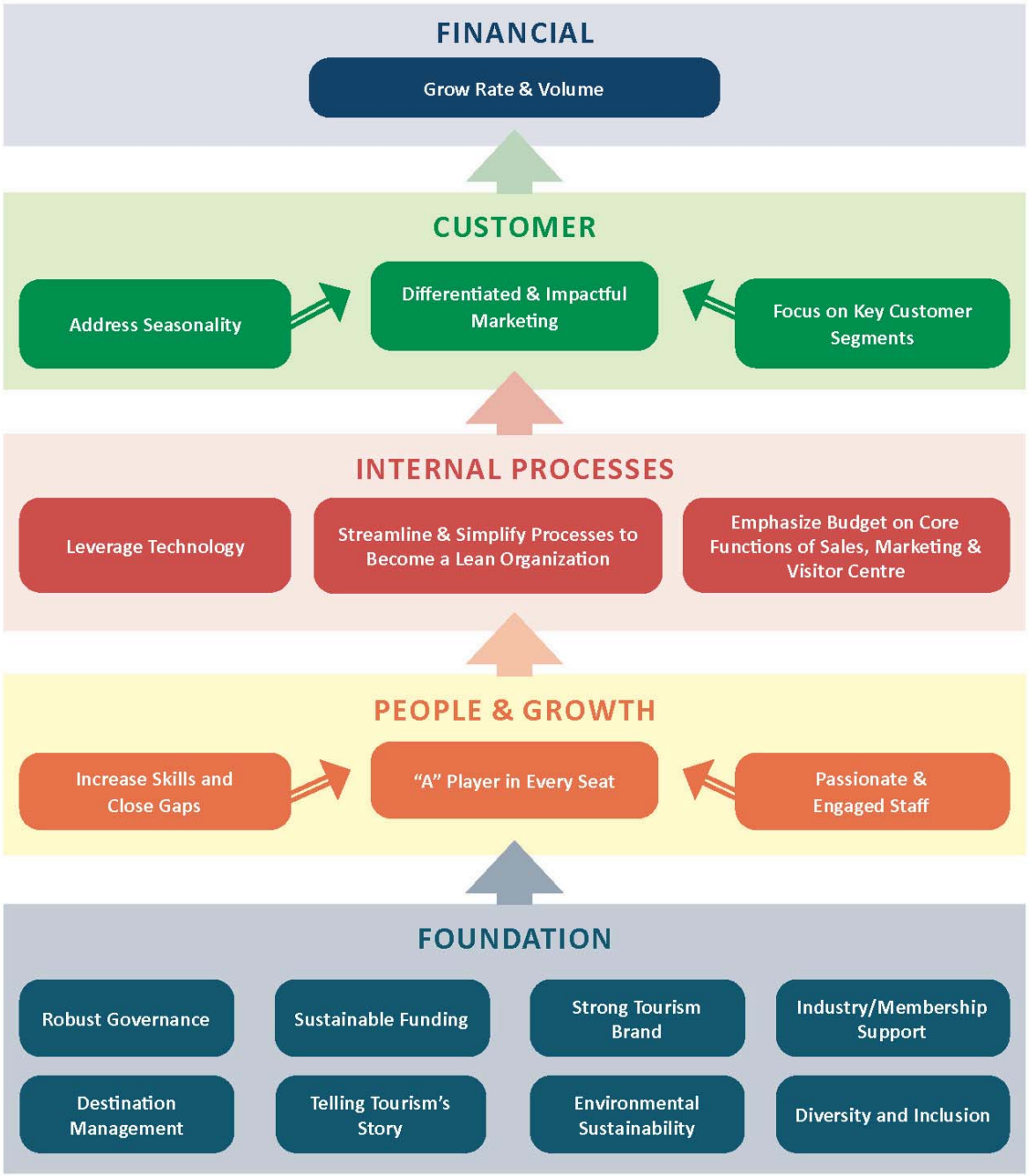
As detailed in this Plan and in line with community values, Destination Greater Victoria is committed to enhancing environmental sustainability within the organization, among members and also for the destination. DGV will take a lead position on many initiatives that work towards this.

Diversity and Inclusion

Destination Greater Victoria is committed to promoting polices and practices that enhance diversity and inclusion, not only within the organization but also within its governance structures and for the tourism industry generally.

5.4 STRATEGY MAP

To support its Balanced Scorecard approach, Destination Greater Victoria uses a Strategy Map to integrate the four Balanced Scorecard perspectives with the organization's strategic objectives and operational priorities. The drivers of success listed above form the foundation of the Strategy Map, underpinning each operational perspective to show how the components of strategy are linked and support each other. Although the Strategy Map is reviewed regularly and may be updated to reflect changes in conditions or priorities, when developed well it is central to multiple-year strategy. DGV's Strategy Map for this Strategic Plan is shown below.



6. GOVERNANCE, MANAGEMENT AND ADMINISTRATION

6.1CONTINUING PARTNERSHIP WITH CITY OF VICTORIA AND DISTRICT OF SAANICH

There is a long history of Destination Greater Victoria and the City of Victoria working in partnership to advance mutual objectives, and support business and community initiatives. This partnership is collaborative, efficient and successful, and therefore central to DGV's strategy going forward. DGV remains the Eligible Entity for MRDT in the City of Victoria and since 2017 has managed sales and marketing for the Victoria Conference Centre (VCC), which the City of Victoria owns. DGV and the City of Victoria are renewing their business services contract in 2021, which will operate throughout the duration of this Strategic Plan, include specific deliverables for VCC sales performance and set broad expectations for destination marketing and management.

Similarly, Destination Greater Victoria continues to have an effective, collaborative partnership with the District of Saanich, which also underpins this five-year plan. DGV and the District of Saanich are aligned on a wide range of strategic goals and priorities, particularly sustainable business practices, benefits of tourism for communities, growth in sports tourism, and enhancing tourism products and opportunities. This relationship is integral to DGV's destination management activities.

6.2 DESTINATION GREATER VICTORIA'S GOVERNANCE

Destination Greater Victoria is a not-for-profit, membership-based organization governed under the BC Societies Act. DGV operates in accordance with its comprehensive Constitution and Bylaws that were most recently updated and approved by its general membership on September 12, 2018. The Constitution and Bylaws are available on the Corporate Information pages of DGV's website.

Destination Greater Victoria is overseen by a Board of Directors comprising (a) eleven Directors who are elected by DGV's membership, (b) four Directors appointed as representatives of partners, and (c) two ex-oficio Directors:

Elected Directors

- Accommodation – More than 149 Rooms
- Accommodation – From 26 to 149 Rooms
- Accommodation – 25 Rooms or Fewer
- Arts, Culture and Societies
- Attractions
- Recreation and Outdoor Adventure
- Retail and Restaurants
- Transportation and Sightseeing
- Director at Large (three Directors)

Appointed Representatives

- City of Victoria (contributes MRDT to Destination Greater Victoria)
- District of Saanich (contributes MRDT to Destination Greater Victoria)
- Tourism Vancouver Island (regional DMO)
- Greater Victoria Chamber of Commerce

Ex-oficio Directors

- Past Chair of the Board of Directors
- Chair of the Sport Tourism Committee as representative of the Greater Victoria Sport Tourism Commission (GVSTC)

Destination Greater Victoria is also supported by six advisory Committees that report into the Board of Directors. The committees are important connections to DGV's membership, a valuable interface between the tourism industry and DGV, and provide advice and recommendations to the Board of Directors as well as DGV's management team.

Advisory Committees

Finance and Membership Committee

- Reviews Destination Greater Victoria's financial position and policies, provides insights and advice on finance or membership issues, and ensures effective, fair and consistent member representation.

Governance, Human Resources and Risk Committee

- Oversees effective governance of the organization and provides insights, recommendations and advice about governance issues or procedures, human resources polices and practices, and enterprise-level risk assessment, management and mitigation.

Sales and Marketing Committee

- Provides insights and advice on marketing and sales strategies, reviews Destination Greater Victoria's marketing and sales performance, and has input into marketing initiatives.

Sport Tourism Committee

- Provides advice and recommendations about sport tourism issues, strategies, initiatives and opportunities, ensures the Greater Victoria Sport Tourism Commission leverages resources efficiently, supports the GVSTC's mission to champion sport tourism in Greater Victoria, and reviews the GVSTC's performance and strategic goals.

Sustainability Committee

- Advises on environmental, cultural and social sustainability issues, including developments, new initiatives, and best practices for Destination Greater Victoria, member businesses, the destination and the tourism industry.

Transportation and Destination Management Committee

- Provides insights and advice to support development of effective destination management strategies, recommends responses to transportation or destination management issues, and works collaboratively towards sustainable access and capacity for Greater Victoria.

Destination Greater Victoria's Board and Committees meet quarterly. Additionally, the Board meets each December to elect Officers for the upcoming year and conducts an annual strategic retreat to support business planning for the following year.

6.3 DESTINATION GREATER VICTORIA'S MANAGEMENT AND ADMINISTRATION

Destination Greater Victoria's Board of Directors has a single employee, the Chief Executive Officer (CEO). The CEO reports to the Chair of the Board of Directors, leads DGV's day-to-day operations, and is accountable for execution of strategy as well as organizational performance. The CEO is one of two officers of the society; the other is the Chief Financial Officer (CFO). The CFO has an indirect reporting relationship to the Chair of the Finance and Membership Committee and the Chair of the Board of Directors with regard to the financial status and wellbeing of the organization. Dual fiduciary accountability within the organization serves as a prudent control measure.

Destination Greater Victoria's executive management team comprises six roles:

- Chief Executive Officer
- Chief Financial Officer
- Vice President, Marketing Communications
- Vice President, Sales, Victoria Conference Centre and Business Events Victoria
- Executive Director, Governance, Research and Corporate Communications
- Executive Director, Greater Victoria Sport Tourism Commission

Destination Greater Victoria operates a lean and primarily flat human resources structure supported by a range of robust management and administration tools. Core tools include a) Balanced Scorecard and Strategy Mapping (Kaplan and Norton, of Harvard Business School and The Palladium Group) which translate strategy into operational terms and underpin performance measurement at multiple levels, b) a comprehensive Human Resources Strategy which guides human resources initiatives and administration, and c) an integrated Customer Relationship Management (CRM) system to inform and track service performance for members, business partners and industry stakeholders.

7. TOURISM PROJECT

7.1 CONTINUING CONTRIBUTIONS TO DAVID FOSTER HARBOUR PATHWAY

MRDT program guidelines specify that MRDT funds are intended to be used for community tourism projects as well as promotion. Accordingly, as part of the 2017 MRDT agreement between the City of Victoria, Destination Greater Victoria and Greater Victoria's commercial accommodation sector, the tourism industry, through DGV, will make a $1 million industry contribution to building the David Foster Harbour Pathway (DFHP). This investment has been focused on Phase Two of the Belleville Terminal redevelopment plan designed by the City of Victoria and the BC Ministry of Transportation and Infrastructure. The City of Victoria is matching the $1 million industry contribution to provide a total budget of $2 million for the work. As required, the terms for the tourism industry's contributions to the DFHP project are formalized within a Tourism Industry Contribution Agreement (TICA); these agreements must be negotiated transparently by all parties, then approved by firstly the Ministry of Tourism, Arts and Culture, then by the Ministry of Finance and finally by Cabinet of the Province of British Columbia.

The DFHP project has been, and continues to be, supported by numerous stakeholders, namely the Hotel Association of Greater Victoria, Greater Victoria Harbour Authority, Greater Victoria Chamber of Commerce, Greater Victoria Development Agency, and SportHost Victoria.

The DFHP and redevelopment of Belleville Terminal are important strategic priorities for the City of Victoria as well as the tourism industry. These projects will enhance the Inner Harbour and gateway experiences for visitors as well as Victoria's residents, and provide improved community amenities that will enrich Victoria's infrastructure and landscape over many years. The schedule of industry's contracted, actual and proposed future contributions to the David Foster Harbour Pathway through DGV is shown below. Contributions were ahead of schedule prior to the COVID pandemic and the schedule sets out planned payments from 2021 to 2026 to complete the $1 million contribution over the required ten-year term. The David Foster Harbour Pathway project continues to be an excellent fit with Destination Greater Victoria's strategic objectives.

Year	Contracted Industry Contribution by DGV	Contracted Cumulative Contributions by DGV	Actual and Proposed Industry Contribution by DGV	Actual and Proposed Cumulative Contributions by DGV	Contribution Status
2017	$95,000	$95,000	$150,000	$150,000	Paid
2018	$95,000	$190,000	$150,000	$300,000	Paid
2019	$95,000	$285,000	$175,000	$475,000	Paid
2020	$95,000	$380,000	$95,000	$570,000	Paid
2021	$100,000	$480,000	$71,667	$641,667	Scheduled
2022	$100,000	$580,000	$71,667	$713,334	Scheduled
2023	$105,000	$685,000	$71,667	$785,001	Scheduled
2024	$105,000	$790,000	$71,667	$856,668	Scheduled
2025	$105,000	$895,000	$71,667	$928,335	Scheduled
2026	$105,000	$1,000,000	$71,665	$1,000,000	Payments end at $1M
2027	$0	---	$0	No further industry commitment via DGV	

8. AFFORDABLE HOUSING

8.1 SUPPORTING AFFORDABLE HOUSING INITIATIVES

Given Destination Greater Victoria's strategic objective to ensure tourism is aligned with community values and provides community-level benefits, an important component of DGV's strategy over the next five years will be continuing to direct online accommodation platform (OAP) MRDT revenue to the City of Victoria to support its Housing Reserve Fund. MRDT regulations were amended in 2018 to form two categories of MRDT – Traditional MRDT and OAP MRDT – and specify that OAP MRDT (currently remitted by Airbnb) may be used for affordable housing initiatives. Traditional MRDT and the uses for Traditional MRDT remain separate and distinct from OAP MRDT. Destination Greater Victoria, the City of Victoria and the Hotel Association of Greater Victoria (HAGV) have a history of partnering collaboratively to help drive sustainable business initiatives; when the MRDT regulations were amended to include OAP revenue, these partners identified the City's Housing Reserve Fund as the most effective mechanism for allocating OAP MRDT to affordable housing initiatives.

The Victoria Housing Reserve Fund is part of the City of Victoria's Affordable Housing initiative and was established to (a) provide grants to assist with developing and retaining affordable housing for households with low or moderate incomes, which supports community diversity and infrastructure, and (b) facilitate affordable rental housing and/or affordable home-ownership projects. The Fund is enabled by two Reserve Fund Bylaws (15-050 and 18-080) of the City of Victoria and is widely well understood, with transparent application processes and reporting criteria for housing agencies.

It has been agreed that 100% of OAP MRDT revenues received by Destination Greater Victoria as MRDT eligible entity will be provided to the City of Victoria to include in its Victoria Housing Reserve Fund. The City of Victoria will assist DGV in its reporting of uses and outcomes for the OAP MRDT revenues. Additionally, DGV and the City will work together to enhance the availability of affordable accommodation for hotel and hospitality industry workers who fit the eligibility criteria of the Victoria Housing Reserve Fund program. These arrangements not only align with stakeholders' objectives, but also promote effective use of OAP MRDT revenues, could benefit a large segment of Victoria's workforce, and add direct enduring value to this very important MRDT partnership.

DESTINATION GREATER VICTORIA

CONFIRMATION OF ACCOMMODATION SECTOR SUPPORT

A core requirement of the British Columbia Municipal and Regional District Tax (MRDT) Program is that the Eligible Entity for MRDT (in this case, Destination Greater Victoria) confirms support by the Commercial Accommodation Sector within the municipality (the City of Victoria).

The minimum level of support required from the accommodation sector is endorsement by at least 51% of the number of properties collecting MRDT (i.e. properties with four or more available rooms) and these properties must represent at least 51% of the total number of rooms available within the municipality.

Endorsement by the accommodation sector is recorded on **Appendix 1.4** of the MRDT Program's documents, listing the name, address and number of available rooms (units) for each property. To confirm their support, the Owner or General Manager of each property prints their name and signs and dates the form.

Destination Greater Victoria's completed **Appendix 1.4** is provided in the following four pages.

Destination Greater Victoria obtained signatures of support from February 5 to March 9, 2021. The level of support received was very significant and overwhelmingly in favour of Destination Greater Victoria continuing its MRDT mandate.

Endorsement was received by **72%** of the 53 accommodation sector properties collecting MRDT in the City of Victoria, representing **92%** of the total 4,113 rooms available.

There were no instances of a property owner or general manager declining to confirm support. In almost all cases where signatures were not obtained this was due to the impacts of the COVID-19 pandemic, whereby (1) the property has closed temporarily and the owners or managers were not contactable, (2) the property has been acquired by government for emergency housing, or (3) the property has ceased trading and is closed indefinitely.

This component of the MRDT renewal process confirms the commercial accommodation sector in the City of Victoria very strongly supports continuation of Destination Greater Victoria's mandate.

Appendix 1.4 Accommodation Sector in Support of Municipal and Regional District Tax Form

Legal Name of Applicant: GREATER VICTORIA VISITORS & CONVENTION BUREAU (dba Destination Greater Victoria) Rate of Tax (2% or 3%): 3%

Applicants, please check the following, if applicable:

Does the designated recipient plan on using general MRDT revenues (meaning revenues beyond Online Accommodation Platform revenues) for affordable housing initiatives and are these activities included as part of the Five-Year Business Plan and One-Year Tactical Plan (including Appendix 1.8)?

☐ YES ☑ NO

The Municipal and Regional District Tax (MRDT) is being proposed or is up for renewal in your municipality/region. The MRDT is intended to assist municipalities, regional districts and eligible entities in funding local tourism marketing programs and projects, **as outlined in the applicant's Five-Year Strategic Business Plan.** Affordable housing initiatives are also included as a permissible use of revenues. Accommodation providers may request a copy of the Five-Year Strategic Business Plan from the applicant. The MRDT will apply to purchases of accommodation that are taxable under the *Provincial Sales Tax Act* within the designated accommodation area.

As an owner/manager offering accommodation, your input is critical. **The minimum support required from the accommodation sector for the tax to be imposed is at least 51% of the number of establishments that would collect the tax within the municipality/region representing at least 51% of the total number of rooms.**

BY SIGNING THIS FORM, YOU HAVE INDICATED THAT YOU SUPPORT IMPLEMENTATION OF THE MUNICIPAL AND REGIONAL DISTRICT TAX IN YOUR MUNICIPALITY/REGION AND THAT YOU ARE AUTHORIZED TO ACT ON BEHALF OF YOUR ORGANIZATION. [ATTACH ADDITIONAL SHEETS AS REQUIRED]

Property Name	Address	Number of Units	Owner/Manager (Print Name)	Signature	Date
Abbeymoore Manor Bed & Breakfast Inn	1470 Rockland Avenue, Victoria V8S 1W2	10			
Abigail's Hotel	906 McClure Street, Victoria V8V 3E7	23	ALLISON FARHURST		9/02/21
Amethyst Inn	1501 Fort Street, Victoria V8S 1Z6	9			
Arbutus Inn	2898 Douglas Street, Victoria V8T 4M9	41	CLAUDIO DIPIENO		FEB 10/2021.
Beaconsfield Inn	998 Humboldt Street, Victoria V8V 2Z8	11			

Property Name	Address	Number of Units	Owner/Manager (Print Name)	Signature	Date
Best Western Plus Carlton Plaza Hotel	634 Johnson Street, Victoria V8W 1M6	104 108	Chris Watson		Feb8/21
Best Western Plus Inner Harbour	412 Quebec Street, Victoria V8V 1W5	74	RACHEL DICKINSON		FEB 12/21
Capital City Center Hotel	1961 Douglas Street, Victoria V8T 4L1	84			
Chateau Victoria Hotel & Suites	740 Burdett Avenue, Victoria V8W 2H1	177	BRENDA OLLIS.		Feb8/21
Coast Victoria Hotel & Marina by APA	146 Kingston Street, Victoria V8V 1V4	132	MARC PORTELANCE		FEB 9/2021
Dashwood Manor Seaside Bed & Breakfast	1 Cook Street, Victoria V8V 3W6	10	Sabrina Harvey		Feb12/21
Days Inn Victoria on The Harbour	427 Belleville Street, Victoria V8V 1X3	71	DARRYL WILSON		FEB 11/21
Days Inn Victoria Uptown	229 Gorge Road East, Victoria V9A 1L1	73	DARRYL WILSON		FEB 11/21
Delta Hotels by Marriott Victoria Ocean Pointe Resort	100 Harbour Road, Victoria V9A 0G1	240	Kimberley Hughes		Mar1/21
Doubletree by Hilton Hotel & Suites Victoria	777 Douglas Street, Victoria V8W 2B5	181	FRANCIS MAIRET		FEB 9/2021
Embassy Inn Hotel	520 Menzies Street, Victoria V8V 2H4	70			FEB 5/21
Fairholme Manor	638 Rockland Place, Victoria V8S 1W3	6			
Fairmont Empress	721 Government Street, Victoria V8W 1W5	464			Feb 18,21
Fisher House Victoria Bed and Breakfast	333 Simcoe Street, Victoria V8V 1K9	4			
Helm's Inn	600 Douglas Street, Victoria V8V 2P8	43	CHRIS PRESCOTT		Feb 12 2021
HI Victoria Hostel	516 Yates Street, Victoria V8W 1K8	4			
Hotel Grand Pacific	463 Belleville Street, Victoria V8V 1X3	304	Reid James		Feb 9/21
Hotel Rialto	1450 Douglas Street, Victoria V8W 1N8	50	N. KING		FEB 5/21
Hotel Zed Victoria	3110 Douglas Street, Victoria V8Z 3K4	63	Rebecca Hisley		Mar8/21

Property Name	Address	Number of Units	Owner/Manager (Print Name)	Signature	Date
Huntingdon Manor Hotel	309 Belleville Street, Victoria V8V 1W3	122	Erin Cassels	[signature]	2/05/2021
Inn at Laurel Point	680 Montreal Street, Victoria V8V 1Z8	196	IAN POWELL	[signature]	9/02/21
Inn at the Union Club	805 Gordon Street, Victoria V8W 1Z6	22	DAVID HAMMONDS	[signature]	9/02/21
Island Travel Inn	1850 Douglas Street, Victoria V8T 4K6	78	Farris Alsatad	[signature]	9/03/21
James Bay Inn Hotel	270 Government Street, Victoria V8V 2L2	48	Ric Allen	[signature]	2/11/21
Magnolia Hotel & Spa	623 Courtney Street, Victoria V8W 1B8	64	Bill Lewis	[signature]	2/5/2021
Marketa's Bed & Breakfast	239 Superior Street, Victoria V8V 1T4	7	MARKETA PETERKA	[signature]	2/12/21
Mayfair Motel	650 Speed Avenue, Victoria V8Z 1A4	22			
Ocean Island Inn Backpackers Suites	791 Pandora Avenue, Victoria V8W 1N9	65	Angela Toth	[signature]	02/03/21
Prior Castle Inn	620 Street Charles Street, Victoria V8S 3N7	7			
Quality Inn Downtown Inner Harbour	850 Blanshard Street, Victoria V8W 2H2	63	SINBAD IVAL	[signature]	2/05/21
Robert Porter Inn	649 Superior Street, Victoria V8W 2H2	6			
Robin Hood Inn and Suites	136 Gorge Road East, Victoria V9A 1L4	55	Sea KIRSCH	[signature]	2/25/21
Royal Scot Hotel & Suites	425 Quebec Street, Victoria V8V 1W7	176	Greg Greene	Greg Greene	2/5/21
Sandman Hotel Victoria	2852 Douglas Street, Victoria V8T 4M5	100	Amy Leonard	[signature]	03/08/21
Spinnakers Gastro Brewpub & GuestHouses	213 Mary Street, Victoria V9A 3S8	10	Paul Hadfield	[signature]	2/8/21
Strathcona Hotel	919 Douglas Street, Victoria V8W 2C2	82	Grant Olson	[signature]	2/9/21
Surf Motel	290 Dallas Road, Victoria V8V 1A6	15			
Swans Hotel	506 Pandora Avenue, Victoria V8W 1N6	29	Mike Boyle	[signature]	2/19/21

Property Name	Address	Number of Units	Owner/Manager (Print Name)	Signature	Date
The Bedford Hotel	1140 Government Street, Victoria V8W 1Y2	40	Tony Guo		March 9, 21
The Craigmyle	1037 Craigdarroch Road, Victoria V8S 2A5	17	steven wu		Feb 12/21
The Oswego Hotel	500 Oswego Street, Victoria V8V 5C1	80	Sarah Webb		Feb 5/21
The Parkside Hotel & Spa	810 Humboldt Street, Victoria V8V 5B1	126	TRINA White		Feb 5/21
The Scotsman Motel	490 Gorge Road East, Victoria V8T 2W4	45			
Travelodge by Wyndham Victoria	123 Gorge Road East, Victoria V9A 1L1	89			
Turtle Hostel	1608 Quadra Street, Victoria V8W 2L4	11			
Victoria Marriott Inner Harbour	728 Humboldt Street, Victoria V8W 3Z5	236	STEPHEN ROUGHLEY		Feb 8/21
Victoria Regent Waterfront Hotel & Suites	1234 Wharf Street, Victoria V8W 3H9	45	ELAINE AZEVEDO		FEB 08/21
Villa Marco Polo Inn	1524 Shasta Place, Victoria V8S 1X9	5			

DESTINATION GREATER VICTORIA

LETTERS OF SUPPORT FOR DESTINATION GREATER VICTORIA'S MRDT MANDATE

The British Columbia Municipal and Regional District Tax (MRDT) Guidelines require that there be consultation with tourism stakeholders and support from stakeholders as part of MRDT mandate renewal. Destination Greater Victoria has to date received letters of support from the following stakeholders and associations:

Abkhazi Garden, The Land Conservancy of British Columbia (TLC)
British Columbia Restaurant & Foodservices Association (BCRFA)
Blue Mountain Solutions
Clipper Vacations
Capital Region Food and Agriculture Initiatives Roundtable Society (CRFAIR)
Downtown Victoria Business Association (DVBA)
Eagle Wing Whale & Wildlife Tours
Experience Victoria
Five Star Whale Watching
Floor 13
Harbour Air Group
Pacific Northwest Transportation Services
Prince of Whales Whale & Marine Wildlife Adventures
Spinnakers Brewpub & Guesthouses
SpringTide Whale Watching & Eco Tours
Synergy Enterprises
The Bay Centre Victoria
The Butchart Gardens
The Wilson's Group
WildPlay Element Parks
Victoria Jazz Society

Additionally, Destination Greater Victoria has received many letters of support outlining the perspectives of key customer and client groups for meetings and conference business as well as sport tourism. This support confirms Destination Greater Victoria's effectiveness in the business events, conventions and sport tourism sectors. Letters of support have to date been received from:

Excellence in Meetings, Events and Conferences

Canadian Association of General Surgeons
Connect Seven Group
Convention Centres Canada
JW Event Services, Watch Tower Society of Canada
Meeting Encore Ltd.
Meetings Mean Business Canada
Ocean Networks Canada
University of Victoria Chair in Transgender Studies

Excellence in Sport Tourism

BC Games Society
BC Seniors Games Society (55+ BC Games)
Camosun College, Centre for Sport & Exercise Education
Pacific Institute for Sport Excellence (PISE)
RunSport Victoria Society
Victoria HarbourCats
Victoria International Cross Country Association
Victoria Marathon Society
Vikes Athletics and Recreation, University of Victoria

Further to the endorsements by signature provided by 72% of commercial accommodation properties representing 92% of rooms available in the City of Victoria, Destination Greater Victoria has received letters of support from the following accommodation providers, which highlight the importance of continuing DGV's MRDT mandate:

Abigail's Hotel
Best Western Plus Carlton Plaza Hotel
Chateau Victoria
Days Inn Victoria on the Harbour
Fairmont Empress
Hotel Grand Pacific
Huntington Manor Hotel and Pendray Inn
Inn at Laurel Point
Magnolia Hotel & Spa
Oswego Hotel
Parkside Hotel & Spa
Victoria Regent

Reflecting Destination Greater Victoria's commitment to partnering on indigenous tourism, helping charities, and supporting diversity and inclusion initiatives, letters of support have to date been received from:

50-30 Challenge, Ministry of Innovation, Science and Industry
BC Hospitality Foundation
Indigenous Tourism Association of Canada (ITAC)
Inter-Cultural Association of Greater Victoria
Songhees Development Corporation
Wear2Start Society

Finally, we have included letters of support from the following tourism-related organizations, demonstrating Destination Greater Victoria's importance within the regional, provincial and national partnership ecosystem:

Attractions Victoria
British Columbia Destination Marketing Organization Association (BCDMOA)
Camosun College, Hospitality and Tourism Management Program
Greater Victoria Harbour Authority (GVHA)
Port Renfrew Chamber of Commerce
Tourism Industry Association of BC (TIABC)
Tourism Industry Association of Canada (TIAC)
Tourism Cowichan Society

Tourism Richmond
Tourism Vancouver
Tourism Vancouver Island
Victoria International Airport

Collectively these letters of support confirm extensive endorsement by a diverse range of stakeholders to continue Destination Greater Victoria's MRDT mandate.

The letters of support referred to above are provided as follows:

TLC The Land Conservancy of British Columbia

March 2, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of the renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria. I am the Executive Director, of TLC The Land Conservancy of BC that has owned and cared for a major tourist attraction, Abkhazi Garden, for over 20 years.

Over the past five years, Destination Greater Victoria has been successful in marketing Greater Victoria's tourism industry. Destination Greater Victoria efforts in showcasing our garden city has helped bring many visitors to the Abkhazi Garden and to the Teahouse at Abkhazi Garden.

As you know tourism has been hard hit in Victoria due to the pandemic. At Abkhazi Garden, COVID restrictions became an opportunity to invite more locals to enjoy our beautiful garden and I appreciate the support of Destination Greater Victoria whose marketing strategy is to "stay local and support local businesses."

I am very pleased that in partnership with local businesses, Destination Greater Victoria and the Greater Victoria chamber of Commerce, the Greater Victoria Flower Count media launch was held at Abkhazi Garden this year. Every time, Abkhazi Garden is featured in the media, we have more locals coming to visit the garden and with more visitors we collect more donations at the gate. The money raised at the gate helps pay for the maintenance of our world-famous heritage garden.

TLC appreciates the support the City of Victoria has given to Abkhazi Garden through tax exemption and City grants from time to time.

Board of Directors: Andrew Stewart Marika Smith Mel Lehan
Lori Roter Fran Sloan Sainas Tom Watson Sara Wickham Jeff Sheldrake

5150 Cordova Bay Road, Victoria BC, V8Y 2K6
Phone: 250-479-8053 Fax: 250-744-2251 **conservancy.bc.ca**

As we emerge out of the pandemic hardships, I believe Destination Greater Victoria will help our tourism industry recover quickly and efficiently and that Abkhazi Garden will benefit from Destination Greater Victoria's marketing strategies.

Sincerely,



Cathy Armstrong
Executive Director
TLC The Land Conservancy of BC
carmstrong@conservancy.bc.ca

cc Destination Greater Victoria

Board of Directors: Andrew Stewart Marika Smith Mel Lehan
Lori Roter Fran Sloan Sainas Tom Watson Sara Wickham Jeff Sheldrake

5150 Cordova Bay Road, Victoria BC, V8Y 2K6
Phone: 250-479-8053 Fax: 250-744-2251 **conservancy.bc.ca**

February 03, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

The British Columbia Restaurant & Foodservices Association (BCRFA) Victoria Branch write in support of renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria.

Destination Greater Victoria is a valuable marketing organization and community partner. It promotes our region in markets across Canada and the United States, as well as providing a local voice for small businesses on tourism concerns. In the five years prior to the COVID-19 pandemic, Greater Victoria saw growth in visitation and visitor spending – strategically focusing on shoulder and off-peak season events, sports tourism, and a refreshed, modern brand to better reflect the destination Greater Victoria has become. These will be areas of focus in the next five years as well.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for visitor economy success for many years. In particular, the increased shoulder and off-peak season business means some seasonal businesses can operate year-round, resulting in increased employment opportunities and more stable revenue streams. This mandate renewal is designed to continue this success.

Destination Greater Victoria has also formed positive relationships with many organizations outside of its membership. These include charitable partners such as the BC Hospitality Foundation (BCHF) and Wear2Start. It is more than an organization for attracting visitors – it plays a role supporting worthy causes and residents of Greater Victoria.

We look forward to Destination Greater Victoria building on the work of the previous mandate, and realizing the new vision for the Greater Victoria visitor economy in the years ahead. If you wish to discuss further, please contact me at Peter De Bruyn, Chair, BCRFA Victoria Branch

Sincerely,



Peter De Bruyn
British Columbia Restaurant & Foodservices Association (BCRFA)
Chair, Victoria Branch

January 29, 2020

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

Please accept this letter as a show of support of renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria.

In my 12 years in Victoria in the hospitality business, I have found Destination Greater Victoria is a valuable marketing organization and community partner. It promotes our region in markets across Canada and the United States, as well as providing a local voice for small businesses on tourism concerns. In the five years prior to the COVID-19 pandemic, Greater Victoria saw growth in visitation and visitor spending – strategically focusing on shoulder and off-peak season events, sports tourism, and a refreshed, modern brand to better reflect the destination Greater Victoria has become. These will be areas of focus in the next five years as well.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for visitor economy success for many years. In particular, the growth in shoulder and off-peak season visitation meant more reliable revenue for our community's small businesses and increased year-round employment. The visitor economy includes thousands of hard-working people and entrepreneurs who were able pursue their passions on a strategic foundation laid by Destination Greater Victoria and City of Victoria. Our community should build on this success.

I have witnessed Destination Greater Victoria forming positive relationships with many organizations outside of its membership. These include charitable partners such as the BC Hospitality Foundation and Wear2Start. It is more than an organization for attracting visitors – it plays a role supporting worthy causes and residents of Greater Victoria.

We look forward to Destination Greater Victoria building on the work of the previous mandate, and realizing the new vision for the Greater Victoria visitor economy in the years ahead. If you wish to discuss further, please contact me at Theresa@BlueMountain.Solutions

Warm Regards



Theresa Ito
Prinicpal – Blue Mountain Solutions

Blue Mountain Solutions Inc.
Customer Service & Leadership Training; Operational & Culinary Support
4066 Licorice Lane, Victoria, BC, V8X 0A2
Ph: 1-250-507-8352 Email: Theresa@BlueMountain.Solutions Web: BlueMountain.Solutions

David Gudgel
Clipper Navigation, Inc.
2701 Alaskan Way, Pier 69
Seattle, WA 98121-1199

February 2, 2021

Victoria City Council
1 Centennial Square
Victoria, BC V8W 1P6, Canada

Dear Council Members,

I am writing in support of renewing Destination Greater Victoria's (DGV) Municipal and Regional District Tax (MRDT) for the period of 2022 through 2026. As a core year-round international transportation and travel packaging company, Clipper has provided millions of visitors to Victoria over the course of the last 34 years. Throughout our company's history, we have witnessed the city's Destination Management Organization transform into one of Canada's top DMOs. In particular, over the course of the last five years, Destination Greater Victoria has played a pivotal role in leading Victoria to become one of the most sought out small city destinations for international travelers. The impact of this visitor economy growth has resulted in a continued expansion in local jobs and tourism industry revenue and increased benefits for Victoria's residents as the city has flourished into a vibrant, desirable destination to live, work and recreate.

The COVID-19 pandemic and overall impact on the travel and tourism industry in the last year has made the MRDT mandate renewal more important than ever in supporting DGV's mission ahead to help rapidly drive industry recovery and year-round revenue generation. DGV's partnership with Clipper is longstanding and critical to creating a successful recovery path back towards 2019 levels of success with international visitation, a segment that has proven to be essential to sustaining Victoria's robust visitor economy.

On a personal note, I firmly believe that Paul Nursey and his team are the right DMO leaders to help build back tourism jobs, year-round visitor demand and to guide Victoria back to success. This will not happen overnight and will absolutely require DGV's leadership through smart policy initiatives, collaborative partnership, robust destination storytelling and ongoing support of DGV members and community stakeholders. We look forward to continuing to work closely with Paul and the DGV team for years to come and graciously ask for your continued support in renewing the MRDT as a critical funding pillar for DGV to execute against their mission and vision.

Thank you for your time and support.

CLIPPER
EST. 1986

Sincerely,



David Gudgel
CEO, Clipper



January 30, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

We are writing in support of renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria.

Destination Greater Victoria is a valuable marketing organization and community partner. In particular we have embarked on a very important partnership for the promotion of the local food and agriculture sector over the past few years called Flavour Trails. This past year we enhanced our partnership significantly with DGV. They are bringing their marketing expertise to supporting us to build and enhance the Flavour Trails Brand and Program. This program raises the profile of many local Victoria food and farm businesses and is supporting diversification and growth in the sector.

We are aware that the DGV provides a valuable role and service to provide a local voice for small businesses on tourism concerns. We also understand that there have been some major initiatives that the DGV has embarked on that have seen significant positive changes.
In particular, the increased shoulder and off-peak season business means some seasonal businesses can operate year-round, resulting in increased employment opportunities and more stable revenue streams. This is also planned for the Flavour Trails program with looking to promote off season and shoulder agri-tourism and culinary tourism promotion and opportunities. As a small nonprofit working to promote healthy and sustainable local food systems we do not have the capacity or the expertise to undertake mainstream media marketing programs and have the reach that the DGTV provides. The support the DGV is provided through the MRDT enables them to support this, and other worthy initiatives in the City.

We look forward to Destination Greater Victoria building on the work of the previous mandate, and realizing the new vision for the Greater Victoria visitor economy in the years ahead. If you wish to discuss further, please contact me at lgeggie@crfair.ca

Sincerely,



Linda Geggie,
Executive Director
CRFAIR

Capital Region Food and Agriculture Initiatives Roundtable Society
PO Box 46002 QUADRA
Victoria, BC V8T 5G7
Phone: 250-896-7004
Email: info@crfair.ca
Web: www.crfair.ca

DOWNTOWN Victoria

Downtown Victoria Business Association
20 Centennial Square
Victoria, BC
V8W 1P7
(250)386-2238
info@downtownvictoria.ca

January 14, 2021

Victoria Mayor & Council
1 Centennial Square
Victoria, BC V8W 1P7

Re: *Support for Destination Greater Victoria MRDT renewal*

Dear Mayor Helps & members of Victoria City Council,

The Downtown Victoria Business Association supports the request for mandate renewal by Destination Greater Victoria. We have worked with them closely on many events, and have found them excellent partners. As well, the current pandemic situation has highlighted how many of our businesses depend on tourism to thrive, and Destination Greater Victoria has found many ways to attract more tourists to Victoria.

We have found Destination Greater Victoria to be a fantastic partner in planning and executing events such as the Capital City Comic Con, as well as a great support in promoting events such as Lights of Wonder. We hope to work with them to produce a 2021 Capital City Comic Con this fall – should health and safety concerns permit.

The people at Destination Greater Victoria are strategic thinkers, as has been shown in their management of the Victoria Conference Centre. Since 2017, they have steadily brought in more predictable, repeating, and stable conference business. They've also worked with our organization to encourage conference attendees and their spouses to better explore downtown Victoria and downtown Victoria businesses.

Although the DVBA has been delighted to see the support of locals for downtown businesses during this pandemic, tourism remains an essential component of the downtown economy. Once the pandemic restrictions ease, we will need to be ready to attract tourists and conventions once more. Destination Marketing, Conference Planning & Attraction, and Sports Tourism all require specialized knowledge, technical ability and expertise, and experience. We will need Destination Greater Victoria to provide that skill and to compete for tourists in the coming months and years.

I urge you to renew the mandate for Destination Greater Victoria so that, as soon as it is safe to do so, we can begin to rebuild the tourism industry in Victoria.

Sincerely,

Jeff Bray
DVBA Executive Director

Dear City of Victoria's Council and Honourable Mayor Lisa Helps,

My name is Brett Soberg, I am a local born and raised proud Victorian and owner/operator of Canada's Top Sustainable Tourism Business (2014/2016) Eagle Wing Tours. I have been an active participant and promoter of Tourism since 1992.

The world has changed due to Covid-19. Amongst this global pandemic there are challenges and also opportunities to pivot, rethink, regenerate and build back better, stronger and in a more sustainable manner.

Tourism is a keystone industry and is inextricably linked to the health and vitality of Canada, BC & Victoria. Similarly, ALL that lives and thrives in the Salish Sea depend on the keystone species of Herring (forage fish). The Greater Victoria region needs Tourism and the world class leadership and support of Destination Greater Victoria.

Over the past five years Destination Greater Victoria's MRDT mandate has enabled extensive support for Greater Victoria's tourism sector, helped to drive positive results for tourism businesses, and generated sustainable growth in Greater Victoria's visitor economy.

While much of this progress has been impacted by the COVID pandemic, mandate renewal is a critically important and will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can resume. DGV will be well positioned to secure business that builds compression and year-round revenues and jobs to benefit all stakeholders.

As an active DGV Board member I can attest that the key areas of focus have been and will continue to be:

1. *increasing economic benefits for Greater Victoria, including jobs, business revenues and benefits for citizens,*
2. *addressing seasonality and ensuring a year-round visitor economy, notably through meetings, conference and sport tourism business,*
3. *working in partnership collaboratively to align the visitor economy with stakeholder and community values,*
4. *destination management through policy initiatives and telling tourism's story to build appreciation for tourism, and*
5. *adding value by supporting our industry, members and community stakeholders.*

The renewal of DGV's mandate is essential to building back better (regenerate).

Warmest regards,

Brett Soberg
Co-owner/Operator Eagle Wing Tours
Board director DGV
President Wild 4 Whales Foundation
Executive Board member PWWA
Proud Victorian ☺

February 24, 2020

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I am writing to support the renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria.

I own and operate Experience Victoria, a large tour company that works primarily with the cruise lines. Our business relies solely on visitors to Victoria and Destination Greater Victoria is the city's best way to drive those visitors. The DVG promotes our region in markets across Canada and the United States, as well as providing a local voice for small businesses on tourism concerns.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for visitor economy success for many years. This mandate renewal is designed to continue this success. A mandate renewal will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can resume. Destination Greater Victoria will be positioned to secure business that builds compression and year-round revenues and jobs to benefit all stakeholders.

Victoria has become a world-class destination and I feel we would not have accomplished this without DVG's incredible efforts and leadership. Just as DVG is critical to tourism's success, the MRDT is critical to DGV's success, and as a business owner and proud resident, we encourage you to continue to support the renewal of the MRDT agreement with DGV.

Thank you for your time and support, and please reach out with for any questions or comments at steve@experiencevictoria.com.

Sincerely,

Steve Earnshaw



CEO of Experience Victoria

FIVE STAR WHALE WATCHING

We Like Our Whales Wild!

March 9th, 2021

To whom it may concern,

This letter is to support Destination Greater Victoria's 5year business plan and mandate renewal.

Over the past five years Destination Greater Victoria's MRDT mandate has enabled extensive support for Greater Victoria's tourism sector, helped to drive positive results for tourism businesses, and generated sustainable growth in Greater Victoria's visitor economy.

While much of this progress has been impacted by the COVID pandemic, mandate renewal will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can resume. DGV will be positioned to secure business that builds compression and year-round revenues and jobs to benefit all stakeholders.

At Five Star Whale Watching we have appreciated all the support, direction, assistance and cooperation with DGV over the last few years. DGV has assembled an impressive, enthusiastic and effective team.

DGV has worked hard to increase the profile of Greater Victoria as a tourism & leisure destination throughout Canada and the world. Over the last few years DGV have done an outstanding job of addressing the seasonality and ensuring a year-round visitor economy. As a result we have extended our season from April to the end of October to March until the end of December/early January.

Kind regards,

DAJLees

David Andrew Lees
Owner/President
Five Star Whale Watching

645 Humboldt Street, Victoria, British Columbia, Canada V8W 1A6
Phone: 250-388-7223 Toll Free: 1-800-634-9617
Email: orcas@5starwhales.com website: www.5starwhales.com

A fresh approach to traditional problem solving

January 13, 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W1P6

Dear Mayor Helps and Council

I write to you in support of Destination Greater Victoria's five-year accommodations tax renewal. Over the last several years Destination Greater Victoria has transformed itself into a leading destination marketing organization in Canada and recognized so by peer DMO's across the country. The organization has led the charge in positioning the City of Victoria and surrounding region as a must-see Canadian destination in turn contributing to the significant growth of the local tourism economy. As a company that works with destinations across North America, Europe and Africa, FLOOR13 often refers to Victoria as a prime example of a DMO and City working together to transform its reputation from a secondary tourism destination to a vibrant must see stop.

Destination Greater Victoria has invested heavily in establishing itself as not only a leisure destination but also a competitive meetings and convention city. Its collaborative model with other industry partners as well as with clients has help build a strong backlog of business as well as an ever-growing reputation for outstanding service. The organizations best practices, such as its business events customer advisory board as well its Team Victoria sales missions and progressive contracting have all added to the destination's reputation as a professional conference friendly city.

More specifically, Mr. Paul Nursey, Destination Greater Victoria's CEO has played a key role in advancing tourism in general in Canada. As a leading figure in the industry, Paul has influenced the Canadian tourism industry to adopt some of the best practices he himself has implemented within his own organization ranging from governance, advocacy, sustainability, economic development, citizens' concerns, partnering and marketing. This again, has highlighted Victoria as a progressive destination looking to better the Canadian tourism economy.

Of course, all this cannot be possible without a long-term sustainable funding mechanism in place. Destinations across the globe, big and small, are investing in their tourism economies leading to ever increasing competition worldwide. User generated levies are still the fairest and less impactful means of

generating DMO revenues. They also help to keep tourism organizations accountable and ensure they continue to innovate and ensure continued measured tourism growth. It is, therefore, imperative that these types of funding sources, such as accommodations taxes, remain in place and supported by their host cities leadership. FLOOR13 conducted a North American study of accommodation levies models in 2019 and concluded that the vast majority of DMO's preferred this accommodations tax model over others.

In conclusion, the City of Victoria's tourism economy is vibrant and now well established, despite the Covid pandemic, and it's return to a post Covid normality will depend heavily on its ability to reenter the market quickly, effectively and well-funded for the foreseeable future.

Thank you for your time and consideration.

Sincerely,



John C. Dunn
President

c.c. Paul Nursey, CEO, Destination Greater Victoria

HARBOUR AIR GROUP

Randy Wright
Harbour Air Group
4760 Inglis Drive
Richmond, B.C.
V7B 1W4

March 8, 2021

Victoria City Council
1 Centennial Square
Victoria, B.C.
V8W 1P6

Dear Council Members,

I am writing in support of renewing Destination Greater Victoria's (DGV) Municipal and Regional District Tax (MRDT) for the period of 2022 through 2026. As a lifetime resident of Victoria, the President of Harbour Air and as a Board Member for Destination British Columbia, I can say with utmost confidence that I believe, we have the right team and financial structure in place in Victoria to continue to recover and, eventually thrive, as one of the most sought-after destinations in Canada and around the world.

Post Covid-19, DGV will be challenged with rebuilding the visitor economy in Victoria. There are still a series of unknown risks to mitigate and variables to navigate as the tourism industry struggles to recover. Harbour Air is one of the primary transportation providers in British Columbia and prior to the pandemic, moved over 300,000 people in and out of Victoria Harbour and over 500,000 throughout the Province. Based upon this, it is of utmost important to us to ensure the economic growth of one of our primary destinations and again, why I believe that the MRDT is vital for DGV to continue to market Victoria and am asking for your continued support to allow them to do so.

Sincerely,

Randy Wright
President, Harbour Air Group

February 2, 2021

City of Victoria
1 Centennial Square
Victoria, BC V8W 1P5

Re: Renewal of Destination Greater Victoria's MRDT mandate, 2022-2026

Dear Mayor Helps and Council,

As a tourism-based business that works closely with our community-destination marketing organization, I am writing to support Destination Greater Victoria's quest to renew the Municipal and Regional District Tax (MRDT) from 2022 through 2026.

The additional funds provided by the MRDT over the past five years have given Destination Greater Victoria the resources needed to support and promote local tourism businesses. As you know, a vibrant tourism economy contributes to job growth, increased business revenue, and boosts British Columbia's GDP.

As we continue to develop a year-round visitor economy, particularly following the decimation of the tourism industry due to COVID-19, it will be even more critical that Destination Greater Victoria has the financial support necessary to restore this vital business sector.

We respectfully request that the City of Victoria support the MRDT funding model to regain our position as a strong tourism destination.

Sincerely,



David Roberts
General Manager
Pacific Northwest Transportation Services/CVS Cruise Victoria Ltd.

PRINCE of WHALES
WHALE & MARINE WILDLIFE ADVENTURES

March 5, 2021

Mayor and Council
City of Victoria

Letter of Support – Destination Greater Victoria MRDT Renewal

This letter confirms our company's complete and total support for having Destination Greater Victoria (DGV) continue to act as the sole eligible entity for the MRDT funds collected throughout greater Victoria.

Tourism is incredibly important to our city, its residents, stakeholders and businesses. As we have clearly seen this past year, without tourism activity and the revenues it generates, life has been devastating for so many people on so many fronts.

DGV's ongoing and collaborative involvement in destination management helps ensure that the impacts of tourism remain positive.

CEO Paul Nursey and his team are highly skilled, dedicated professionals whose actions, fuelled by MRDT funds, continue to ensure that the benefits of tourism are enjoyed by residents and stakeholders alike. They have our unwavering support and our deepest gratitude

Please do not hesitate to contact me if you require any additional information.

Regards,

Ian MacPhee
Financial Controller, Business Development Manager
Inter Island Launch – Prince of Whales
250-389-2310 Direct
250-516-8015 Cell
ian@princeofwhales.com

spinnakers
BREWPUB & GUESTHOUSES

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

February 03, 2021

Mayor and Council,

I write in support of a renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria. In so doing, I must declare that as a longtime member of the tourism and hospitality sector in Victoria, a previous member of the TourismVictoria Board and an Honorary Life Member, I do have a bias. At the same time, I have a deep understanding of the sector and the role that Destination Greater Victoria plays in marketing our destination. I also understand the critical importance of the MRTD as a conduit for the accommodation sector marketing taxes, collected from our accommodation guests, in helping fund the organization

Destination Greater Victoria is a highly regarded marketing organization and community partner for which we should all feel a deep sense of pride for the innovative and collaborative tactics used to promotes our region in markets across Canada, the United States and around the world. Beyond conventional perspectives pertaining to tourism concerns, by strategically focusing on shoulder and off-peak season visitation, conferences, events and sports tourism these tactics have become key drivers of a more balanced year-round economy giving life to shop keepers, restauranteurs and like service sectors who are collectively key to a vibrant downtown livable core.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for visitor economy success for many years. The recent industry led initiative raising the MRDT rate from 2% to 3% has meant increased capacity to sell and promote Greater Victoria. This current mandate renewal is critical to continuing this success.

At this particular time, it is critical that the City continue to play this key role in facilitating the flow of these funds to Destination Greater Victoria. It is imperative that we build on the work of the previous mandates to fully realize the current vision for the Greater Victoria visitor economy and in the years ahead. There is much to do as we position the Victoria economy for recovery and we collectively need these resources to be secured and in place to enable fulfillment of the business plan.

I thank you for your support.

Sincerely,

Paul Hadfield,
President.

Spinnakers Gastro Brewpub & GuestHouses,
308 Catherine Street, Victoria, BC V9A 3S8
spinnakers@spinnakers.com **tel: (250) 386-2739 fax: (250) 384-3246** www.spinnakers.com
"Let no body thirst for the taste of a real ale."

SPRINGTIDE
WHALE WATCHING & ECO TOURS

February 25, 2021

City of Victoria
Attn: Mayor and Council
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor Helps and Council,

I write in support of Destination Greater Victoria's submission to renew the Municipal and Regional District Tax (MRDT) Agreement with the City of Victoria.

SpringTide Whale Watching has worked actively with community stakeholders and businesses over the past five years. Prior to the COVID-19 pandemic, the framework provided in the 2017-2021 Agreement proved to be a solid foundation for visitor economy success. Specifically, the increased shoulder and off-peak season business allowed many businesses – including whale watching – the ability to operate outside the traditional summer months. The framework helped to drive positive results for tourism businesses and generated sustainable growth in Greater Victoria's visitor economy.

Mandate renewal will also enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can resume. Greater Victoria will be competing with other destinations, and it is crucial we have a strategic plan in place for resumption of travel. Importantly, we need re-establish year-round revenues and jobs to benefit all in our community.

An MRDT Agreement renewal will continue the collaboration that has been built in the Greater Victoria visitor economy. Destination Greater Victoria's leadership connects hotels, restaurants, attractions and others – creating the vibrant and desirable destination we have come to know. More than ever, Destination Greater Victoria is a community partner – working not only with its member-businesses but community groups and charities as well. Its values are aligned with the larger community.

I have no hesitation in supporting MRDT Agreement renewal for Destination Greater Victoria. SpringTide Whale Watching supports this model and has seen the success it has brought to the Greater Victoria visitor economy.

Sincerely,

SPRINGTIDE WHALE WATCHING AND ECO-TOURS

Captain Dan Kukat, CPA, CA, BComm
President

Western Canada's longest standing original owner operated whale watching company

SPRINGTIDE WHALE WATCHING & ECO TOURS
Reservations Office: 1119 Wharf Street, Victoria, BC, Canada V8W 1T7
Administration Office: 4336 Crownwood Lane, Victoria, BC, Canada V8X 5E4
Tel: 250.685.2778 www.VictoriaWhaleWatching.com

Letter of Support, Destination Greater Victoria

January 13, 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W1P6

Dear Mayor Helps and Council

I write to you in support of Destination Greater Victoria's five-year accommodations tax renewal. Over the last several years Destination Greater Victoria (DGV) has transformed itself into a leading destination marketing organization in North America. The leadership of DGV has also been instrumental in helping us steer towards a regenerative tourism economy in Victoria.

DGV was a co-founder of Canada's IMPACT Sustainable Travel and Tourism Conference, which launched in 2018. DGV convened local businesses and inspired tourism agencies across Canada to align with the United Nations Sustainable Development Goals in planning for the next decade of tourism. The organization has not only led Victoria to become a must-see destination, supporting hundreds of local jobs, but they have also started a national movement in promoting a responsible and conscious tourism.

Of course, all this cannot be possible without a long-term sustainable funding mechanism in place. We are fortunate to have the thought leadership of the DGV team at the helm of the recovery of our local tourism economy. I sincerely hope that the City of Victoria recognizes that the need for leadership in bringing back a prosperous, sustainable tourism market has never been stronger.

Thanks in large to DGV's incredible work as a DMO, we have a vibrant and dynamic tourism economy. With the right supports, it also has a bright future.

Sincerely,

Jill Doucette
CEO & Founder
Synergy Enterprises
jill@synergyenterprises.ca
250 589 2599

BAY CENTRE

VICTORIA

Bay Centre
Cushman & Wakefield Asset Services ULC
#2 1150 Douglas Street
Victoria, BC V8W 3M9
Tel +1 250 952 5680
Fax +1 250 381 4814
thebaycentre.ca

February 1, 2021

City of Victoria
Legislative Services Department
#1 Centennial Square
Victoria, BC V8W 1P6
Attention: Mayor Lisa Helps and City of Victoria Council

RE: Proposed Renewal of Destination Greater Victoria's MRDT Mandate

Mayor Helps and City of Victoria Council,

Please accept this letter of support for the proposed renewal of Destination Greater Victoria's MRDT mandate for a further five years from 2022 to 2026.

As General Manager of the Bay Centre, over the years I have seen first-hand the role that Destinations Greater Victoria (DGV) plays in the business and community life of Victoria. DGV actively supports member businesses and works to grow the visitor economy into a strong year round industry. Of course, with difficulties created by the pandemic, Victoria's tourism economy has been devastated, but it is in a challenging time such as this that we need Destination Greater Victoria even more urgently. Once restrictions are eased and travel can resume, DGV will help build financial recovery, resulting in year round revenues and jobs, to the benefit of all stakeholders in the Greater Victoria region. I respectfully request renewal of the Destinations Greater Victoria MRDT mandate for a further five years.

Should you have any questions, please do not hesitate to contact me at darlene.hollstein@cushwake.com.

Yours truly,
TBC Nominee Inc.
by its agent and manager
Cushman & Wakefield Asset Services ULC

Darlene J. Hollstein
General Manager
The Bay Centre

CUSHMAN & WAKEFIELD
Asset Services

March 10, 2021

Mayor & Council
City of Victoria
Victoria City Hall
1 Centennial Square
Victoria B.C. V8W 1P6

Re: Support of mandate renewal between Destination Greater Victoria and the City of Victoria

Dear Mayor Helps and Council,

As a long-standing Member of Destination Greater Victoria (DGV), I am writing in support of a renewed funding mandate between DGV and the City of Victoria. For many years, the funding DGV has received has been professionally managed and governed in a marketing process that pairs funds received with member dues to promote tourism in Greater Victoria. Notably, beyond marketing and promotion, DGV has been recognized for striving to make tourism sustainable in our region by founding the IMPACT Sustainability Travel & Tourism Conference.

Given that tourism in greater Victoria normally employs over 22,000 people and supports many families, a renewed mandate for Destination Greater Victoria is a vital component to our region's post-COVID economic recovery. A five-year mandate will provide much needed certainty as DGV's 900 members work to recover from the effects of a devastating pandemic.

Dave Cowen
Chief Executive Officer

800 Benvenuto Ave ■ Brentwood Bay BC Canada ■ V8M 1J8 ■ Tel 250-652-4422 ■ Fax 250-652-7751
email@butchartgardens.com ■ butchartgardens.com

4196 Glanford Avenue, Victoria BC V8Z 4B6 **Phone:** (250) 475-3235
TOLL FREE: 1-800-567-3288 ***Fax:*** *(250) 475-2911* • ***TOLL FREE Fax****: 1-800-975-TOUR (8687)*

March 10th, 2021

Victoria City Council
1 Centennial Square
Victoria, BC V8W 1P6, Canada

Dear Council Members,

I am writing in support of renewing Destination Greater Victoria's (DGV) Municipal and Regional District Tax (MRDT) for the period of 2022 through 2026. Prior to the COVID-19 crisis, Victoria's tourism market was thriving, helping to create and sustain thousands of jobs and generating millions of dollars each year in economic activity and spending in our local economy. Thanks to Paul Nursery and his team at Destination Greater Victoria, Victoria had become one of the most popular and sought out destination for international and domestic travellers alike.

Through the work done by DGV, Victoria's visitor economy had made great strides in creating year-round business. By expanding into sports tourism and conference management, Victoria was attracting some of the largest events our city has ever had the pleasure of hosting. They are also large supporters of growing Victoria's Indigenous tourism industry making sure Victoria's rich culture and history is being respectfully represented in all areas.

As Vancouver Island's largest ground transportation operator, our business relies heavily on the success of our tourism industry as it accounts for approximately 75-80% of our yearly revenues. Year-round visitors allow us to keep a large skilled team employed year-round which is a great advantage during times of labour shortages, much like we saw in 2019.

Both as a business owner, and as the Chair of the Greater Victoria Chamber of Commerce it is my strong belief that without Paul and his team at Destination Greater Victoria, our city will struggle in our economic recovery in our post pandemic world. We have all witnessed the devastation in what was once our vibrant downtown core due to the lack of tourism dollars. While we anticipate that the return to "normal" levels of tourism business may take some time, it is important that we continue to have strong DMO leaders at the helm to continue to navigate through what is sure to be a competitive market upon return.

Wilson's has been an active member in Victoria's tourism industry for many years and has created a strong relationship with Destination Greater Victoria. From my personal experience as

a current member of the Transportation and Destination Management committee as well as on the Sports Tourism Commission committee, I can honestly say that the team at Destination Greater Victoria are a group of knowledgeable, hardworking individuals with a true passion for our beautiful city. We look forward to continuing to work closely with Paul and the DGV team for years to come and graciously ask for your continued support in renewing the MRDT as a critical funding pillar for DGV to execute against their mission and vision.

Sincerely,



John Wilson
President and CEO
The Wilson's Group of Companies

WildPlay® ELEMENT PARKS

PARK SERVICES HEADQUARTERS
103-2610 Douglas Street
Victoria, BC V8T 4M1
1-855-595-2251

Destination Greater Victoria,
Suite 200 - 737 Yates Street,
Victoria BC
V8W 1L6

To Whom It May Concern,

Allow me to begin by stating that, while WildPly began in Victoria, the company now has locations throughout North America. As such, we have the opportunity to work with many destination management organisations. Destination Greater Victoria rises above every other DMO that we work with in terms of their proactive approach to creating value for tourism and the community that they serve.

I have first hand experience of Destination Greater Victoria delivering to their MRDT mandate as they have driven positive results that positively affected WildPlay while leading through the values of sustainability that keep our community's interests at the forefront. I have no doubt that DGV will be an integral cornerstone in what will be a difficult multi-year recovery from this global pandemic. I am heartened to see DGV positioning to deliver on a flexible strategy that should address the unpredictability of our environment in the years ahead.

I'm certain that I speak on behalf of my fellow industry stakeholders in acknowledging our trust in DGV's ability to support job creation, extending the boundaries of seasonality, and nurturing the integral visitor relationship with local residents. It will be a daunting task to rebuild from our current state, but I believe that DGV is capable of doing so, building every channel from the individual traveler to the large group business, all wrapped within community values.

I continue to be impressed with the stakeholder engagement that has built DGV's success to-date and which will continue to be key going forward.

Kind regards,

Tom Benson
President and CEO

February 4, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria.

The Victoria Jazz Society has benefitted from partnership with Destination Greater Victoria, as their financial support in past years has helped our society promote our festival, the TD Victoria International JazzFest, to areas outside of Greater Victoria such as northern Vancouver Island, BC, the United States, and other parts of Canada. Destination Greater Victoria continues to serve our live music practice as a respectable marketing organization, and also provides us with a voice on tourism concerns. Five years prior to the COVID-19 pandemic, Greater Victoria received an increase of out-of-town visitors and visitor spending which positively impacted our festival.

The previous mandate between Destination Greater Victoria and City of Victoria was a long-time basis for tourism success. Increasing the MRDT rate from 2% to 3% and assigning management of the Victoria Conference Centre sales/marketing function to Destination Greater Victoria has resulted in a growth in methods and capacities to stimulate tourism in Greater Victoria. This mandate renewal will ensure further success and allow Destination Greater Victoria to aid small businesses such as the Victoria Jazz Society in regards to attracting interest from a wider national and international market.

We know Destination Greater Victoria as a partner that forms many positive relationships with organizations outside of its membership. It assumes a role supporting worthy causes and residents of Greater Victoria, such as our nonprofit jazz society.

We remain confident in our partnership with Destination Greater Victoria and fully support their realization of a new vision for the Greater Victoria visitor economy in the years ahead. If you wish to discuss further, please contact me at info@jazzvictoria.ca.

Sincerely



Darryl Mar

Executive/Artistic Director

Victoria Jazz Society

CANADIAN ASSOCIATION OF
General Surgeons

613-518-0556
cags@cags-accg.ca
cags-accg.ca

February 1, 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6

Dear Mayor Helps & Members of Council,

I am writing to express my wholehearted support in renewing Destination Greater Victoria's (DGV) five-year accommodation tax.

I have been a member of DGV Client Advisory Board (CAB) for three years and have an in-depth knowledge of the team's annual business plans. I have sat on four other advisory boards for Canadian cities and the city of Victoria is the only city who has taken a truly collaborative approach in their plan for business event growth for the city. Representatives at all levels from DGV, the Victoria Convention Centre (VCC), the Victoria Airport Authority and various hotels have always been a part of the discussion when designing the future of tourism for the city with CAB members. DGV engages CAB members throughout the year on various issues large and small; from designing the 'Flavour Trail' experience down to paint choices for venue remodels. I have seen first hand how this collaboration facilitates the implementation of proposed projects while delivering on the objectives of all stakeholders involved.

I also have the unique position of not only being a DGV CAB member but also a business events client as the city of Victoria hosted my association's annual conference; The Canadian Surgery Forum in September 2017 attracting 905 delegates. The process of working with the VCC (our conference host) was seamless and client-focussed. My needs from the City of Victoria (external venues to rent for social events, airport greetings etc.) were all triaged through the VCC thus greatly reducing my workload. I genuinely felt that the VCC staff was an extension of my team and the success of the 2017 Canadian Surgery Forum was shared equally.

I have planned business events for 10+ years and offer my free time to Meetings Mean Business Canada; the advocacy arm of the business events industry. I can say with certainty that not only are business events vital to the economic growth of Canadian cities but that Destination Marketing Organizations (DMOs) are the mediums to expediate this growth. Business events comprise a large portion of tourism revenue for a city and DGV with the assistance of the CAB has designed and implemented campaigns highlighting the unique benefits of hosting business events in the city. Victoria is a city like no other in Canada and DGV has done an excellent job not trying to compete with a tier one city (Toronto, Montreal, Vancouver), but instead leaning into their strengths as a coastal, sustainable, healthy, climate-friendly host city for all events.

CANADIAN ASSOCIATION OF
General Surgeons

613-518-0556
cags@cags-accg.ca
cags-accg.ca

The COVID-19 pandemic has hit the tourism and events industry harder than any other industry. In order to recover swiftly and efficiently, Canadian cities need the support (financial and otherwise) of their elected officials. DGV has one of the most collaborative and creative DMO teams I have ever worked with. The financial support of Mayor Helps and Members of Council will ensure DGV can continue their rebuilding process to market the city of Victoria as a safe place to bring both family and business following COVID-19.

I am asking for your consideration for this tax request by DGV. Thank you in advance for your time and attention to this matter. If you have any questions or concerns, please do not hesitate to contact me at 613-327-5097 or knorris@cags-accg.ca

Sincerely,

Karen Norris

Karen Norris, CMP
Conference Manager, The Canadian Surgery Forum
Canadian Association of General Surgeons

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W1P6

January 31, 2021

Dear Madam Mayor Helps & Members of Council,

My name is Emma Parston, a Partner of ConnectSeven Group. ConnectSeven is an award-winning event management company that works with tourism agencies across North American to develop innovative business event strategies, impact measurement, sales and implementation. Additionally, we are the North American partners of the Global Destination Sustainability Movement and are recognized for our work in social and sustainable tourism projects.

I understand that Destination Greater Victoria's accommodation tax renewal in under review. Below are just a few reasons I believe it is vital that this tax renewal is approved:

1. The work that Destination Greater Victoria does to bring meetings, events, conferences and conventions to the City of Vitoria had never been more critical. As we come out of Covid and the world opens back up, Victoria must stay top of mind as a destination to bring business meetings to. Our company has worked with DGV and seen firsthand the efforts they put into relationship building and awareness, including collaborative efforts such as Sales Mission to target markets, hand-in-hand with the GM's of Victoria's top hotels. The Business Events Victoria team is effective and efficient and has been incredibly successful in raising the awareness of Victoria as a prime destination to host business events.
2. The competition over the coming years will be fiercer than ever before. Destination Greater Victoria needs to be working to keep Victoria top of buyers minds and must be ready to capitalize on the opportunities as buyers start to sign contracts again. Now is not the time to decrease efforts.
3. Destination Greater Victoria has not only been successful in bringing conference to the city but has also worked hard to create and build unique conference experiences. Conference like IMPACT, that not only brings thought leaders in sustainable tourism from around the world to our city, but also showcases Victoria as a global leader in sustainable tourism.

The ripple effects of business meetings are 10-fold the initial pay-out of the accommodation tax. Not only do they bring dollars to the city, but business meetings bring diverse people and ideas to our region, thought leaders who engage with our business and educational institutions, attendees who come back as tourists with their families, all of which continue to help raise the profile of Victoria globally, which in turn benefits our local businesses, supply chains, and products.

The Business Events Victoria and Destination Greater Victoria team have positioned Victoria as a high-demand location with a respected reputation within our industry. I have seen firsthand how their hard work, innovation and strategic partnerships have increased Victoria's visibility and attention within the

business events industry. They must be allowed to continue the work they have started and keep building momentum, in a time when our industry needs it the most.

Sincerely,



Emma C Parston
Partner
ConnectSeven Group
emmacp@connectsevengroup.com
778-895-3035

CONVENTION CENTRES CANADA
CENTRES DE CONGRÈS DU CANADA

January 27, 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor Helps and Council,

My name is Barry Smith, and I am the Executive Director of Convention Centres of Canada (CC of C). CC of C is a member-based organization of twenty-three convention centres from Victoria to Halifax and all points in between. As an association we strive to help our members increase their business by providing professional development and networking opportunities. Victoria is an important destination for business events of all types, and we support your efforts in this regard.

I write in support of Destination Greater Victoria's 2022-2026 Rolling Strategic Plan and renewal of the Municipal and Regional District Tax (MRDT) agreement between Destination Greater Victoria and City of Victoria.

Destination Greater Victoria is a valuable marketing organization and community partner. It promotes our region in markets across Canada and the United States, as well as providing a local voice for small businesses on tourism concerns. In the five years prior to the COVID-19 pandemic, Greater Victoria saw growth in visitation and visitor spending – strategically focusing on shoulder and off-peak season events, sports tourism, and a refreshed, modern brand to better reflect the destination Greater Victoria has become. These will be areas of focus in the next five years as well.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for visitor economy success for many years. Transferring leadership of the Victoria Conference Centre sales and marketing function to Destination Greater Victoria, as well as raising the MRDT rate from 2% to 3% has meant increased capacity to sell and promote Greater Victoria. In particular, the increased shoulder and off-peak season business means some seasonal businesses can operate year-round, resulting in increased employment opportunities and more stable revenue streams. This mandate renewal is designed to continue this success.

We look forward to Destination Greater Victoria building on the work of the previous mandate and realizing the new vision for the Greater Victoria visitor economy in the years ahead. If you wish to discuss further, please contact me at bsmith@conventioncentrescanada.com.

Sincerely,

Barry Smith
Executive Director,
Convention Centres of Canada

cc: Miranda Ji, CMP
Vice President of Sales,
Victoria Conference Centre & Business Events Victoria
miranda.ji@tourismvictoria.com

WATCH TOWER
BIBLE AND TRACT SOCIETY OF CANADA
PO Box 4100, Georgetown, Ontario L7G 4Y4, Canada
JW EVENT SERVICES

TELEPHONE
905-873-4100

FAX
905-873-4554

February 4, 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6

Re: Destination Greater Victoria

Dear Mayor Helps and Members of Council:

We are writing to formally thank you for the support that has been provided from Destination Greater Victoria (formerly Tourism Victoria) in connection with conventions of Jehovah's Witnesses. JW Event Services is the event planning department for the Watch Tower Bible and Tract Society of Canada headquartered in Georgetown, Ontario. Under normal circumstances we organize annually an average of 50-55 large three-day conventions in 20 to 25 cities across Canada for 150,000 delegates. These conventions are held in cities that qualify and have the capacity to host such an event.

Prior to 2018, our 4,800 delegates on Vancouver Island have mainly attended conventions in Vancouver, or in other cities on the island where smaller events have been held such as in Colwood and Nanaimo. The City of Victoria was assessed for the possibility of holding a larger convention and Destination Greater Victoria was approached and included in our stakeholder assessment.

Destination Greater Victoria proved to be a capable partner working tirelessly to help bring our convention to Victoria. Miranda Ji and Paul Nursey in particular were a pleasure to work with. They quickly understood our needs and realized the tremendous impact our event would have on the city. As a result, in 2018 we were able to hold a convention at the Save-On-Foods Memorial Centre with over 4,800 in attendance for each of the three days. Many enjoyed staying at the hotels in Victoria, eating at the restaurants, shopping, and other attractions that Victoria has to offer, generating millions of dollars in revenue.

We are continuing to work closely with Destination Greater Victoria in an endeavor to bring additional events to Victoria in the future once it is safe to do so and the COVID-19 pandemic no longer poses a threat to public health.

The programs, incentives, and effort of Destination Greater Victoria to bring together the applicable stakeholders to make our convention happen has proven to be invaluable. We value the fine working relationship that has been developed with such an important partner that represents and understands your city and key stakeholders so well.

Thank you for noting these comments in support of Destination Greater Victoria.

Sincerely,

David Zollner
Director of Conventions/JW Event Services
Watch Tower Bible and Tract Society of Canada

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W1P6

January 21, 2021

Dear Madam Mayor Helps & Members of Council,

My name is Joe Nishi and I am the co-owner of Meeting Encore Ltd. a business event site sourcing and meeting planning company with 31 years of doing business in Canada and around the world. We source and contract 1200-1400 meetings a year and work with all Destination Marketing Organizations in Canada and around the world. Our clients represent some of Canada's largest corporate, incentive, association and sport organizations in the country. I am also a proud member of the Business Events Victoria Customer Advisory Board and Chair of the Global Business Travel Association – Canada Meetings Committee.

It has come to my attention that mandate for Destination Greater Victoria through the accommodation tax is under review and I would like to share some of my thoughts on the importance of having a robust, fully-funded and effective Destination Marketing Organization.

AWARENESS:
There is no more critical time than now to having an effective message out to all travel industry sectors on the power of face-to-face meetings and events in an incredible destination like Greater Victoria. I have experienced first-hand the positive impact that the Busines Events team has had on assisting, influencing and growing the overall knowledge of key buyers in our industry to the merits of Greater Victoria. Just having a pretty website is not enough. Your Business Events Victoria team has done an incredible job as leveraging such programs as Cities in Sync, Customer Advisory Boards, Interactive Client Experiences to show that Victoria is not just a pre/post trip from Vancouver but a destination in itself.

COMPETITION:
As you know, the travel industry in general is at historic all-time lows. There is light at the end of the tunnel, however. When we do rebound, there will be an incredible demand for getting back to face-to-face meetings and all travel organizations from DMO's, Hotels, Transportation companies alike will be going after the same target audience with their campaigns. Our client feedback shows that Canadian destinations will be top of mind especially in the near term as international travel will continue to be a challenge. Ensuring Victoria is ready and able to capitalize on this opportunity is key.

Destination Marketing Fees through accommodation taxes are common-place in Canada around the world and in no way are they considered in the eyes of our customers to be a detriment to your destination from a price perspective. The biggest challenge with DMF programs are in cities and regions where the fees are not mandatory and left up to the individual properties to set and collect which causes confusion and definitely makes those destinations and venues harder to work with.

In closing, the Business Events Victoria and Destination Greater Victoria team have carved out a wonderful reputation within our industry. Through their hard work, innovative programs and strategic partnerships to date, the visibility they have garnered is far greater than much larger Canadian cities with larger budgets I am sure. To not continue to build on this momentum in a time when we need it the most, would be a shame and a waste of the time and resources that your destination has already invested.

Yours Sincerely,



Joe Nishi
Managing Partner
Meeting Encore Ltd.

905-403-9646 ext 206
j.nishi@meetingencore.com

MEETINGS MEAN BUSINESS CANADA

Rally for Recovery

January 28, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of Destination Greater Victoria's 2022-2026 Rolling Strategic Plan and renewal of the Municipal and Regional District Tax (MRDT) agreement between Destination Greater Victoria and City of Victoria.

In my role as Chair of Meetings Mean Business Canada, I lead the Board and members in advocating for Canada's meetings and business events sector. A Global Economic Impact Study sited that in 2017, business events accounted for $33 billion direct spending, $19.4 direct GDP generated and accounted for 229,000 direct jobs in Canada. Meetings and Business Events have the ability to bring people together and drive business results in the Destination.

Destination Greater Victoria's work in bringing Meetings and Business Events to the City has resulted in increased shoulder and off-peak season business which means some seasonal businesses can operate year-round, resulting in increased employment opportunities and more stable revenue streams.

Destination Greater Victoria is a valuable marketing organization and community partner. They are key supporters of Meetings Mean Business Canada with their VP Executive, Miranda Ji, sitting on our Board.

We look forward to Destination Greater Victoria building on the work of the previous mandate, and realizing the new vision for the Greater Victoria visitor economy in the years ahead. If you wish to discuss further, please contact me at clark@rainmkaer-gbd.com.

Sincerely,



Clark Grue
2021 Chair, Meetings Mean Business Canada

2 February 2021

Mayor Lisa Helps and Council
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor Helps and Council,

I'm writing in support of Destination Greater Victoria's request for their five year accommodation tax renewal for the period 2022 through 2026.

Ocean Networks Canada has worked together with Destination Greater Victoria to attract science and technology meetings, workshops, and conferences to Victoria with good success. Their understanding of this market is excellent and the materials they provide to organizers wonderfully showcases the strength of the region's ocean and technology sectors.

Their promotional efforts are excellent. I've participated in two separate national and international destination-professionals events that demonstrates this excellence quite well.

They also know that a growing number of people that travel are interested in science as well as nature. Hence, I think they will be able to showcase the new COAST organization with promotion that will attract new visitors and increase its visibility,

Sincerely yours,

Kate Moran, PhD, PEng, FCSSE
President & CEO

OCEAN NETWORKS CANADA

University of Victoria
Queenswood Campus
#100–2474 Arbutus Road
Victoria, BC V8N 1V8
Canada

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info@oceannetworks.ca

oceannetworks.ca
@ocean networks

The Chair in Transgender Studies
PO Box 1800 STN CSC Victoria BC V8W 3H5 Canada
uvic.ca/TransChair |TransChair@uvic.ca

University of Victoria

3 FEB 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W1P6

Dear Mayor Lisa Helps & Members of Council,

I'm writing today in support of the Victoria Conference Centre and Destination Greater Victoria. Destination Greater Victoria has been an important supportive partner in planning our biennial international and interdisciplinary Moving Trans History Forward Conferences (MTHF), led by the Chair in Transgender Studies at the University of Victoria.

These gatherings are not just for scholars, or just for community people. MTHF conferences are a unique blend that create opportunities for cross-fertilization among members of the general public; students and faculty; artists; activists; Trans, Nonbinary, Two-Spirit, and other gender-diverse people; their families; allies; and service providers. Our conferences consider both the history of Trans, Nonbinary, Two-Spirit, and other gender-diverse people and the crucial issues which impact us all today and in the future—locally, nationally, and globally.

The MTHF conferences run for four days and have doubled in size each time each time that we have offered them in the past. Due to the conference outgrowing UVic facilities, we started planning the 2020 edition of the conference to be held at the Victoria Conference Centre with support of Destination Greater Victoria. We were expecting 500 registrants, with 600-700 at the largest open-to-the-public events. Because of the pandemic, we have gone online in 2021 and have had to postpone our next in-person conference until Spring 2023. Destination Greater Victoria has been very accommodating of this postponement, and has committed to supporting the 2023 conference.

Destination Greater Victoria has been a valued partner in our planning process. The Greater Victoria economy will benefit from this support when hundreds of delegates and their families from across the globe visit the region for the 2023 Moving Trans History Forward conference.

Warm regards,

Aaron Devor, PhD, FSSS, FSTLHE
Founder and Inaugural Chair in Transgender Studies
Founder and Host, Moving Trans History Forward conferences

January 25, 2021

Her Worship, Lisa Helps
Mayor, City of Victoria
City Hall
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor Helps,

Re: Destination Greater Victoria

I write this letter in support of Destination Greater Victoria and the renewal of their Accommodation Tax Application.

Sport Tourism has a significant economic impact on a community. The opportunity to stage large sport and cultural events in Victoria will have many long term benefits. This type of office provides seamless support, depth of experience, and an ability to mobilize the community which all contributes to creating successful bids. They are strategically positioned to assess the value of hosting events and can, through their strong presence in the community, engage the necessary stakeholders that will contribute to the strength of all bids.

I am a strong believer in the value of Sport Tourism offices and would support this renewal for Destination Greater Victoria.

Sincerely,

Alison Noble
President and CEO

January 25, 2021

Her Worship Mayor Lisa Helps and Victoria City Council
City Hall
1 Centennial Square
Victoria, BC V8W 1P6
250-385-5711
mayorandcouncil@victoria.ca

Dear Mayor Helps and Victoria City Council,

Re. Letter of support for Greater Victoria 2022 55+ BC Games

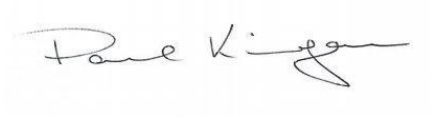
The BC Seniors Games Society, the governing body for the 55+ BC Games, has a long history of working with our Host Communities in putting on our annual Games. An event such as our 2022 Games is and will be fantastic for your community, as it will bring many out-of-town participants into Victoria. These participants will engage with your city and in turn leave a significant economic impact. In return, our participants will enjoy the hustle and bustle of Victoria and enjoy a positive memorable experience.

We offer our full support to the Greater Victoria Sports Tourism Commission in their efforts to provide us with an outstanding set of Games. The relationship we have established with the Greater Victoria Sport Tourism Commission and Destination Greater Victoria will greatly help in providing stability and capacity for a 55+ Host Community.

In order for Sports Tourism to survive and the need for coordinating offices for Sports Tourism around the Province is a key element to their success. In the case of Victoria, we hope that the renewal of your 5-year accommodation tax renewal (2022-2026) with Destination Greater Victoria and our support of such will help the continuance of such a program.

BC Seniors Games Society is extremely excited about our participants coming to Victoria in 2022 and enjoying all that your city has to offer.

With kindest regards,



Paul Kingan, Acting President
BC Seniors Games Society

CC. – Keith Wells, Executive Director, Greater Victoria Sport Tourism Commission

CAMOSUN COLLEGE

Centre for Sport & Exercise Education

Date: January 30, 2021

To: Mayor Lisa Helps and City of Victoria Councillors

From: Gord Inglis – Chair Bachelor of Sport Management & Bachelor of Sport & Fitness Leadership

Re: Greater Victoria Sport Tourism Commission - Letter of Support

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As Chair of our Bachelor of Sport Management & Bachelor of Sport & Fitness Leadership degree programs here at Camosun College, I am writing to provide my perspective and strong support for the tremendous role and work that the Greater Victoria Sport Tourism Commission in its partnership with Destination Greater Victoria. The GVSTC serves an integral role in meeting the needs of sport and sport tourism communities of Greater Victoria in that it provides key and valuable linkages between and among all partners. The reach and ability of the GVSTC specifically to serve as an economic hub and driver for sport tourism is tremendous and the unique positioning and role of the GVSTC. The GVSTC is the vehicle that brings a range of sectors that are typically viewed as distinct into one forum for the greater good of mutual benefit of all. These include hotels, high performance sport, professional and semi-professional sport, university and college sport, transportation and others that come together in what can be call a sport tourism ecosystem. The work of the GVSTC needs to be noted in its recent accomplishments with the range of sport events that have occurred with the World Jr. Hockey Championships leading the list and I believe more notable are the slate of sporting events that is being supported for the future including: FIBA (Basketball) Olympic Qualifier in June – We the West Festival, PGA Seniors (Summer 2021 or 2022), BC 55+ Games – Victoria Sept 2022, NCAA BB events – Womens & Mens in November at UVIC, Rugby Canada World Cup events, Invictus Games – potential host in 2025 and even possibly the Commonwealth Games 2026 and many others.

The role and work of the Office of the Greater Victoria Sport Tourism Commission is tremendous and of great value that plays a leading and pivotal role in what many see as Victoria being the leading Sport Tourism Capital of Canada in the next decade.

Gord Inglis

Gord Inglis
Chair – Bachelor of Sport & Fitness Leadership
Centre for Sport & Exercise Education
Camosun College – Victoria, Canada
250.370.4722
inglisg@camosun.ca

Transforming lives through healthy activity and sport.

January 29, 2021

To: Victoria City Mayor and Council:

Re: Support Letter for Destination Greater Victoria Five Year Accommodation Tax Renewal

Dear Mayor Helps and Victoria City Council.

I am writing to you on behalf of PISE (Pacific Institute for Sport Excellence) in my capacity as CEO in support of Victoria City Council approving the renewal of the accommodation tax for Destination Greater Victoria for another five years (2022-2026).

I also wear the hat of Chair of the Greater Victoria Sport Tourism Commission (GVSTC) and can tell you that since we were able to transform Sporthost Victoria into the GVSTC with the ongoing support and leadership of Destination Greater Victoria we have seen tremendous growth in our ability to bid for and secure important sport events for our community. Examples include organizing and coordinating sophisticated bids for events such as the Invictus Games and the North American Indigenous Games while helping secure premier events such as the FIBA Basketball Olympic Qualifier.

Sport provides an opportunity for our citizens to be engaged in healthy physical activity that is strongly linked to mental and emotional health. Hosting sport events brings many individuals and groups to Great Victoria at various ages and levels of competition and is a catalyst not only for healthy, positive engagement, but also brings significant economic business to our region throughout the year. Sport also plays a community building role and can be a vehicle for promoting core values such as inclusion and equity.

I am confident that a renewal of the accommodation tax will result in a continuation of the excellent work that Destination Victoria provides to our city and region in bringing important sport events for our citizens to participate in and enjoy viewing, while also providing great benefit to our business community. This support is needed now more than ever as we recover from the COVID pandemic.

Sincerely,

Robert Bettauer, MSc, ChPC
PISE CEO

RUNSPORT
PO Box 53522 RPO Broadmead
Victoria, BC V8X 5K2

Dear Victoria Mayor and Council, January 25,2021

I write on behalf of the Runsport Victoria Society. RunSport, among other initiatives, is the society that owns and administers the TC 10K. The TC 10K attracts over 10,000 participants to Victoria from all over the Province as well as internationally. We are entering our 32nd year.

RunSport has had the support of SportHost Victoria and now the Greater Victoria Sport Tourism Commission for many years. When the GVSTC became a part of Destination Greater Victoria there was an immediate increase in the level of support that the Commission was able to offer. RunSport was able to work with and utilize the vast services of Destinations. This support was incredible and immensely improved our Event through the added strength and capability of the Commission.

Victoria is fortunate to have the GVSTC with the stability of Destinations in support. Sport Tourism plays a very large part in the local economy and will be a mainstay moving forward in future years.

I am in full support of the GVSTC.

Sincerely,

Keith Bridge

Executive Director, RunSport Victoria Society

keith@tc10k.ca

101-1814 Vancouver Street
Victoria, BC V8T 5E3
778-265-0327
harbourcats.com @harbourcats

February 2, 2021

Mayor Lisa Helps, and Victoria City Council,

I am pleased to write a letter of support for Destination Greater Victoria, and the work they do to promote our region and facilitate growth – and, yes, during these tough covid times, to facilitate responses and preparation for the end of this dark period.

The Victoria HarbourCats have worked with Destination Greater Victoria in many ways since the team's inception in 2013, and have been able to bid on major events in part due to intangible support from Destination Greater Victoria, and the Greater Victoria Sport Tourism Commission. The HarbourCats have also benefitted from advisements and intangible support from both DGV and GVSTC as we have found ways to grow our offerings even during a global pandemic, opening an indoor training facility for youth on Cook Street, and unveiling a Canadian Collegiate Baseball Conference team that will help to further populate Royal Athletic Park, which was barely used in 2020 with the pandemic closing off the West Coast League Season and the festivals which keep the park busy, particularly in fall. With the end of the pandemic hopefully in focus, Royal Athletic Park can return to action, including the 80,000-plus spectators who routinely take in HarbourCats games.

The HarbourCats view DGV and GVSTC as an integral part of our region's ability to slingshot out of this pandemic and into a bright future, which involves attracting people and events to Victoria and area. These major events do not take place in a silo, they require cohesion between sports bodies, teams, facilities and governments, and GVSTC engages those groups to allow that to take flight. Without question, sports tourism is a key part of this economy and can be even moreso in the decade to come.

The Victoria HarbourCats, Victoria Golden Tide and the Players Club Indoor Facility are pleased to work with Destination Greater Victoria and the Greater Victoria Sport Tourism Commission in the years ahead, as we all look to a strong recovery.

Sincerely,

Jim Swanson
Managing Partner/GM

City of Victoria
Attn: Mayor and Council
1 Centennial Square,
Victoria, BC
V8W 1P6

January 31, 2021

Dear Mayor and Council,

As the General Manager for the 2020 Pan Am Cross Country Cup, I am writing to highlight the immense and enabling support that the partnership between Greater Victoria Sport Tourism Commission (GVSTC) and Destination Greater Victoria provided us in convening our championships.

The Pan Am Cross Country Cup is the hemispheric championship for cross country running, and 2020 was the first time it had been hosted in Canada. To bring the best runners from the Caribbean and North, Central and South American to Greater Victoria was only possible due to the support provided by GVSTC and Destination Greater Victoria. From assistance on assembling the bid, to help with marketing and hosting, to the funding provided towards our event, they were there at every turn to make the event an international success.

What became abundantly clear during the entire process of bidding and hosting the championships was that there is a real need for a coordinating office for sport tourism in the region. This type of coordinating and support enables sport tourism to flourish in the region, and helps host organizations gauge the local capacity in light of other events occurring at the same time. This support helps hosts like us to attract athletes, coaches, team staff, and fans to the region.

Speaking on behalf of the Victoria International Cross Country Association, we are extremely grateful for the stability and capacity that GVSTC and Destination Greater Victoria provided to us and to the entire sport community. It is not exaggerating to say that without their assistance, the 2020 Pan Am Cross Country Cup would not have come to Greater Victoria.

Regards,



Bruce Deacon, M.Ed., OLY, ChPC
General Manager, 2020 Pan Am Cross Country Cup
Victoria International Cross Country Association

Royal Victoria Marathon
Box 675, 185 – 911 Yates Street
Victoria, BC V8V 4Y9

January 29, 2021

Mayor and Council
City of Victoria
#1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor and Council,

On behalf of the Victoria Marathon Society, the organizers of the annual Victoria Marathon I am writing to show not only the Society's support of Destination Greater Victoria but also the 15 Charities we support, the 1600 volunteers, and the 9,000 participants that participate every year.

Destination Greater Victoria and the Greater Victoria Sport Tourism Commission has been instrumental in helping us get the word out, introduce us to new sponsors and partners, and in creating the Economic Impact Report every year. The Victoria Marathon has an Economic Impact of over 11 Million Dollars each year and our goal is to not only attract local participation to build a healthier community but to attract participants, their families, and supporters from all over the world to our destination event in Victoria. We work with Destination Victoria to showcase what Greater Victoria has to offer and encourage participants to not only come for race weekend but also extend their stay and come back throughout the year.

The financial and inkind support that we receive is invaluable to the Society and allows us to extend the resources we have to reach even more people to make them aware of the newly named, Royal Victoria Marathon.

The Greater Victoria Sport Tourism Commission also plays a role in providing a venue for sport and event organizations to share ideas, vision, best practises, volunteers and other resources which has not happened in the 20 years that I have been organizing events and managing the Victoria Marathon. This collaboration will only benefit the growth of sport tourism in our community and, also the overall management and safety of events.

If there is any other information or questions that come up that need answers, please do not hesitate to reach out.

Sincerely,

Cathy Noel
GM & Race Director
778-677-5786

Vikes Athletics and Recreation
Student Affairs
PO Box 1700 STN CSC
Victoria BC V8W 2Y2 Canada
Tel (250) 721-8409 Fax (250) 721-8956
Web: www.govikesgo.com www.vikesrec.ca

University of Victoria

January 21, 2021

The Honourable Lisa Helps
Victoria City Council Members
1 Centennial Square
Victoria, BC V8W 1P6

Dear Mayor Helps and Victoria Council Members,

I am writing in support of Destination Greater Victoria's application to renew their five year accommodation tax renewal (2022- 2026). I would encourage Council to support this request based on the many positive contributions Destination Greater Victoria makes to our region.

As a former Chair of SportHost and leader in bringing major sporting events to our region, I have witnessed how the partnership between Destination Greater Victoria and the Greater Victoria Sport Tourism Commission (GVSTC) has provided important capacity and stability in helping bring sport events to our region. This coordinated approach has really established an essential office hub to support sport tourism in our region, which was very much needed. This effort has directly supported efforts made by citizens in our region to attract significant sporting events to Greater Victoria and I can personally speak to the impact of GVSTC ensuring successful UVic university national championship event bids over the past five years. Additionally, the GVSTC nimbleness in landing opportunities for a high profile NCAA women's basketball tournament in 2019 and the upcoming FIBA Olympic Men's Qualifying Tournament proved incredibly helpful.

I encourage Victoria Council to support Destination Greater Victoria's accommodation. The return on such a favorable decision will, without question, translate into attracting more significant sporting events to our region.

Thank you for your consideration.

Sincerely,

Clint Hamilton
Senior Director, Vikes Athletics and Recreation
Chair, Steering Committee, FIBA Olympic Qualifying Tournament 2021

March 9, 2021

ABIGAIL'S
HOTEL

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewing Destination Greater Victoria's mandate as the official destination marketing organization for Victoria from 2022 to 2026.

Destination Greater Victoria is a specialized destination marketing organization with deep expertise and extensive experience in tourism marketing communications, business events marketing, business-to-business sales, sport tourism development, destination management, research, and stakeholder engagement. DGV is an effective industry and community partner, and works collaboratively with accommodation partners to provide a local voice on tourism matters and opportunities.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for driving Victoria's visitor economy successfully for many years. The mandate has enabled Destination Greater Victoria to work with industry partners to build a visitor economy that supports business revenues, jobs and economic benefits for communities year-round. Renewing Destination Greater Victoria's mandate for a further five years will ensure DGV can continue delivering exceptional results and build upon this success.

Mandate renewal is particularly important to address the impacts of the COVID-19 pandemic effectively. This will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can safely resume. Destination Greater Victoria will be positioned to secure business that builds compression, year-round revenues and jobs to benefit all stakeholders. The sooner the conditions of compression are in place, the sooner workers throughout Victoria's visitor economy can return to the jobs they love.

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ABIGAIL'S
HOTEL

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We look forward to Destination Greater Victoria using its specialized expertise to continue building on the work of the previous mandate and realizing the new vision for Victoria's visitor economy in the years ahead. If you wish to discuss further, please contact me at allison@abigailshotel.com.

Sincerely,

Allison Fairhurst
Abigail's Hotel

March 5th, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewing Destination Greater Victoria's mandate as the official destination marketing organization for Victoria from 2022 to 2026.

Destination Greater Victoria is a specialized destination marketing organization with deep expertise and extensive experience in tourism marketing communications, business events marketing, business-to-business sales, sport tourism development, destination management, research, and stakeholder engagement. DGV is an effective industry and community partner, and works collaboratively with accommodation partners to provide a local voice on tourism matters and opportunities.

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We look forward to Destination Greater Victoria using its specialized expertise to continue building on the work of the previous mandate and realizing the new vision for Victoria's visitor economy in the years ahead. If you wish to discuss further, please contact me at chris@bestwesterncarlton.com or 250-413-2190

Sincerely,

Chris Watson
General Manager

Chateau Victoria
HOTEL & SUITES

March 10, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

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Sincerely,

Chateau Victoria Hotel & Suites



Brenda Ollis
General Manager

Days Inn
BY WYNDHAM
VICTORIA ON THE HARBOUR

March 8, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor and Council,

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Days Inn
BY WYNDHAM
VICTORIA ON THE HARBOUR

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At your service,

Darryl Wilson
General Manager | **Days Inn Victoria on the Harbour**
P: 250.386.3451 | F: 250.386.6999 | gm@daysinnvictoria.com

427 Belleville St. Victoria, BC. Canada
www.daysinnvictoria.com

Fairmont

INDU BRAR
GENERAL MANAGER

Fairmont Empress
721 Government Street
Victoria, British Columbia
Canada V8W 1W5
T + 1 250 389 2700
F + 1 250 381 5959
TF + 1 800 441 1414

March 4, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewing Destination Greater Victoria's mandate as the official destination marketing organization for Victoria from 2022 to 2026.

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THE Fairmont EMPRESS

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Sincerely,

Indu Brar
General Manager

March 8, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

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Sincerely,

Reid James
General Manager

HUNTINGDON MANOR | Pendray INN & TEA HOUSE

The Huntingdon Manor Hotel/
Pendray Inn and Tea House
330 Quebec Street
Victoria, B.C. V8V 1W3

February 2, 2021

Re: Destination Greater Victoria's Five Year MRDT Renewal

Dear Members of Victoria City Council,

The Huntingdon Manor Hotel and Pendray Inn and Tea House are long established members of the business community on Victoria. We employ up to 75 community members each year and provide lease space to several local businesses. We are strong supporters of local partnerships and charities, and strive to be environmental stewards within our industry and community.

On behalf of our businesses, I am writing today in strong support of the renewal of Destination Greater Victoria's MRDT mandate for a further five years, from 2022 to 2026. I have actively engaged in the feedback and review process and believe that renewal will provide stability and capacity for strategic planning, which is vital for the pathway to recovery for our industry once it is safe to do so. In the past, Destination Greater Victoria's MRDT mandate has successfully driven positive and sustainable growth for the local tourism economy. Now more than ever, fast and efficient recovery and securing future business will be vital to our economic survival, including providing jobs to thousands of local Victoria residents.

The priorities set forth in Destination Greater Victoria's action plan are well placed, focusing on post-Covid recovery, collaborative partnerships, year round drivers, and compression. I would also like to recognize the importance placed on sustainability and working towards being a socially and environmentally responsible destination in these strategies. Despite the challenges of the pandemic, Destination Greater Victoria has continued to move forward with the implementation of its newly founded Sustainability Advisory Committee, and recognizes the importance of a balanced environmental, social, and cultural score card as much as an economic one. I believe these values will encourage community support and pride for our local tourism industry in a time when it needs it the most.

Please do not hesitate to reach out to me personally for further feedback.

Yours Truly,

Erin Cassels
General Manager; Huntingdon Manor Hotel and Pendray Inn and Tea House

Inn at Laurel Point

The Rev'd Canon Ian Powell
Managing Director, Paul's Restaurant Ltd

March 9th 2021

The Mayor and Council
City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Councilors

RE: Renewing Destination Greater Victoria's mandate

I write to whole heartedly support the above for the period 2022 to 2026.

Whilst I will leave it to others to catalogue the many accomplishments that Destination Greater Victoria has achieved in this first mandate under the "new rules of the game"; I do want to add my overall prospective.

It was my honour in 2015 to visit my accommodation colleagues to educate them in the pivotal renewal and the benefits that would accrue to us all by agreeing to the "new rules of the game" notwithstanding it included increased financial commitment by us. It is therefore very important to me that as this period comes to a close and we look to renew, that I can confirm the promises made were promises kept.

This last year has been the most challenging our industry has faced in several generations. At this point we could be looking at a marketing organization whose viability was not guaranteed, the situation in other parts of the province, country and globally. However, that is definitely not the case with Destination Greater Victoria. They are well positioned, under the very capable leadership of Paul Nursey, to assist us take advantage of the predicted resurgence of business in 2022. This is because of the industry leading work that it has done in this current mandate.

As I prepare to retire in the not too distant future, I am confident that the destination I have striven to assist for the last 23 years will be in great hands - that is on the assumption Council renews its mandate.

If I can be of further assistance on this, please do not hesitate to contact me.

Blessings

MAGNOLIA
HOTEL&SPA

March 5, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewing Destination Greater Victoria's mandate as the official destination marketing organization for Victoria from 2022 to 2026.

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Getting our tourism economy back on track, once tourism is allowed to safely resume, is a critical economic driver to this city. The industry employs tens of thousands of local residents in roles at every level from entry level roles to executive management. I do hope that mayor and council recognize the importance and the value of the employment that tourism creates in this city. I am proud to lead a diverse team, at approximately 65 employees, including entry level roles paying living wages ranging to our 10 management roles all paying middle income levels and up. I am Victoria raised and University educated, started working as a teenaged dishwasher, and now raise a family of 4 with my tourism income being the primary income in our family. I share this information to you to provide the example of one medium size business and the positive impact of local tourism employment. Destination Greater Victoria and their ability to continue to grow our visitor economy through mandate renewal is critical to the recovery and renewed success in our industry.

Mandate renewal is particularly important to address the impacts of the COVID-19 pandemic effectively. This will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can safely resume. Destination Greater Victoria will be positioned to secure business that builds compression, year-round revenues and jobs to benefit all stakeholders. The sooner the conditions of

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Although Victoria's visitor economy has been devasted by COVID-19 and the incremental OAP MRDT revenues would be helpful for recovery marketing, we recognize we are part of a broader community. As we noted when seeking regulation of short-term vacation rentals by the City of Victoria some years ago, we realize the disruptions these rentals have on housing for residents. Accordingly, there is agreement by all parties that OAP MRDT from Airbnb continue to be directed to the City of Victoria's affordable housing initiatives via the Victoria Housing Reserve Fund. However, in line with published MRDT guidelines, we remain supportive of traditional MRDT levied on hotels, motels, inns, and bed and breakfast properties continuing to be dedicated to enabling tourism promotion and projects, as has successfully been the case for many years.

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Sincerely,



Bill Lewis, B.Comm, MBA
General Manager
The Magnolia Hotel & Spa

the
oswego
hotel

March 8, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

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500 Oswego Street, Victoria, BC, V8V 5C1 | www.oswegohotelvictoria.com
Tel: 250.940.7500 | Toll Free: 1.855.737.2685

the
oswego
hotel

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Sincerely,

Sarah Webb
The Oswego Hotel
500 Oswego Street
Victoria, BC
V8V5C1

February 2, 2021

Suite 200 737 Yates Street
Victoria BC

Attention Matthew Holme and Graham Wallace,

RE: Support for Destination Greater Victoria MRDT Renewal

As the General Manager of The Parkside Hotel & Spa, I am writing in support of the MRDT renewal for another five years from 2022 to 2026.

With the past 5 years coming to end of the management of the MRDT, I can contest that our hotel and industry has seen strong benefits from the way Destination Greater Victoria (GDV) has managed these funds. Areas that we have seen growth over the past five year's are:

1) Increase in off season events such as the Impact Conference and Comic Con Victoria which both greatly helped our destination in the off-season but also provided the hotels in Victoria direct business. The Parkside Hotel & Spa was even a main sponsor of the Impact Conference.
2) The new formation of Sport tourism from the former model to a more connected and collaborative approach which has increase our ability to bin on larger sporting events while still securing many of the smaller sporting events such as ones through Swim BC. Our hotel saw again direct benefits of the on-going work in sport tourism.
3) Oversight of the Victoria Conference Centre has been extremely positive for our hotel and the hotels in Victoria. We have seen delegation days grow and attendees grow. As well there was a lot more focus on city-wide's which really benefit the tourism system.
4) DGV has put a lot of focus on the visitor economy and shifting from a marketing entity to a management entity. This was a key important strategy that was needed as it allows DGV to ensure that community values are preserved and respected and that local small to medium size business are supported in the tourism economy.
5) There are many other areas of support that DGV has provided from rebranding that entails more of our geographical area to video and marketing that is really aligned to our destination and gives Victoria a world-class appeal.

I could list many areas that the MRDT has helped in the last 5 years; looking forward, I want to ensure that we keep on this same track as we move out of COVID it is more important then ever to allow proper allocation to these funds to help rebuild our tourism economy and put us back on the map as a safe travel destination.

Please feel free to reach out to me at any time.

Sincerely,



Trina White
General Manager
The Parkside Hotel & Spa

VICTORIA REGENT
WATERFRONT HOTEL & SUITES

March 05, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewing Destination Greater Victoria's mandate as the official destination marketing organization for Victoria from 2022 to 2026.

Destination Greater Victoria is a specialized destination marketing organization with deep expertise and extensive experience in tourism marketing communications, business events marketing, business-to-business sales, sport tourism development, destination management, research, and stakeholder engagement. DGV is an effective industry and community partner, and works collaboratively with accommodation partners to provide a local voice on tourism matters and opportunities.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for driving Victoria's visitor economy successfully for many years. The mandate has enabled Destination Greater Victoria to work with industry partners to build a visitor economy that supports business revenues, jobs and economic benefits for communities year-round. Renewing Destination Greater Victoria's mandate for a further five years will ensure DGV can continue delivering exceptional results and build upon this success.

Mandate renewal is particularly important to address the impacts of the COVID-19 pandemic effectively. This will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can safely resume. Destination Greater Victoria will be positioned to secure business that builds compression, year-round revenues and jobs to benefit all stakeholders. The sooner the conditions of compression – including meetings and conferences - are in place, the sooner workers throughout Victoria's visitor economy can return to the jobs they love.

In 2018, the Province of British Columbia reached agreement with Airbnb that Provincial sales and accommodation taxes charged by Airbnb were remitted to the BC Ministry of Finance and then directed to designated communities. This incremental revenue is Online Accommodation Platform (OAP) MRDT. Additionally, affordable housing initiatives became a new permitted designated use for this revenue through the MRDT regulations. Communities could decide whether OAP MRDT revenue would be invested in marketing or affordable housing initiatives. The spirit of this policy was for stakeholders in the community to have a thoughtful discussion on affordable housing initiatives. Through discussions between Destination Greater Victoria, the Hotel Association of Greater Victoria and the City of Victoria, there was consensus to invest OAP MRDT revenues in affordable housing initiatives through the City of Victoria's Victoria Housing Reserve Fund. Further, these revenues were to provide housing options for hotel and hospitality workers who may be experiencing housing challenges.

VICTORIA REGENT
WATERFRONT HOTEL & SUITES

Although Victoria's visitor economy has been devasted by COVID-19 and the incremental OAP MRDT revenues would be helpful for recovery marketing, we recognize we are part of a broader community. As we noted when seeking regulation of short-term vacation rentals by the City of Victoria some years ago, we realize the disruptions these rentals have on housing for residents. Accordingly, there is agreement by all parties that OAP MRDT from Airbnb continue to be directed to the City of Victoria's affordable housing initiatives via the Victoria Housing Reserve Fund. However, in line with published MRDT guidelines, Victoria's accommodation providers remain supportive of traditional MRDT levied on hotels, motels, inns, and bed and breakfast properties continuing to be dedicated to enabling tourism promotion and projects, as has successfully been the case for many years.

Destination Greater Victoria has also engendered positive relationships with many organizations beyond its direct membership. These include charitable partners such as the BC Hospitality Foundation and Wear2Start. Destination Greater Victoria is much more than an organization for attracting visitors to Victoria – rather, it acts to align the visitor economy with community values, supports worthy causes, and works to provide benefits for Victoria's residents.

We look forward to Destination Greater Victoria using its specialized expertise to continue building on the work of the previous mandate and realizing the new vision for Victoria's visitor economy in the years ahead. If you wish to discuss further, please contact me at elaine@victoriaregent.com.

Sincerely,

Elaine Azevedo
General Manager

From: Minister Bains / Ministre Bains (IC) <ISI.minister-ministre.ISI@canada.ca>
Sent: December 10, 2020 9:02 AM
Subject: Minister of Innovation, Science and Industry / Ministre de l'Innovation, des Sciences et de l'Industrie

Minister of Innovation, Science and Industry

Ministre de l'Innovation, des Sciences et de l'Industrie

(La version française suit.)

Hello,

I wish to sincerely thank you for signing up for the 50 – 30 Challenge as an early adopter organization.

As we collectively advance diversity and inclusion on boards and in senior management, your early commitment to the Challenge will no doubt help to motivate and inspire other leaders and organizations across Canada to do the same.

The 50 – 30 Challenge will create a community among its participants to share fresh insights, new ideas, and creative solutions to address organizations' unique needs. The Government of Canada looks forward to working with you to achieve your organization's goals with respect to diversity and inclusion.

As Canada begins the important work of post-pandemic recovery, it is necessary that we take concrete action so that all Canadians are able to fully contribute their talent and skills to our economy. The 50 – 30 Challenge aims to foster a conversation with the goal of increasing the representation of diverse groups in positions of economic influence and leadership, which will create a more diverse, inclusive, and vibrant economic future for Canadians.

We will continue to keep you apprised of new developments on the 50 – 30 Challenge and will notify you as we roll out additional program components in the coming months.

We welcome your support in increasing awareness about the Challenge and in inviting others to participate. To highlight your participation, your organization's social media channels can tag us at @canadabusiness | @entreprisescan on Facebook or Twitter or by adding the program's URLs (canada.ca/50-30-challenge | canada.ca/defi-50-30). Please find attached a backgrounder with additional information.

Once again, thank you for your support. I know that through collaboration and partnership, we will work toward reimagining a better and more inclusive future for all.

Sincerely,

Madame, Monsieur,

Je désire vous remercier sincèrement de vous être inscrits au Défi 50-30 et de faire partie des premières organisations à en faire l'expérience.

Alors que nous faisons collectivement progresser la diversité et l'inclusion au sein des conseils d'administration et de la haute direction, votre engagement précoce à relever ce défi contribuera sans aucun doute à motiver et à inspirer d'autres dirigeants et organisations à travers le Canada à faire de même.

Les participants au Défi 50-30 formeront une communauté afin de partager de nouvelles observations, de nouvelles idées et des solutions créatives dans le but de répondre aux besoins uniques des organisations. Le gouvernement du Canada se réjouit à l'idée de travailler avec vous pour atteindre les objectifs de votre organisation en matière de diversité et d'inclusion.

Alors que le Canada entreprend un important travail de redressement post-pandémique, il est nécessaire que nous prenions des mesures concrètes afin que tous les Canadiens soient en mesure de contribuer pleinement à notre économie grâce à leurs talents et à leurs compétences. Le Défi 50-30 vise à favoriser la conversation dans le but d'accroître la représentation de divers groupes dans des postes d'influence économique et de direction, créant ainsi un avenir économique plus diversifié, plus inclusif et plus dynamique pour les Canadiens.

Nous continuerons de vous tenir au courant des nouveaux développements concernant le Défi 50-30 et nous vous aviserons au fur et à mesure des autres éléments du programme dans les mois à venir.

Nous apprécions votre soutien pour sensibiliser davantage votre entourage à propos de ce défi et pour inviter d'autres personnes à y participer. Pour souligner votre participation, utilisez le mot-clé @canadabusiness | @entreprisescan dans les publications de votre organisation sur Facebook ou Twitter ou ajoutez les hyperliens du programme (canada.ca/50-30-challenge | canada.ca/defi-50-30). Vous trouverez ci-joint une fiche d'information qui renferme des renseignements supplémentaires.

Je vous remercie encore une fois pour votre soutien. Par le biais de collaborations et de partenariats, nous cherchons à réinventer un avenir meilleur et plus inclusif pour tous.

Veuillez agréer l'expression de mes sentiments les meilleurs.



L'honorable Navdeep Bains, C.P., député / The Honourable Navdeep Bains, P.C., M.P.

Pièce jointe / Attachment

Canada

BCHF
BC HOSPITALITY FOUNDATION

February 1, 2021

City of Victoria
1 Centennial Square
Victoria, BC, V8W 1P5

Dear Mayor Helps and Council,

I am writing on behalf of the BC Hospitality Foundation (BCHF), which is a registered charity that supports hospitality workers throughout British Columbia. My organization supports the renewal of the Municipal and Regional District Tax (MRDT) Agreement between Destination Greater Victoria and City of Victoria. We believe the work Destination Greater Victoria does promoting tourism and hospitality on Vancouver Island is needed more than ever, given the adaptations and recovery resulting from COVID-19 measures, and we're grateful for the support the organization offers us and other charitable bodies in our community.

The BCHF was established in 2006. Our mission is to provide last-resort assistance to hospitality industry workers facing financial crisis due to an extraordinary health condition experienced by themselves or a family member. Hospitality and tourism are an important driver of BC's economic growth, yet due to the nature of the industry many of the workers in the sector have part-time employment which fluctuates seasonally, and do not have extended medical coverage. When individuals encounter an unexpected medical obstacle, such as a life-changing accident or an organ transplant, the BCHF is often able to step in and assist them by providing funding for basic living expenses (rent, food, transportation, pharmaceuticals) until they're able to return to work. Our charity also administers a scholarship program for students enrolled in hospitality-related studies at BC secondary schools. Since our inception we have given out almost 1.3 million dollars to medical beneficiaries and scholarship recipients.

Destination Greater Victoria is one of the BCHF's valued partners. It supports us in two main ways. First, it spreads the word about the BCHF among those in the hospitality and tourism community so that we're able to connect with the workers who need our help and with people interested in scholarship opportunities. In addition, Destination Greater Victoria promotes our fundraisers and assists with some of our fundraising activities, including partnering with us in our annual charity golf tournament on Vancouver Island.

The BCHF receives no government funding – our charity was inspired by the idea that we in the hospitality industry should look after our own, whenever possible – so the support of organizations such as Destination Greater Victoria is crucial to our work. Over the years we have been able to provide hope and practical support to numerous Vancouver Island residents who work in the hospitality industry. This would not have been possible without the help of Destination Greater Victoria.

We hope you will determine that, given its numerous positive contributions to our economy and community, Destination Greater Victoria is worthy of continued taxpayer support.

Thank you for your time.
Sincerely,

Dana Harris

Dana Harris, Executive Director
604-986-3262
dana@danalee.biz

INDIGENOUS TOURISM ASSOCIATION OF CANADA | ASSOCIATION TOURISTIQUE AUTOCHTONE DU CANADA

Tuesday, February 2, 2021

Victoria Mayor and Council
1 Centennial Square
Victoria, BC
V8W 1P6

Re: Letter of Support Destination Greater Victoria

Dear Mayor and Council:

I am pleased to write this letter of support for Destination Greater Victoria to the City of Victoria for the MRDT mandate renewal process.

Destination Greater Victoria is one of Canada's most effective partners for Indigenous tourism. There are a number of reasons for my strong support. First Destination Greater Victoria has been committed to the International Indigenous Tourism Conference as a sponsor by signing a multiyear MOU to support ITAC's planning. Destination Greater Victoria is the ONLY marketing partner who has committed to multiyear conference sponsorship throughout Canada.

Second ITAC has also worked with Destination Greater Victoria to ensure Indigenous tourism content and themes during the IMPACT Sustainability Travel and Tourism Conference. This inclusion enabled ITAC and our Indigenous tourism partners to raise business profile and support Indigenous operators on the ground throughout the conference.

Third Destination Greater Victoria has been a national leader supporting local Indigenous tourism development. Destination Greater Victoria has been a key contributor and founder of the Aboriginal Cultural Festival at the Royal BC Museum.

Therefore, I am proud to write this strong letter of support for Destination Greater Victoria. I urge the City of Victoria Mayor and Council to have confidence to renew the MRDT program with Destination Greater Victoria. The fact is Destination Greater Victoria is one of our national leaders in demonstrating effective Indigenous and non-Indigenous tourism partnerships.

Please feel free to contact me if there any any questions. I can be reached at 1-778-388-5013.

Respectfully,

Keith Henry,
President and CEO
Indigenous Tourism Association of Canada

Inter-Cultural Association of Greater Victoria

BUILDING CULTURAL CONNECTIONS

February 1, 2021

Mayor Lisa Helps
City of Victoria
#1 Centennial Square
Victoria, BC V8W 1P6

Re: Accommodation Tax Renewal - Destination Victoria

Dear Madam Mayor Helps:

The Inter-Cultural Association of Greater Victoria (ICA), celebrating our fiftieth year of serving refugee and immigrant newcomers and promoting a welcoming and inclusive community free from racism and inequity, is fully supportive of Destination Victoria's request for a five year Accommodation Tax Renewal.

In the coming five years, Destination Victoria's work in marketing our destination will play a critical role in the COVID-19 recovery for our city and region. All aspects of the tourism sector have suffered greatly as a result of COVID-19 related gathering and travel restrictions. Many predictions are that the economic recovery will likely be slow and uneven. We will need the hard work and demonstrated skills of Destination Victoria to make our region a destination of choice for businesses, conferences, tourists and newcomers.

The health of the tourism industry affects many of our region's newest residents as many find their first employment opportunities in the industry or in related industries. Destination Victoria partners with ICA's Employment Services team to ensure strong employment outcomes for newcomers. Destination Victoria is also an active member of ICA's Community Partnership Network which convenes over 300 organizations that have committed to promoting a welcoming and diverse environment for everyone who lives and visits here.

Should you wish any further information about ICA's full support for Destination Victoria's request to the City of Victoria, please do not hesitate to contact me at jmcrae@icavictoria.org

Sincerely

Jean McRae
CEO

Songhees Development Corporation

January 20, 2021

Paul Nursey
President & CEO
Destination Greater Victoria
Suite 200- 737 Yates Street
Victoria BC V8W 1L6

Dear Paul,
Regarding Destination Greater Victoria Mandate 2022-2026

It is my pleasure, on behalf of Songhees Nation and Songhees Development Corporation to support Destination Greater Victoria's mandate renewal for the period 2022-2026. Destination Greater Victoria has supported Songhees efforts in numerous ways and we are happy to support their efforts as well.

Destination Greater Victoria was one of the early partners on the annual Indigenous Cultural Festival and continues to play a key support role in this ongoing initiative.

When Songhees Nation bid on the North American Indigenous Games, Destination Greater Victoria was an enthusiastic supporter and early financial contributor.

Destination Greater Victoria and its partners at the IMPACT Sustainability Conference have regularly hosted events at the Songhees Wellness Centre and included Songhees Nation in the annual conference.

As we develop Explore Songhees as a vehicle for developing and marketing our tourism and hospitality businesses, Destination Greater Victoria has provided critical knowledge and expertise into the strategy development process.

We value and rely on the contribution made by Destination Greater Victoria and we encourage the City of Victoria to renew its five-year mandate.

Sincerely

Christina Clarke
CEO, Songhees Development Corporation

cc: Chief Ron Sam

Wear 2 Start

733 Johnson St., Suite 216, Victoria BC V8W 3C7 (250) 472-9327 • www.wear2start.com

January 28, 2021

To whom it may concern,

The Wear2Start Society is a grateful and enthusiastic supporter of Destination Greater Victoria.

W2S is a small, Victoria-based non-profit that empowers self-identified women in our community by providing clothing and related services to help reduce barriers to success, supporting our clients to meet the challenges of work and life with renewed confidence.

In May 2019, W2S entered an agreement to designate our organization as the charity of choice for Business Events Victoria – the Destination Greater Victoria meetings, events and conferences line of business. Thanks to the collaborative efforts of DGV staff, this agreement brought W2S increased community visibility as well as financial and in-kind support while building a social responsibility component into meetings that brought national and international visitors to our region.

Through DGV, our organization was invited to make a presentation and lead a workshop at a conference for meeting planners in September 2019. Participants contributed more than $700 to purchase personal-care items and, during the workshop, they packed the items into the individual blue bags we provide to clients

We were working with another organization to do a similar fundraising presentation/workshop at its conference in Victoria, but the event was cancelled due to pandemic restrictions.

We hope that, when the world returns to some semblance of normalcy, we will be able to continue our relationship with DGV. This team of tourism professionals understands not only how to show off our beautiful region to visitors, but how to engage them in a meaningful way that supports the needs of our community.

Regards,

ANGELA MANGIACASALE
Wear2Start Society President

March 4, 2021

City of Victoria

1 Centennial Square

Victoria, BC

V8W 1P5

Dear Mayor Helps and Council,

RE: Destination Greater Victoria Mandate

Attractions Victoria and Destination Greater Victoria have worked collaboratively for many years.

Throughout that time, DGV has shown to be a world-class organization, generating measurable and sustainable growth for the Greater Victoria visitor economy.

It has never been more important for DGV to maintain its mandate providing its marketing efforts to enable us to return to the success that they had planned for our economy prior to the COVID-19 pandemic.

DGV leadership has shown right from the outset of the pandemic that they have the skills to react quickly and lay out a plan for recovery when it is safe to do so.

The economic importance of the work they do is clear when we see what happens when our industry shuts down. Much of what they do requires many years of planning to see projects to fruition. We are naturally optimistic in our industry, but, clear and measurable objectives have been laid out by DGV giving that optimism some real traction.

DGV adds value to our industry by supporting members, our community and other stakeholders in an effort to keep our beautiful region top of mind for travelers.

Sincerely,

Greg Greene

Chair, Attractions Victoria Board of Directors

BCDMOA
British Columbia Destination Marketing Organization Association

January 21, 2021

Mayor Lisa Helps & Members of Council
City Hall
City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P6

Dear Mayor & Council,

On behalf of the Board of Directors and members of the B.C. Destination Marketing Organization Association (BCDMOA), we extend this letter of support to Destination Greater Victoria's Five-Year Municipal & Regional District Tax (MRDT) renewal.

Jointly administered by the Ministry of Finance, Ministry of Tourism, Arts, Culture and Sport and Destination BC, the MRDT program provides critical funding for important tourism marketing, programs and projects which support a vibrant local tourism economy.

The BCDMOA is a non-profit society supported by its provincial community destination marketing organization (CDMO) members within the 6 regions of B.C. and works to connect DMOs across the province. Destination Greater Victoria has been a long-standing and active member of our association and we recognize the important work they do in helping promote and develop tourism to the Greater Victoria area.

Thank you for your time and consideration.

Best regards,

Nancy Small

Nancy Small, nsmall@tourismrichmond.com
Chair, BCDMOA
CEO, Tourism Richmond

CAMOSUN COLLEGE

March 9th, 2021

Letter of Support

Dear Mayor Helps and Council:

I am writing to you in my capacity as the Chair of Camosun College's Hospitality Management Program regarding the Municipal and Regional District Tax (MRDT) renewal between Destination Greater Victoria and the City of Victoria.

Destination Greater Victoria is a respected destination marketing organization within the global tourism industry. DGV continues to be a strong supporter of Hospitality and Tourism education at Camosun College. Our program has been very fortunate to have built a healthy and positive working relationship with DGV.

As part of my role as the Chair of the Hospitality and Tourism Management program at Camosun, I chair our Program Advisory Committee with key industry stakeholders. DGV is seen as one of our critical partners in providing feedback on the design and content of the tourism and hospitality curriculum at Camosun. This advice helps to ensure that the programs that we deliver are relevant and that we are equipping our learners with the most current knowledge and skills to be the future industry leaders of tomorrow.

Over the past several years, we have been fortunate to have Paul Nursey guest speak in some of our tourism classes. These guest speaker opportunities have helped our learners connect the theory learned in the classroom to real-world situations. In addition, DGV has also provided some learners with Coop work terms opportunities that have supported their learning in the tourism industry.

The impacts of climate change on global destinations are providing challenges as well as innovative opportunities. Camosun's Hospitality and Tourism Management students have been fortunate to volunteer in the annual IMPACT conference for the past three years. These transformative learning opportunities result from the positive working relationship that our program has developed with DGV.

As the Tourism industry navigates the effects of the COVID-19 pandemic, we are very fortunate to have witnessed the excellent example of leadership that DGV has provided to our local community. This example helps learners see firsthand the courage and resiliency required to navigate challenging times. Paul Nursey and his team should be commended for the excellent industry advocacy work with various levels of government over the past year. A true testament to DGV's leadership role in the local tourism industry.

The Hospitality and Tourism Management program looks forward to building on the positive working partnerships with Destination Greater Victoria; as we prepare the next generation of hospitality and tourism leaders for employment in the visitor economy.

Sincerely,

Carl Everitt

Chair Hospitality and Tourism Management Programs

GREATER VICTORIA HARBOUR AUTHORITY

100-1019 Wharf Street, Victoria, BC V8W 2Y9
p: 250.383.8300 | tf: 1-800-883-7079
e: gvha@gvha.ca | w: gvha.ca

January 19, 2021

City of Victoria
Attn: Mayor and Council
1 Centennial Square
Victoria, BC V8W 1P6
Sent via email: *mayorandcouncil@victoria.ca*

SUBJECT: GVHA SUPPORTS DGV 2022 - 2026 MRDT RENEWAL APPLICATION

Dear Mayor and Council

I am writing to express Greater Victoria Harbour Authority's (GVHA) support regarding Destination Greater Victoria's (DGV) Municipal and Regional District Tax Program (MRDT)) application.

Having worked in the tourism industry for over fifteen years and directly with Destination Greater Victoria for over five years, I have found DGV to be an extremely effective and respected Destination Marketing Organization worthy of a mandate MRDT renewal.

The Breakwater District at Ogden Point is the largest cruise terminal in Canada and GVHA has entrusted DGV to operate the visitor services centre at this facility. Their marketing team and staff ensure that cruise passengers arriving to Victoria have a variety of options for their day visit and also encourage them with more reasons to return to our City in the future.

In the wake of this pandemic, GVHA's own customers and tenants are suffering the loss of our valuable tourism industry. Many work directly off the the terminal, operate a variety of businesses at Fisherman's Wharf. Those operators along with several other vendors and buskers working on the lower causeway rely on tourism and urgently need stability and predictably for tourism marketing.

All of us at GVHA value and enjoy working directly with DGV on a variety of files and in particular serving on the DGV Sustainability Committee.

GVHA fully supports DGV's MRDT request and encourages Mayor and Council to approve this application.

Sincerely

Ian Robertson, CEO
Greater Victoria Harbour Authority

Port Renfrew, on Vancouver Island

February 16, 2021

Mayor and Council
City of Victoria
1 Centennial Square
Victoria, B.C.
V8W 1P6

Dear Mayor and Council:

RE: DESTINATION GREATER VICTORIA – MANDATE RENEWAL

Speaking personally as a business owner in the tourism industry and as President of the Port Renfrew Chamber of Commerce since 2014, I am very pleased to fully endorse Destination Greater Victoria's upcoming mandate renewal.

For most, *perhaps all,* small communities on Southern Vancouver Island, Tourism is a lifeblood. Here on the western end of the Pacific Marine Circle Route, the benefits of tourism have meant the difference between crumbling infrastructure and increasing isolation to a growing community that is fully participating in the larger tourism economy of the Island. Destination Greater Victoria's endorsement and worldwide promotion of the PMCR has immeasurably advanced Port Renfrew's legitimacy as a 'must see' destination on Vancouver Island.

Additionally, Paul Nursey and the people at DGV have been faithful advocates, continually championing our efforts to develop our local tourism economy.

And most importantly, DGV is the critical hub of an industry that is vital to the identity of Greater Victoria and all its citizens. Victoria would not enjoy the stature that it holds today were it not for the efforts of Destination Greater Victoria and all its member businesses and organizations.

During these days of the corona virus and the associated restrictions and closures, their role could not be more critical.

Sincerely,

Dan Hager
President
Port Renfrew Chamber of Commerce

P.O. Box #39
Port Renfrew, British Columbia V0S 1K0
renfrewchamber@gmail.com
www.renfrewchamber.com

Mayor & Council
City of Victoria
Victoria City Hall
1 Centennial Square
Victoria, B.C. V8W 1P6

February 2, 2021

Re: Support of mandate renewal between Destination Greater Victoria and the City of Victoria

Dear Mayor Helps and Council,

Along with being a valued and important partner of the Tourism Industry Association of BC (TIABC), Destination Greater Victoria (DGV) is recognized across the province for its ability to market the destination and attract visitation, as well as work with the community it serves. Greater Victoria – like other large and mid-tier destinations – operates as a gateway for regional destinations. So, it stands to reason that a successful destination marketing organization in Greater Victoria not only benefits the South Island, but destinations like Parksville, Tofino and elsewhere on Vancouver Island. As we emerge from the COVID-19 pandemic and restart our visitor economy, we will need Destination Greater Victoria to achieve its goals and mandate not only for the city and region, but for other destinations as well.

Although Destination Greater Victoria's core function is to market Greater Victoria, in recent years it has attracted countless meetings, conferences, and sporting events to the community. While new lines of business were added, the organization remains integrated, operates efficiently, has solid leadership, and has shown positive results for the city and region. In addition to the support of its members and stakeholders, TIABC recognizes that DGV's success can largely be attributed to its strong relationship and partnership with the City of Victoria.

A renewed mandate for Destination Greater Victoria is vital as our visitor economy moves forward in the coming months and years. Resurrecting businesses, generating employment, attracting visitors, and rebuilding the decimated tourism sector will be a long and deliberate process.

A five-year mandate for DGV through 2026 provides certainty for the visitor economy both within the region and for all of Vancouver Island. It is because of this stability, certainty, predictability, expertise, and past success that TIABC supports the efforts of Destination Greater Victoria for MRDT renewal with the City of Victoria.

Sincerely,



Walt Judas
CEO, Tourism Industry Association of BC
wjudas@tiabc.ca
778-953-0620

February 2, 2021

Mayor & Council
City of Victoria
Victoria City Hall
1 Centennial Square
Victoria, B.C. V8W 1P6

Re: Support of mandate renewal between Destination Greater Victoria and the City of Victoria

Dear Mayor Helps and Council,

Destination Greater Victoria (GDV) is a valued member of the Tourism Industry Association of Canada (TAIC). Through the leadership of Mr. Nursey, DGV has been a strategic voice for Canada's tourism sector.

Mr. Nursey has sat on the TIAC board for two terms, his professional and objective approach to decision-making in all circumstances has been strategic, forward-thinking and in the best interests of the tourism industry. He has supported TIAC's advocacy efforts with the federal government during our annual Tourism on the Hill days and represented GDV on panels and as a presenter during our annual conference.

Destination Greater Victoria's success in envisioning and effectively delivering the IMPACT Sustainability Travel & Tourism conference is an example of leadership. This one event has helped align the Canadian tourism industry behind a vision of achieving economic, social and environmental sustainability in our sector. As Tourism stakeholders across Canada reimagine our sector, I am sure that those that have participated in this conference will have sustainability at the forefront of recovery.

Never has there been a time that Canada's tourism sector and the 1.9 million Canadian jobs that rely on the visitor economy need organizations like Destination Greater Victoria. A renewed mandate for Destination Greater Victoria is vital as our visitor economy moves forward and is looking toward recovery.

TIAC fully supports a mandate renewal between Destination Greater Victoria and the City of Victoria.

Sincerely,

Vince Accardi, CAE
Acting CEO
Tourism Industry Association of Canada

David McKenna
Board Chair
Tourism Industry Association of Canada

COWICHAN

SLOW DOWN
SAVOUR LIFE

PO Box 482 Duncan, BC V9L 3P8
250.510.2852

February 3, 2021

Victoria Mayor and Council
1 Centennial Square
Victoria, BC V8W 1P6

Re: Destination Greater Victoria MRDT Renewal

Dear Mayor Helps and Council,

Tourism Cowichan Society is honoured to provide a letter of support for Destination Greater Victoria's MRDT renewal application.

Vancouver Island's tourism industry respects and relies on Victoria's national and international prominence to attract visitors, and DGV is a world-class destination marketing organization representing all aspects of tourism development. Its accomplishments as the marketing experts for Victoria has secured trusting and productive relationship with the city and its stakeholders. As a gateway to the island, Victoria produces a thriving visitor economy that extends into neighboring communities.

TCS has a longstanding reciprocal relationship with DGV, working collaboratively to enhance visitor and seasonal dispersion. The two organizations have linked communities via the popular *Pacific Marine Circle Route*, and *Flavour Trails* program, promoting inter-community travel to explore complementary and novel experiences. TCS is grateful for the diverse and charming accommodation in Victoria; and increased product in Cowichan made known to Victoria travellers by DGV's excellent marketing means we can collectively promote increased overnight hotel stays, increasing the tax base for both organizations. DGV has been a constructive partner to many DMOs and local businesses creating new opportunities for all, and these tourism products deserve to be marketed effectively.

When Covid-19 ravaged the tourism industry, DGV took a lead in the island's recovery and resiliency, advocating at the community level through to the provincial government. Its dedication to and achievement in business and tourism marketing during this devasting period is exemplary, and businesses deserve the ongoing experienced, powerful promotion Destination Greater Victoria has consistently delivered.

Sincerely,

Jill Nessel, Executive Director
Tourism Cowichan

Janet Docherty, Chair
Tourism Cowichan

205 South Tower, 5811 Cooney Rd
Richmond, British Columbia
Canada, V6X 3M1

604 821 5474
info@tourismrichmond.com

January 20th, 2021

RE: Destination Greater Victoria, MRDT Renewal

I am writing this letter in support of Destination Greater Victoria's five-year MRDT Renewal.

I have had the pleasure of knowing and working directly and collaborating with Paul Nursey and his amazing team at Destination Greater Victoria for many years. They are valued and active partners of mine, and within our industry.

Within their organization, Destination Greater Victoria manages a professional and strategic approach to meeting and convention sales for hotels/citywide conferences and the Victoria Conference Centre. It is an excellent example of a DMO bringing efficiencies and competitive advantage in terms of alignment and scale – and puts Greater Victoria at a unique advantage for now and into the future.

As well, the mandate for sales and marketing for the Victoria Conference Centre and Sports tourism brings alignment and competitive strength – especially when compared to other cities in British Columbia.

The model in Greater Victoria has been incredibly successful and we are confident they will lead the province in innovation in post-pandemic recovery.

We look forward to our continued partnership for many years to come.

Kindest regards,

Nancy Small
CEO, Tourism Richmond

Mayor & Council
City of Victoria
Victoria City Hall
1 Centennial Square
Victoria, B.C. V8W 1P6
mayorandcouncil@victoria.ca

March 9th, 2021

Re: Support of mandate renewal between Destination Greater Victoria and the City of Victoria

Dear Mayor Helps and Council,

Thank you for the opportunity to share our support for Destination Greater Victoria's mandate renewal application with the City of Victoria.

At no time in our long history as neighbouring destination cities in British Columbia has the level of collaboration and mutual support been stronger than it is now, as our tourism community continues to respond to the challenges presented by the COVID-19 pandemic. Advocating on behalf of the sector, Tourism Vancouver and Destination Greater Victoria are working in lockstep as part of an industry coalition to voice the unique challenges faced by large anchor urban destinations in the South Coast of British Columbia.

We appreciate the leadership from the Destination Greater Victoria team to host the IMPACT Sustainability Travel and Tourism conference that brings together all of Canada to share and showcase our sector as a community that is innovating and creating new value for communities through tourism. Initiatives like IMPACT are just one of the many reasons it is important that Destination Greater Victoria be supported by MRDT funding to achieve its goals and mandate for the city and region.

Victoria and Vancouver share visitors who seek to connect our two destinations in their itineraries and we frequently partner to connect with markets around the world. The five-year mandate for Destination Greater Victoria through to 2026 is vital as we work to attract visitors to our part of the world once again. A renewed mandate for Destination Greater Victoria at this critical juncture will provide certainty for the region's important visitor economy as we embark on the long journey to rebuild. Victoria will be a stronger, more diverse and welcoming community and economy with a healthy and viable partner like Destination Greater Victoria.

Sincerely,

Royce Chwin
President and Chief Executive Officer
Tourism Vancouver

Tourism Vancouver
The Metro Vancouver Convention & Visitors Bureau
Suite 210 - 200 Burrard Street
Vancouver, BC Canada V6C 3L6
+1.604.682.2222 | tourismvancouver.com

January 21, 2021

City of Victoria
1 Centennial Square
Victoria, BC V8W 1P6
Attn: Mayor Helps and Council

RE: 2022-2026 MRDT Renewal

Dear Mayor Helps and Council,

Tourism Vancouver Island is pleased to provide Destination Greater Victoria with this letter in support of your 2022-2026 Municipal and Regional District Tax Renewal. Destination Greater Victoria is a key strategic partner for Tourism Vancouver Island, an important contributor to the Vancouver Island Region tourism economy and a recognized leader on responsible tourism.

Destination Greater Victoria contributes to a highly collaborative working relationship among Vancouver Island destination marketing and management organizations (DMO). As the largest DMO in the Region, Destination Greater Victoria leads by example and inspires its community DMO counterparts to trust one another and to think differently and more collaboratively. A strong example of Destination Greater Victoria's leadership and collaboration is regarding sustainable and responsible travel. In addition to shifting marketing messaging, working closely with community groups and focusing on destination management, Destination Greater Victoria established the IMPACT Conference, a first of its kind tourism conference dedicated to advancing responsible tourism on an international scale.

Beyond the many leadership roles played by Destination Greater Victoria, the success of the tourism economy in the Greater Victoria area directly impacts other areas in the Vancouver Island Region. As the foremost gateway destination in the Vancouver Island Region, the Greater Victoria area helps to set rate and profitability for other parts of the Region. In short, a successful Vancouver Island tourism economy is dependent on a successful local Victoria area tourism economy.

On behalf of Tourism Vancouver Island, I am delighted to submit this letter in support of Destination Greater Victoria's 2022-2026 Municipal and Regional District Tax Renewal. Our Board of Directors and staff team look forward to continuing to work with Destination Greater Victoria to lead a unified regional tourism industry where we amplify one another's successes, collaborate on matters of shared importance, and work to ensure that Vancouver Island is a remarkable place to live, visit and do business.

Sincerely,

Anthony Everett
President and CEO
Tourism Vancouver Island

201-1640 Electra Blvd
Sidney, BC, Canada V8L 5V4

T 250.953.7500
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January 13, 2021

To: Victoria Council Committee of the Whole

Re: MRDT / Financial Support – Destination Greater Victoria Airport Authority

Victoria International Airport has a significant overall economic impact on the Greater Victoria Region at close to $1 billion annually. This speaks to the importance of air connectivity which pre-pandemic had grown close to 30% over the past 5 years. A large part of this growth can be attributable to the marketing and business development activities of Destination Greater Victoria. Whether it is developing off-peak conference business, positioning Greater Victoria as a year-round tourist destination or partnering directly with the airlines to create compelling travel packages, these efforts contribute significantly to the financial success of air routes. This creates the opportunity for more air capacity on the existing routes as well as the opportunity to launch new air services. All driving economic prosperity.

Victoria International Airport works closely with Destination Greater Victoria to identify marketing opportunities and areas of support. This collaboration, which extends far beyond the airport partnership to other sectors, has been fostered under Destination Greater Victoria CEO Paul Nursey's leadership. This broad collaboration combined with data driven marketing initiatives has placed Greater Victoria on the global tourism landscape as a must see destination.

I was fortunate to serve on the Destination Greater Victoria Board of Directors for 6 years. During that period I witnessed a transformation of the organization to the point of being one of the benchmark destination marketing organizations in the country. Among many leading initiatives, Destination Greater Victoria now leads a Sustainability Committee which is coordinating industry's efforts to meet targets that we all need to achieve. One of my key executives, Ken Gallant, serves on this important committee.

Tourism is a vital industry for the Greater Victoria Region and will be an important driver of economic recovery when the medical authorities consider it safe to travel again. Tourism needs strong leadership which it has in Paul Nursey but it also needs a stable financial model to enable recovery and growth for tourism overall and for organizations such as Victoria International Airport.

Sincerely,

Geoff Dickson

President and CEO



Municipal and Regional District Tax Program Requirements

Summer 2018

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1. Overview

> ***Designated Recipient:*** *The municipality, regional district or eligible entity that receives the revenue from the tax in a designated accommodation area.*

The purpose of this document is to outline the requirements for the Municipal, Regional, and District Tax Program ("MRDT program") and provide guidance and assistance to municipalities, regional districts, and eligible entities ("designated recipients") applying for or renewing the Municipal and Regional District Tax ("the tax") within their communities. This document includes application materials and other forms and templates to assist with application, renewal, and reporting requirements.

In *Budget 2018*, the government announced that the eligible uses of MRDT revenues would be expanded to include affordable housing initiatives. At the same time it was announced that online accommodation platforms located outside of BC would be enabled to register to collect provincial sales tax and MRDT on purchases of accommodation through their platform.

In keeping with these announcements, the MRDT Program Requirements have been updated to reflect the changes. In particular, the revised Program Requirements include the following clarifications:

1. MRDT revenues from online accommodation platforms can be used for affordable housing initiatives;
2. General MRDT revenues cannot be used for affordable housing initiatives unless the designated recipient can demonstrate support of tourism stakeholders and accommodation providers; and
3. The requirement to demonstrate accommodation provider support will remain unchanged. Individual hosts that only list on online accommodation platforms will not need to be consulted.

Please see the revised details in Sections 7 and 8 and Appendix 1.8 and 2.4.

Moving forward, the Province will provide existing designated recipients with information on two types of MRDT revenue: revenues from multi-jurisdictional online accommodation platforms (OAP), which are based outside of BC but operate within the designated accommodation area; and revenues from general accommodation providers (general MRDT revenues), such as hotels, motels, etc. This is to support designated recipients' affordable housing spending (refer to Section 8 for details).

2. Enabling Legislation

Section 123 of the *Provincial Sales Tax Act* (refer to http://www.bclaws.ca/civix/document/id/complete/statreg/12035_00) imposes a tax of up to three percent on the purchase price of accommodation in a specified geographic area of the province ("designated accommodation area") on behalf of a designated recipient.

> ***Designated Accommodation Area:*** *A specified geographic area of the province in which the tax will be applied on behalf of a designated recipient.*

3. Program Purpose

The purpose of the MRDT program is to assist designated recipients to fund tourism marketing, programs and projects. Affordable housing was added as a permissible use of funds in *Budget 2018*.

The MRDT program is jointly administered by the Ministry of Finance, the Ministry Tourism, Arts and Culture, and Destination British Columbia.

The MRDT program is one of a number of supports available to enhance tourism marketing in BC. The MRDT program is intended to help grow BC revenues, visitation and jobs, and amplify BC's tourism marketing efforts in an increasingly competitive marketplace. To promote a coordinated and efficient use of funds, the following **MRDT program principles** have been adopted:

- Effective tourism marketing, programs and projects;
- Effective local-level stakeholder support, and inter-community collaboration;
- Marketing efforts that are coordinated and complementary to provincial marketing strategies and tactics; and
- Fiscal prudence and accountability.

Affordable housing was added as a permissible use of funds in *Budget 2018* to help address local housing needs. Designated recipients have the flexibility to define, identify, and fund affordable housing initiatives that they deem appropriate to meet local needs. Affordable housing funding must be consistent with fiscal prudence and accountability, and will be subject to additional reporting requirements. Further detail, including stakeholder consultation and support requirements, can be found in Section 8.

4. Eligible Use of Funds

The *Designated Accommodation Area Tax Regulation* (refer to http://www.bclaws.ca/civix/document/id/complete/statreg/93_2013) sets out the authorized purposes for funds collected under the MRDT program. Authorized purposes are tourism marketing, programs and projects, initiatives respecting affordable housing, and any other prescribed purposes as set out in the regulation.

The MRDT program is intended to contribute to the increase of local tourism revenue, visitation, and economic benefits and must be supported by both local governments and tourism industry stakeholders. MRDT for affordable housing is intended to provide flexibility to communities to address their local housing needs.

Funds from the MRDT program should augment current funding and cannot be used to replace existing sources of tourism funding in a community.

As the MRDT program is intended to primarily fund tourism marketing, programs and projects, consideration will only be given in special circumstances to the financing of capital expenditures (other than affordable housing) such as new tourism facilities or infrastructure. Proposals for capital spending must be included in the designated recipient's Five-Year Strategic Business Plan, and must demonstrate strong local stakeholder support in order to be considered as an authorized use of MRDT program funds. A business case must be provided, including budget, for each capital project and all capital projects must be completed within the current Five-Year Strategic Business Plan time period. These proposals will be approved on a case-by-case basis by the Province of British Columbia ("the Province".)

Applicants must contact Destination British Columbia program staff prior to submitting an application including capital expenditures (refer to Section 13: Further Information). Refer to Section 8 for information required for affordable housing initiatives.

Designated recipients are expected to effectively manage administrative costs related to MRDT projects. Administration costs, where applicable, include:

- Management and staff unrelated to program implementation
- Finance staff
- Human Resources staff
- Board of Directors costs
- Employee-related information technology costs (i.e. computers, telephone, support, network connections)
- Office lease/rent
- General office expenses

Considerable scrutiny will be applied to ensure that MRDT program funds are used for authorized purposes.

5. Eligible Applicants

5.1 Designated Recipients

The following are eligible to be a designated recipient under the MRDT program:

- Municipalities;
- Regional districts; and
- Eligible entities.

Under the *Provincial Sales Tax Act,* to qualify as an eligible entity, an applicant must:

- Be a not-for-profit business association (e.g. a society incorporated under the *Society Act*; entities incorporated under the *Business Corporations Act* are not eligible). Note that a not-for-profit society whose specific purpose is tourism marketing is preferred.
- Have a place of business in the designated accommodation area
- Be actively engaged in tourism marketing, programs or projects in the designated accommodation area.

5.2 Designated Accommodation Area

The designated accommodation area may be:

- A whole municipality, but not a portion of a municipality
- A whole regional district or a portion of a regional district
- A combination of municipalities and portions of regional districts.

The tax may be levied in more than one municipality or regional district on behalf of a single designated recipient.

There can be no overlap with any other designated accommodation area in which the tax applies.

Generally, an electoral area is the smallest portion of a regional district that may be prescribed as a designated accommodation area.

5.3 Delegation of Administration

Municipalities and regional districts may either administer the MRDT program directly or delegate administration to a service provider (such as a destination marketing organization). The municipality or regional district remains the designated recipient and remains fully responsible for compliance with all MRDT program requirements.

Eligible entities are not permitted to delegate the administration of the MRDT program to a service provider.

The Province does **not** mediate disputes between municipalities or regional districts and their service providers. A service agreement that details the deliverables and conflict resolution procedure is strongly recommended.

6. MRDT Program Overview

6.1 How the MRDT Program Works

Applicants may apply to request that the Province levy the tax on their behalf in a designated accommodation area.

The tax applies to purchases of taxable accommodation within the designated accommodation area. The tax is collected by the Province on behalf of the designated recipient.

Funds equal to the tax collected in the designated accommodation area minus an administration fee are forwarded to the designated recipient on a monthly basis. OAP revenues will be forwarded to the designated recipient on a quarterly basis.

For new and renewal applications, the tax will be implemented for a period of five years. To extend the tax for an additional five-year period, a designated recipient must re-apply. There is no restriction on the number of times a designated recipient can apply to renew the tax.

Under the *Provincial Sales Tax Act*, **all** designated recipients must account annually to the Province on how MRDT program funds are spent (refer to Section 11: Annual Performance Management and Reporting Requirements).

6.2 Three Percent Rate

The *Provincial Sales Tax Act* was amended in 2015 to increase the maximum tax rate on the purchase of accommodation that may be imposed in a designated accommodation area from two percent to three percent of the purchase price of the accommodation.

Increasing the rate of tax is optional. A designated recipient may request a change in the rate of the tax to three percent of the purchase price of the accommodation prior to their renewal date by submitting a complete application containing all requirements listed in Section 7: Application Requirements. If approved, the tax will be renewed at the new rate for another five-year period. Designated recipients not subject to renewal requirements will be required to submit a complete application for the new rate one time only.

It is intended that designated recipients implementing a rate of three percent will sponsor and contribute to a provincial Tourism Events Program. Under this program, 0.2 percentage points of the incremental one percent of the tax will contribute to a provincially-led program to support tourism events that are expected to increase tourism to or within British Columbia.

Designated recipients with a three percent tax rate will be subject to enhanced reporting requirements (refer to Appendix 2.2 for further details).

6.3 Key Timelines

New applications for the tax, applications for rate changes, and applications that include affordable housing must be submitted at least **nine** months in advance of the desired effective date of the tax.

Renewal applications at the two percent rate must be submitted at least **six** months in advance of the end of the five-year term of the tax ("repeal date").

Under extraordinary circumstances, designated recipients may make a written request to the Minister of Finance for an extension of the application deadline.

Failure to submit a completed application by the deadline may result in the tax ceasing to apply in a particular designated accommodation area.

7. Application Requirements

New applications, rate changes, and renewal application requirements include consultation and support from local governments, tourism industry stakeholders and accommodation providers. The application must include **all** of the following information and be submitted as a single complete package:

- A completed application form (refer to Appendix 1.1) signed by an authorized signing authority of the municipality, regional district or eligible entity that confirms that all program requirements have been met and all required documents are included in the application package.

- A Five-Year Strategic Business Plan with first year tactical details that meets all the requirements set out in Appendix 1.2. The applicant is required to make its Five-year Strategic Business Plan available to tourism industry stakeholders and accommodation providers as part of the industry consultation and accommodation support requirements on page 7.

- Evidence that the funds from the tax are incremental to existing sources of tourism funds. The funds from the tax are intended to augment current funding and cannot be used to replace existing sources of tourism funding in a community. An applicant must note any additional funding sources that will be available to support the Five-Year Strategic Business Plan.

- Evidence of consultation and support from local governments.
    - **If a municipality is applying,** the municipality must provide evidence that the regional district has been consulted and indicate whether the regional district supports or opposes the imposition of the tax in the municipality. Evidence could be in the form of a letter from the regional district's Board of Directors.

    - **If a regional district is applying**, the regional district must provide evidence that all municipalities within the regional district have been consulted and agree with the tax being imposed in the regional district. Evidence must be in the form of letters of support from the municipality(ies).

    - **If an eligible entity is applying**, the entity must provide evidence that all municipalities and regional districts within the designated accommodation area have been consulted and agree with the tax being imposed in the designated accommodation area on behalf of the eligible

entity. Evidence must be in the form of letters of support from the municipality(ies) and regional district(s).

- In the case of a conflict between a municipality, regional district or eligible entity about who the designated recipient is for an application or whether the tax should be imposed in a municipality, priority will be given to the position of the municipality.

- Evidence of authority and request to impose the tax.
  - **If a municipality is applying**, the municipality must pass a bylaw that requests the Province levy the tax on its behalf and provide a copy of the bylaw with the application.
  - **If a regional district is applying**, the regional district must pass a resolution that requests the province levy the tax on its behalf and provide a copy of the resolution with the application. The regional district must also provide evidence of its authority to use funds for the intended purpose either through letters patent or statutory authority.
  - **If an eligible entity is applying**, the eligible entity must submit a letter that requests the province levy the tax on its behalf. The eligible entity must also provide evidence of its authority to use funds for the intended purpose by submitting copies of its certificate of incorporation, articles of incorporation, constitution and bylaws.
  - The bylaw, resolution or letter must contain the following information:
    - Rate of tax to be imposed
    - Description of the geographic area in which the tax is to be imposed
    - Purpose for the funds
    - Desired effective date of the tax.

- Documentation on how the MRDT program, including revenue, will be administered (e.g. directly by the designated recipient or through a service provider). If a municipality or regional district is proposing to delegate administration of the program to a service provider, the name and address of the service provider must be included.

- Evidence of consultation with tourism industry stakeholders. The applicant must provide detailed evidence that the applicant has consulted with and received broad support from tourism industry stakeholders within the designated accommodation area in respect of the application. The applicant is required to make its Five-year Strategic Business Plan available to tourism industry stakeholders and provide an opportunity for input. Examples of consultation activities could include presentations at town hall meetings, annual general meetings and information sessions, etc. Letters of support from individual tourism industry businesses or organizations can also be provided.

Tourism industry stakeholders: *Examples may include, but are not limited to, the following within the designated accommodation area:*

- *Accommodation providers;*
- *Attractions, sightseeing, activities and other primary tourism businesses;*
- *Restaurants, retail and other tourism related businesses;*
- *Regional and local tourism associations;*
- *Product Sector organizations;*
- *Parks and recreation;*
- *Visitor Centres; and*
- *Other government agencies and organizations that have programs and services that relate to tourism.*

- An Accommodation Directory Form that lists all of the accommodation providers who offer taxable accommodation under the *Provincial Sales Tax Act* within the designated accommodation area, and the number of units each accommodation provider offers within the designated accommodation area (refer to Appendix 1.3). While the Province is able to provide an applicant with the names and addresses of registrants under the *Provincial Sales Tax Act*, it remains the responsibility of the designated recipient to ensure the accommodation directory is a complete and accurate list. The designated recipient is not required to identify and consult individual hosts who a) only list on registered online accommodation platforms, and b) those accommodation providers who offer fewer than 4 units of accommodation within the designated accommodation area (see below). For information on taxable and exempt accommodation, see PST Bulletin 120 Accommodation (http://www.sbr.gov.bc.ca/documents_library/bulletins/pst_120.pdf)

For more information on taxable or exempt accommodation refer to PST Bulletin 120 Accommodation http://www.sbr.gov.bc.ca/documents_library/bulletins/pst_120.pdf).

- An Accommodation Sector in Support of MRDT Form (refer to Appendix 1.4) that provides evidence that an applicant has sufficient support from accommodation providers who offer taxable accommodation within the designated accommodation area. The minimum required level of support is at least 51 percent of the accommodation providers representing at least 51 percent of the total number of units of accommodation offered by those accommodation providers in the designated accommodation area. Higher support from accommodation providers will increase the likelihood that an application will be approved, providing all other requirements are met. The applicant is required to make its Five-year Strategic Business Plan available to accommodation providers. The applicant is also required to indicate on the Accommodation Sector in Support of MRDT Form if they wish to use general MRDT revenues for affordable housing.

  Online accommodation platforms located outside of BC have been enabled to register to collect tax on purchases of accommodation through their platforms. These are online marketplaces that facilitate transactions for renting short-term accommodations (many of which operate across jurisdictions) and typically list basement suites, individual rooms, or other forms of accommodation (such as trailers or motor homes). Their hosts may not regularly offer accommodation, may not be readily identifiable and accessible, and their accommodation units may not be on record with the Province.

  This will not affect the way that applicants have consulted accommodation providers in the past. Applicants are not required to identify and consult individual hosts who: a) only list on registered online accommodation platforms, and b) those accommodation providers who offer fewer than 4 units of accommodation within the designated accommodation area. Designated recipients are only required to consult those accommodation providers who are registered under the *Provincial Sales Tax Act* and who physically provide taxable accommodation; whose owners/property managers are readily identifiable; and whose addresses and total number of accommodation units are on record with the Province; and who offer 4 or more units of accommodation within the designated accommodation area. This includes hotels and motels, bed and breakfasts, and vacation rental reservation systems that list properties with verifiable property managers.

For clarification, the Province is able to provide the names and addresses of registrants to assist applicants in identifying which accommodation providers to consult.

- Confirmation that Destination British Columbia has been consulted to ensure that proposed spending is coordinated and does not duplicate Destination British Columbia's broader promotional programs and is complementary to provincial marketing strategies and tactics.

- Third Party Authorization Form. If the designated recipient wishes the Province to discuss the application with their service provider the designated recipient must sign and submit the Third Party Authorization Form (refer to Appendix 1.5).

- Disclosure of Information Authorization Form. Applicants must authorize the Ministry of Finance to share information about the designated recipient in respect to the MRDT program with Destination British Columbia and the Ministry of Jobs, Tourism and Skills Training for the purpose of program administration and evaluation, and development of provincial tourism policy (refer to Appendix 1.6).

- A signed Tourism Events Program Sponsorship Undertaking if the application is for a three percent tax rate (refer to Appendix 1.7).

- Affordable Housing Requirements and Documentation, if applicable (see Section 8).

8. Application Requirements for Affordable Housing

8.1 Parameters for Spending on Affordable Housing

Designated recipients have the flexibility to define, identify, and fund affordable housing initiatives that they deem appropriate to meet local needs. Designated recipients may use MRDT revenues for the following purposes for spending on affordable housing initiatives:

- Acquiring, constructing, maintaining or renovating housing or shelter;
- Acquiring or improving land used for, or intended to be used for, housing or shelter;
- Supporting the acquisition, construction, maintenance, renovation or retention of housing or shelter or the acquisition or improvement of land intended to be used for housing or shelter;
- Supporting housing, rental or shelter programs; or
- Paying expenses related to the administration or disposal of housing, shelter or land acquired with money paid out of MRDT revenues.

Documentation and plans for affordable housing (Appendix 1.8 and 2.4) will be forwarded to the Ministry of Municipal Affairs and Housing (MAH) for assessment. Destination BC will remain the initial point of contact for discussions on applications. An updated Appendix 1.6 (Disclosure of Information Authorization Form) is also required for the first time that a designated recipient wishes to use MRDT for affordable housing, regardless of the revenue source.

8.2 Using Revenues from Online Accommodation Platforms (OAP) on Affordable Housing

Designated recipients are able to use OAP revenues on affordable housing initiatives without submitting a new five-year strategic business plan or application package. If a designated recipient chooses to only spend this amount on affordable housing, the following information on affordable housing will be required prior to implementation and due on November 30 of

each year to outline spending in the upcoming year (see Appendix 1.8 and 2.4):

- Project name and address;
- Project rationale and details (what is the need, issue, or demand);
- MRDT contribution;
- Housing provider/Project owner;
- Funding partners (if applicable);
- Funding partners' contribution (if applicable);
- Estimated completion date;
- Estimated number of housing units (number of housing units acquired, completed, maintained, or renovated); and
- Evidence of support on using MRDT revenues for affordable housing from applicable local government(s) (only if the designated recipient is not a municipality).

Designated recipients that have committed to using OAP revenues for purposes other than affordable housing in their tactical plan cannot redirect those revenues to affordable housing midway through the year; they must wait until the submission of the next tactical plan.

8.3 Using General MRDT Revenues on Affordable Housing

For designated recipients that wish to use general MRDT revenues (meaning revenues beyond OAP revenues), they can submit a new application at any time during the five-year tax lifecycle, but the package must include all of the documentation required for a renewal or rate increase application outlined in Section 7, including:

- A completed application form;
- A Five-Year Strategic Business Plan with first year tactical details;
- Evidence that the funds from the tax are incremental to existing sources of tourism funds;
- Evidence of authority and request to impose the tax;
- Evidence of consultation with tourism industry stakeholders;
- An Accommodation Directory Form;
- An Accommodation Sector in Support of MRDT Form (which demonstrates support from 51 per cent of accommodation providers representing 51 per cent of accommodation units);
- Confirmation that Destination British Columbia has been consulted;
- Third Party Authorization Form (if applicable);
- Disclosure of Information Authorization Form;
- A signed Tourism Events Program Sponsorship Undertaking (if applicable); and
- An Affordable Housing MRDT Plan (Appendix 1.8).

Designated recipients not subject to the renewal application requirements that would like to use MRDT revenues on affordable housing initiatives must submit a complete application as outlined above.

9. Application Procedure

Complete application packages must be submitted in PDF format by email to Destination British Columbia (MRDT@destinationbc.ca). The applicant will receive an email from Destination British Columbia confirming receipt of the application package.

Applicants may be contacted to provide additional information.

Failure to provide complete and accurate information may result in the application being delayed, returned or rejected.

Applicants can find more information about application timelines in Section 6.3.

10. Upon Approval of Application

If the application is approved by Cabinet, the Designated Accommodation Area Tax Regulation will be amended to prescribe the designated recipient, the designated accommodation area, the rate of tax, the effective date of the tax, the repeal date of the tax if applicable, and the approved uses of the revenue from the tax for a five-year period.

The applicant will be informed by the Ministry of Finance when the amendment to the Designated Accommodation Area Tax Regulation has been made and will be given information on when the tax will come into effect.

For new applications, the tax will be implemented effective the first day of the month that is three full months after the month in which the tax was approved. For example, if Cabinet approves the tax in May, the tax will be implemented in the designated accommodation area beginning September 1. This provides sufficient time for accommodation providers to prepare to collect the tax.

For rate changes, the new tax rate will be implemented effective the first day of the month that is one full month after the month in which the tax was approved. For example, if Cabinet approves the tax in May, the new tax rate will be implemented in the designated accommodation area beginning July 1.

The Consumer Taxation Programs Branch of the Ministry of Finance will provide information on the procedures for collecting and remitting the tax to all accommodation providers required to collect and remit the tax. Accommodation providers may also refer to PST Bulletin 120 *Accommodation* (refer to http://www.sbr.gov.bc.ca/documents_library/bulletins/pst_120.pdf).

11. Annual Performance Management and Reporting Requirements

Under the *Provincial Sales Tax Act,* all designated recipients must account annually to the Province for how money received from the tax has been spent. Therefore, **all designated recipients** must submit an **Annual Performance Report,** a **Financial Report**, and a **One-Year Tactical Plan**, signed by the authorized signing authority of the designated recipient, annually to the Province (email to MRDT@destinationbc.ca).

Annual Performance Report:

- Designated recipients must report on performance metrics related to the four MRDT program principles.
- Designated recipients with a three percent tax rate or who wish to spend on affordable housing initiatives

will be subject to additional reporting requirements.
- The Annual Performance Report must also include a summary of the tactics, activities and key outputs and outcomes.
- A template for the Annual Performance Report is provided in Appendix 2.2.
- **The Annual Performance Report must be submitted by May 31 of each year.**

The MRDT program principles are:
- *Effective tourism marketing, programs and projects*
- *Effective local-level stakeholder support, and inter-community collaboration*
- *Marketing efforts that are coordinated and complementary to provincial marketing strategies and tactics*
- *Fiscal prudence and accountability.*

Financial Report:
- The Financial Report must include a detailed budget for the year ending and the year ahead. The Financial Report must show how all of the money received from the tax was spent and certify that all of the money received from the tax was used solely for approved purposes.
- The Financial Report must show that spending of money received from the tax was consistent with the Five-Year Strategic Business Plan.
- The Financial Report must also show the amounts, sources, and uses of all other tourism revenues.
- A template for the Financial Report is provided in Appendix 2.1
- **The Financial Report must be submitted by May 31 of each year.**

Annual Affordable Housing MRDT Report (if applicable):
Designated recipients that spend MRDT revenues on affordable housing, regardless of whether from OAP revenues or from general MRDT revenues, must submit an **Annual Affordable Housing MRDT Report by May 31 of each year** (see Appendix 2.4).

One-Year Tactical Plan:
- The One-Year Tactical Plan must include:
  - A brief overview of the strategic direction from the Five-Year Strategic Business Plan.
  - Key strategies for the year, if different from the Five-Year Strategic Business Plan, and key target markets.
  - Detailed tactics for the next year, including details about tactics and activities, as well as a proposed budget for the next year.
  - Performance measures for next year, including expected outputs, outcomes, and performance metrics. The performance measures must relate to the MRDT program principles (as outlined in Appendix 2.2).
- The One-Year Tactical Plan should be made available to tourism industry stakeholders.
- A suggested template for the One-Year Tactical Plan is provided in Appendix 2.3.
- **The One-Year Tactical Plan must be submitted by November 30 of each year.** If plans are available earlier, please submit as they become available.

Affordable Housing MRDT Plan:
Designated recipients must provide the following information (see Appendix 1.8):
- Project name and address;
- Project rationale and details (what is the need, issue, or demand);
- MRDT contribution;
- Housing provider/Project owner;
- Funding partners (if applicable);
- Funding partners' contribution (if applicable);
- Estimated completion date;
- Estimated number of housing units (how many rooms or beds that would be available for individual dwelling); and

- Evidence of consultation on using MRDT revenues for affordable housing from applicable local government(s) (only if the designated recipient is not a municipality).

Designated recipients that wish to use general MRDT revenues for affordable housing must provide the above information in their Five-Year Strategic Business Plan, One Year Tactical Plan, and must demonstrate strong local stakeholder support as part of a full application.

Designated recipients that wish to use OAP revenues for affordable housing do not need to provide a Five-Year Strategic Business Plan or One Year Tactical Plan; however, Appendix 1.8 is required and must be submitted prior to implementation of affordable housing initiatives.

The Affordable Housing MRDT Plan (Appendix 1.8) is required for:

- Renewal/new MRDT applications that include affordable housing **regardless of the revenue source**;
- A full application package submitted midway through a five-year tax term if designated recipients wish to use general MRDT revenues on affordable housing; and
- If designated recipients wish to use any OAP revenues on affordable housing in the next year, **due November 30** prior to implementation.

Please note:

- Designated recipients from larger communities (those that have the capacity for ongoing multi-year planning and reporting) may be asked to provide their multi-year rolling business plans annually for the purpose of program administration and evaluation.
- Designated recipients not subject to the renewal application requirements must submit a Five-Year Strategic Business Plan every five years. The first Five-year Strategic Business Plan must be submitted to the Province **by November 30 of each year.**

12. Amendments

The Designated Accommodation Area Tax Regulation sets out the designated recipient, the designated accommodation area, the rate of the tax, the repeal date of the tax, and the approved uses of the revenue from the tax for a five-year period. Any other use of the revenue is prohibited.

Requests for interim changes to the designated recipient or the designated accommodation area will not be considered. Changes to the designated recipient or the designated accommodation area can only be made in a renewal application.

Proposed changes in the use of revenue from the tax by the designated recipient that require amendments to the Designated Accommodation Area Tax Regulation will generally be considered with renewal applications, for example, a proposal to use revenue from the tax for capital projects

Plans to only use OAP revenues for affordable housing are not required to submit a new application; however, information on affordable housing is required as outlined in Section 11.

Requests to use general MRDT revenues for affordable housing will be considered only once a designated recipient or applicant submits a new application (at any time during the five year tax lifecycle). The package must include all documentation required for a renewal or rate increase application outlined in Sections 7 and 8.

Designated recipients that have committed to using OAP revenues for purposes other than affordable

housing in their tactical plan cannot redirect those revenues to affordable housing midway through the year; they must wait until the submission of the next tactical plan.

Designated recipients do not require approval from the Province for changes in marketing tactics previously submitted in their one-year Tactical Plan (as part of their application package or submitted with the annual review), as long as the tactics are consistent with the overall approved five-year Strategic Business Plan.

Any other material changes, that are significant shifts in the direction set out in either the One-Year Tactical Plan or the Five-Year Strategic Business Plan, must be submitted to Destination British Columbia for approval in advance of the change being implemented.

13. Monitoring, Compliance, and Termination

Designated recipients are required to comply with all MRDT program requirements, including eligible use of funds and annual reporting requirements. The Minister of Finance may terminate the tax in a designated accommodation area if the designated recipient is found to be in non-compliance with MRDT program requirements, and the non-compliance is not corrected in a timely manner.

The Ministry of Finance undertakes various compliance related activities as part of the administration of provincial consumption taxes, including the MRDT program, to ensure that all amounts due are remitted. The tax is levied under the *Provincial Sales Tax Act*. Any compliance activities undertaken in relation to the tax are carried out as part of those conducted for the Provincial Sales Tax ("PST") according to the schedules and guidelines established for PST.

The Ministry of Finance will review specific lead information provided (for example, a hotel operating without collecting applicable taxes) and will make a determination as to whether any additional follow up may be necessary. The Ministry may conduct any further investigation deemed warranted.

A designated recipient may make a written request to the Minister of Finance to have the tax cease before the scheduled repeal date.

If the tax ceases in a designated accommodation area for any reason (e.g. failure to submit a completed renewal application on time, written request for early termination, or termination for non-compliance) a new application to impose the tax in that designated accommodation area would be required and it would be subject to the normal processing time associated with new applications.

14. Further Information

Applicants can request further **information about the MRDT program** by contacting Destination British Columbia by email at MRDT@destinationbc.ca or by phone at 604-660-6391.

For information on the **administration and enforcement of the tax**, please contact the Ministry of Finance:

Toll-free from anywhere in Canada call:
1-877-388-4440 Fax: 250-356-2195
E-mail: CTBTaxQuestions@gov.bc.ca

Please complete all MRDT application requirements and send to MRDT@destinationbc.ca in **one complete package** in PDF format.

Appendix 1.1 Municipal and Regional District Tax Application Form

Legal Name of Applicant: _____
Designated Accommodation Area: _____
Rate of Tax (up to 3%): _____
Implementation or Renewal Date: _____

Check when completed	Requirement
☐	*Five-year Strategic Business Plan (Appendix 1.2)*
☐	*Evidence that funds from the tax are incremental to existing sources of tourism funds*
☐	*Evidence of consultation and support, as applicable, from local governments*
☐	*Evidence of authority and request to impose the tax (e.g. Bylaw, resolution or letter requesting tax)*
☐	*Certificate of incorporation, copies of articles of incorporation, constitution, and bylaws (eligible entities only)*
☐	*Documentation of how the MRDT program, including revenue, will be administered (where applicable)*
☐	*Evidence of consultation with tourism industry stakeholders*
☐	*Accommodation Directory Form (Appendix 1.3)*
☐	*Accommodation Sector in Support of Municipal and Regional District Tax Form (Appendix 1.4)*
☐	*Confirmation of consultation with Destination British Columbia*
☐	*Third party Authorization Form (Appendix 1.5, where applicable)*
☐	*Disclosure of Information Authorization Form (Appendix 1.6)*
☐	*Tourism Events Program Sponsorship Undertaking (3% applicants only) (Appendix 1.7)*
☐	*Affordable Housing Plan (Appendix 1.8, where applicable)*

By signing this application form, you certify that the information included in the application package is accurate, that all Municipal and Regional District Tax program requirements have been met, and that all required documents have been included in the application package.

Applicant's Authorized Signing Authority Name	Applicant's Authorized Signing Authority Title
Date	Applicant's Authorized Signing Authority Signature

Appendix 1.2 Five-Year Strategic Business Plan

A municipality, regional district or eligible entity interested in applying for the Municipal and Regional District Tax or a renewal of the Municipal and Regional District Tax must submit an application as set out in the MRDT Program Requirements. A Five-Year Strategic Business Plan is required **at time of application**. This Five-Year Strategic Business Plan must include a detailed One-Year Tactical Plan for the first year of program implementation. Each year (years two through five of the program), the One-Year Tactical Plan must be updated and resubmitted (by November 30th) to reflect current marketing activities for the year as part of the annual reporting obligations. A separate template has been provided to guide the development of these year two through five plans (refer to Appendix 2.3).

The Five-Year Strategic Business Plan must encompass the five-year period covered by the application and it **must** include the following elements:

Section 1: Five-year strategic overview with identified targets and actions for the five year period
Section 2: One-Year Tactical Plan with performance measures, and
Section 3: Detailed Budget for Year One

Your Five-Year Strategic Business Plan must adhere to the MRDT program principles.

Please ensure there is alignment between provincial tourism strategies and community tourism efforts. The applicant and designated recipients not subject to renewal applications are required to make their Five-year Strategic Business Plan available to tourism industry stakeholders and accommodation providers as part of the industry consultation and accommodation support requirements.

Your Five-Year Strategic Business Plan must identify marketing strategies, key markets and targets that the community will focus on to build its tourism business and the steps it needs to take to achieve desired results.

Your Five-year Strategic Business Plan should answer the following key questions:

- What business objectives related to tourism does your community expect to achieve?
- What type of growth does your community want to achieve (in the short and long term)?
- How will your community achieve these objectives?
- What type of tourism products will you need?
- What type of visitor are you hoping to attract?

Please contact Destination British Columbia at MRDT@destinationbc.ca for any questions.

For more information on tourism business planning, please visit Destination British Columbia's website (refer to www.destinationbc.ca/Resources/Developing-a-Tourism-Plan.aspx).

Quick Reference Guide

(from the MRDT Program Requirements):

- *The intention of the tax is to assist designated recipients to fund tourism marketing, programs and projects. Affordable housing was added as a permissible use of funds in Budget 2018.*
- *Funds from the MRDT program are intended to augment current funding and cannot be used to replace existing sources of tourism funding in a community.*
- *The MRDT program is intended to contribute to the increase of local tourism revenue, visitation, and economic benefits and should be supported by local government and tourism stakeholders.*

The MRDT program principles are:

- *Effective tourism marketing, programs and projects*
- *Effective local-level stakeholder support, and inter-community collaboration*
- *Marketing efforts that are coordinated and complementary to provincial marketing strategies and tactics*
- *Fiscal prudence and accountability.*

Five-Year Strategic Business Plan Template

Designated Recipient: _____
Community Name: _____
Date Prepared: _____
MRDT Term Expiry Date: _____
Five Year Period: _____

A description/instructions pertaining to each section is provided in grey text as a guide only. **The format of your Five-Year Strategic Business Plan may be developed specific to your community needs and resources, but must include all required sections of the Five-Year Strategic Business Plan listed below.** If using this template, please delete the grey text and provide your response accordingly.

Section 1: Five-Year Strategic Overview	
Vision and Mission	• *The Vision is future focused, something to be pursued, a destination, inspirational, and verifiable.* • *The Mission is present focused, reason for being, a roadmap, concrete, and measurable.*

Strategic Context	• *The Strategic Context will be developed by conducting a situation analysis. The situation analysis is an integral part of this Five-Year Strategic Business Plan and should include current trends, forecasts and areas of priority to address the following:*
	  ○ *What are the current economic and tourism conditions?*
	  ○ *What challenges and opportunities exist?*
	  ○ *Key learnings.*

Overall Goals, Objectives and Targets	• *Goals and Objectives are the quantifiable results the recipient expects to achieve over the five year period. Goals should be realistic, achievable, yet challenging and should include a timeline.* • *Example objectives include amount of MRDT revenue, visitation levels, or visitor revenue desired by a certain date. If an objective is difficult to measure, indicators can be used; for example, the increase in visitors to a sample of operators or the number of enquiries at a website or visitor center could be indicators for overall visitation levels.* • *Targets should be identified for all Objectives for the five year period.*
Strategies - Key Actions	• *Strategies describe the broad direction the community will take to achieve the stated goals and objectives.* • *Strategies look longer term and may not change from year to year while tactics are short-term actions to achieve the implementation of a strategy.* • *Strategies could include but are not limited to promotional strategies as well as relevant Destination development and Product experience and visitor services strategies:* ○ *Examples of promotional strategies are social media, media*

Section 1: Five-Year Strategic Overview	
	relations, advertising, joint or levered promotions, or consumer shows. ○ *Destination development and product experience strategies may include those addressing infrastructure and policy issues, or products for tourism development.* ○ *Visitor services strategies may include approaches to satisfy visitor information needs.* • *Applicants should provide a description of the overall resource allocation by major category* • *Applicants should list key actions for each year of the five year period with more detail in the first three years.*
Brand Positioning	*Please provide the following:* • *A statement that clearly defines how the community will be positioned and the rationale.* • *This positioning statement should provide direction for product development and promotional activities.* • *Brand positioning may include other communities clustered within a larger area.*
Target Markets	*Please provide:* • *The types of visitors that are priorities for the community, stating primary and secondary target markets.* • *Geographic target markets, demographic, and activity-based target groups.*
Management, Governance, and Administration	*Please provide:* • *A description of the proposed management, governance and administration process for the activities and funds.* • *For example, whether the applicant will be carrying out the proposed activities or, in the case of a municipality or regional district, whether a service provider such as a local tourism association or other organization will be responsible for carrying out the proposed activities.* • *The applicant remains responsible for monitoring and reporting on the use of funds, even where the activities are delegated.*
Sources of Funding	• *Please indicate other available sources of funding to fund tourism marketing, programs and projects in addition to the MRDT.* • *Funds from the MRDT must be incremental to existing sources of funding.* • *The funds from the MRDT must not replace existing sources of tourism funding in the community.*

Affordable Housing (if applicable)	• *Please provide an overview of what your affordable housing plans seek to achieve over the five-year period (what are the intent and end state).* • *Specific details are to be included in Appendix 1.8.*

Please provide a **Project Plan** for each major activity you will undertake in the year ahead using MRDT funds. Authorized purposes of MRDT funds are tourism marketing, programs and projects and any other prescribed purposes as set out by regulation.

Project plans should include the following information for each activity. The recipient can organize the plan in a manner that best reflects their individual approach. Please note that Destination BC may share relevant tactical information with applicable Destination BC program areas to facilitate increased collaboration and alignment.

1. The **major category** of the activity. Examples could include marketing, destination and product experience management, visitor services, etc.

Marketing, which may include:

- Media Advertising and Production (for example: print, radio, television, out-of-home, paper direct mail, email marketing, search engine marketing, paid social media, display, and native advertising)
- Website - Hosting, Development, Maintenance
- Social Media Management Platforms and Tools (i.e. Hootsuite)
- Consumer Shows and Events
- Collateral production and distribution
- Travel Media Relations (for example: story idea creation, media and influencer FAM hosting/support, attendance at media marketplaces, etc.)
- Travel Trade (for example: trade and FAM hosting/support, etc.)
- Consumer-focused asset development (for example: curation or production of written content, photography, videography)
- Other.

Destination and Product Experience Management, which may include:

- Industry Development and Training - Enhancing Education and Knowledge (for example: market readiness, digital readiness, industry conferences, packaging and tourism-related industry workshops, etc.)
- Product Experience Enhancement and Training (for example: Itinerary Development, Content Development and Key Experience Creation)
- Research, Evaluation and Analytics
- Other.

Visitor Services, which may include:

- Visitor Services Activities (for example: staff wage and benefits, visitor services via social media, digital tools, including mobile apps, kiosks, beacons, etc, roving/mobile visitor services, ambassador programs, FAMs)
- Other.

Meetings, Conventions, Events and Sport:

- Examples could include conferences, events, sales, sport, grant programs, etc.

Affordable Housing, which may include:

- Details on affordable housing projects (project description and rationale, authorizing documents, budget and applicable funding partners)
- Please complete and attach Appendix 1.8.

Other:

- Other activities not covered by the above categories, such as capital expenditures if **pre-approved by government** (prior to application), etc.

2. Please list and describe **the tactics** your community will use to achieve the strategies outlined in Section 1 of your Five-Year Strategic Business Plan. There may be several tactics for each activity.

3. Please provide an **implementation plan** that includes a short description, quantifiable objectives, rationale, action steps, potential partnerships, resources, sources of funding, responsibilities, timeframe, budget, and evaluation mechanism.

4. Please outline the **performance measures, expected outputs and outcomes**. Note, designated recipients receiving a tax rate of 3% are subject to additional reporting requirements. Please refer to Appendix 2.2 for more information about annual reporting of performance measures.

Project Plan Template

A description/instructions pertaining to each section is provided in grey text as a guide only. **The format of your Project Plan may be developed specific to your community needs and resources. If using this template, please delete the grey text and provide your response accordingly.**

Major Category: *(e.g., Marketing - Travel Trade; Visitor Services – Mobile Apps; Conferences)*

Activity Title: *Please provide the title of activity.*

Tactics:

Please list and describe the tactics to be used to achieve the strategies outlined in Section 1 of the Strategic Business Plan. There may be several tactics for each activity.

Implementation Plan:

For each activity, an implementation plan should include the following information:

Short Description:

Quantifiable Objectives:

Rationale:

Action Steps:

Potential Partnerships:

Resources:

Sources of Funding:

Timeframe: (when will the tactic begin and end or is it ongoing?)

Budget:

Performance Measures:

- *Please review the tactics listed above and identify expected outcomes and outputs for each.*
- *Report out annually on the performance measures (refer to Appendix 2.2).*
- *The performance measures must align with the four MRDT Program Principles:*
  - *Effective tourism marketing, programs and projects*
  - *Effective local-level stakeholder support, and inter-community collaboration*
  - *Marketing efforts that are coordinated and complementary to provincial marketing strategies and tactics*
  - *Fiscal prudence and accountability.*
- *Consider the following definitions when preparing the output and outcome measures:*
  - *Outputs - measure the level of service provided by a project or provides information about what was done. They define "what you did", e.g., hosted four media familiarization trips.*
  - *Outcomes - measures on the achievement of broader goals such as increasing average visitor yield or enhancing the customer experience.*
- *Examples only:*

Output Measures:

- *Types of marketing activities*
- *Number of event campaigns and results*
- *Description of social media activities and outcomes*
- *Number of media placements*
- *Number of conventions and meeting sales*
- *Webpage visits*
- *Visitor inquiries/calls*

Outcome Measures:

- *Visitor volume*
- *Visitor nights & visitor spending*
- *Visitor revenues*
- *Average length of stay*
- *Accommodation revenues*
- *Number of new tourism businesses*

Section 3: MRDT Budget for Year One

Designated recipients **must** complete the budget table as provided below.

Revenues	Budget $
Carry-forward from previous calendar year	
MRDT	
MRDT from online accommodation platforms	
MRDT Subtotal	
Local government contribution	
Stakeholder contributions (i.e. membership dues)	
Co-op funds received (e.g. DBC Coop; DMO-led projects)	
Grants – Federal	
Grants – Provincial	
Grants/Fee for Service - Municipal	
Retail Sales	
Interest	
Other	
Total Revenues	

Expenses	Budget $
Marketing	
Marketing staff – wage and benefits	
Media advertising and production	
Website - hosting, development, maintenance	
Social media	
Consumer shows and events	
Collateral production and distribution	
Travel media relations	
Travel trade	
Consumer-focused asset development (imagery, video, written content)	
Other (please describe)	
Subtotal	
Destination & Product Experience Management	
Destination & Product Experience Management Staff – wage and benefits	
Industry development and training	
Product experience enhancement and training	
Research, evaluation, analytics	
Other (please describe)	
Subtotal	
Visitor Services	
Visitor services activities	
Other (please describe)	
Subtotal	
Meetings, Conventions, Events and Sport	
Meetings, conferences, conventions, sales, events, sport, and grant programs, etc.	
Subtotal	
Administration	
Management and staff unrelated to program implementation – wages and benefits	
Finance staff – wages and benefits	
Human Resources staff – wages and benefits	
Board of Directors costs	

	Information technology costs – workstation-related costs (i.e. computers, telephone, support, networks)	
	Office lease/rent	

	Expenses	Budget $
	General office expenses	
	Subtotal	
	Affordable Housing	
	General MRDT revenues	
	Revenues from online accommodation platforms	
	Subtotal	
	Other	
	All other wages and benefits not included above	
	Other activities not included above (please describe)	
	Subtotal	
	Total Expenses:	
Balance or Carry Forward		

Projected Spend by Market (*broad estimate*)
Add more rows as needed.

Geographic Market	Total Marketing Budget by Market	% of Total $ by Market
BC		
Alberta		
Ontario		
Other Canada *(please specify)*		
Washington State		
California		
Other USA *(please specify)*		
Mexico		
China		
UK		
Germany		
Australia		
Japan		
Other International *(Please specify)*		
Total		

Appendix 1.3 Accommodation Directory Form

Please list **ALL** the accommodation providers who offer accommodation that is taxable under the *Provincial Sales Tax Act* within the designated accommodation area, and the number of units each accommodation provider offers within the designated accommodation area. Applicants are not required to list individual hosts who only list on an online accommodation platform or those accommodation providers who offer less than 4 units of accommodation.

Please ensure the information provided is complete and accurate. Failure to provide complete and accurate information may result in your application being delayed, returned or rejected. Thank you for your cooperation. [ATTACH ADDITIONAL SHEETS AS REQUIRED]

Legal Name of Applicant: _____

Property Name	Address	Number of Units	Phone Number	Owner/Manager

Appendix 1.4 Accommodation Sector in Support of Municipal and Regional District Tax Form

Legal Name of Applicant:_____ **Rate of Tax (2% or 3%):** _____

Applicants, please check the following, if applicable:

Does the designated recipient plan on using general MRDT revenues (meaning revenues beyond Online Accommodation Platform revenues) for affordable housing initiatives and are these activities included as part of the Five-Year Business Plan and One-Year Tactical Plan (including Appendix 1.8)?

☐ **YES** ☐ **NO**

The Municipal and Regional District Tax (MRDT) is being proposed or is up for renewal in your municipality/region. The MRDT is intended to assist municipalities, regional districts and eligible entities in funding local tourism marketing programs and projects, **as outlined in the applicant's Five-Year Strategic Business Plan**. Affordable housing initiatives are also included as a permissible use of revenues. Accommodation providers may request a copy of the Five-Year Strategic Business Plan from the applicant. The MRDT will apply to purchases of accommodation that are taxable under the *Provincial Sales Tax Act* within the designated accommodation area.

As an owner/manager offering accommodation, your input is critical. **The minimum support required from the accommodation sector for the tax to be imposed is at least 51% of the number of establishments that would collect the tax within the municipality/region representing at least 51% of the total number of rooms.**

BY SIGNING THIS FORM, YOU HAVE INDICATED THAT YOU SUPPORT IMPLEMENTATION OF THE MUNICIPAL AND REGIONAL DISTRICT TAX IN YOUR MUNICIPALITY/REGION AND THAT YOU ARE AUTHORIZED TO ACT ON BEHALF OF YOUR ORGANIZATION. [ATTACH ADDITIONAL SHEETS AS REQUIRED]

Property Name	Address	Number of Units	Owner/Manager (Print Name)	Signature	Date

Freedom of Information and Protection of Privacy Act (FOIPPA). The personal information on this form is collected for the purpose of administering the Municipal and Regional District Tax program under the authority of the *Provincial Sales Tax Act* and section 26 of FOIPPA. Questions about the collection or use of this information can be directed to Destination British Columbia at MRDT@destinationbc.ca.

Appendix 1.5 Third Party Authorization Form

As part of our commitment to protect your privacy and confidentiality you can use this form to authorize Destination British Columbia to communicate and exchange information regarding the Municipal and Regional District Tax program with your representative. If you wish to cancel or change any part of this authorization please advise Destination British Columbia by email at MRDT@destinationbc.ca.

This authorization does not change your responsibilities and obligations under the Municipal and Regional District Tax Program.

Section 1: Applicant Information

Name: _____

Address: _____

Name and Title of Authorized Signing Authority: _____

Section 2: Authorization of a Third Party Representative

☐ I authorize Destination British Columbia to communicate with my representative named below on the Municipal and Regional District Tax program.

Name of Representative: _____

Organization: _____

Address: _____

Phone Number: _____ Fax Number: _____ Email: _____

Section 3: Applicant Signature

By signing this form, you acknowledge that Destination British Columbia is authorized to communicate with your representative named above but that you remain fully responsible for fulfilling all obligations under the Municipal and Regional District Tax program.

Applicant's Authorized Signing Authority Name	Applicant's Authorized Signing Authority Title
Date	Applicant's Authorized Signing Authority Signature

Freedom of Information and Protection of Privacy Act (FOIPPA). The personal information on this form is collected for the purpose of administering the Municipal and Regional District Tax program under the authority of the *Provincial Sales Tax Act* and section 26 of FOIPPA. Questions about the collection or use of this information can be directed to Destination British Columbia at MRDT@destinationbc.ca.

Appendix 1.6 Disclosure of Information Authorization Form

Confidentiality restrictions under the *Provincial Sales Tax Act* prevent the Ministry of Finance from disclosing tax information collected under the Act except under limited circumstances. Administration of the Municipal and Regional District Tax program requires the Ministry of Finance to share information with the Ministry of Municipal Affairs and Housing (Appendix 1.8 and 2.4 only, as applicable), Ministry of Tourism, Arts and Culture, and with Destination British Columbia for the purpose of program administration and evaluation, and development of provincial tourism policy.

Signing this form will allow the Ministry of Finance to share information about the applicant with respect to the MRDT program with the Ministry of Tourism, Arts and Culture and Destination British Columbia for the above purposes.

If you wish to cancel or change any part of this authorization please advise Destination British Columbia by email at MRDT@destinationbc.ca.

This authorization does not change your responsibilities and obligations under the Municipal and Regional District Tax program.

Section 1: Applicant Information

Name: _____

Address: _____

Name and Title of Authorized Signing Authority: _____

Section 2: Authorization

☐ I authorize the Ministry of Finance to share information about the applicant with respect to the Municipal and Regional District Tax program with the Ministry of Tourism, Arts and Culture and Destination British Columbia for the purpose of program administration and evaluation, and development of provincial tourism policy.

Applicant's Authorized Signing Authority Name	Applicant's Authorized Signing Authority Title
Date	Applicant's Authorized Signing Authority Signature

Appendix 1.7 Tourism Events Program Sponsorship Undertaking For 3% Applications Only

Name: _____
Address: _____
Fax Number: _____
Designated Recipients: _____
Designated Accommodation Area: _____

In support of its application to introduce or increase the Municipal and Regional District Tax rate under section 123 of the *Provincial Sales Tax Act* at or to 3% ("3% MRDT"), the Applicant agrees that, subject to approval of its application and implementation of the 3% MRDT, the Applicant will sponsor the administration and implementation of the provincial Tourism Events Program as further described in Schedule A as may be amended by the Province from time to time, as long as the 3% MRDT applies and the Tourism Events Program is continued. In particular, the Applicant consents upon becoming a Designated Recipient with a 3% MRDT in the Designated Recipient's Designated Accommodation Area to:

- Make Sponsorship Payments to the Her Majesty the Queen in the Right of the Province of British Columbia (the "Province") in relation to the provincial Tourism Events Program, equal to 2/30 of the Net Distributable 3% MRDT Collections (as defined in Schedule B hereto) collected in the Designated Recipient's Designated Accommodation Area; and
- The Province retaining a portion of the 3% MRDT it collects as agent of the Designated Recipient by way of set-off in respect of the money the Designated Recipient owes to the Province, in accordance with Schedule B hereto.

For purposes of this undertaking, "Sponsorship Payments" means monthly payments to the Province by the Designated Recipient, to be used for sponsoring the provincial Tourism Events Program so long as it continues, from Net Distributable 3% MRDT Collections in accordance with Schedule B.

Applicant's Authorized Signing Representative Name	Applicant's Authorized Signing Representative Title
Date	Applicant's Authorized Signing Representative Signature

Schedule A
Tourism Events Program Overview

British Columbia is an internationally renowned destination with an excellent reputation for maximizing its world-class infrastructure to deliver remarkable experiences for travellers. As a result, BC's tourism sector is a key economic driver, helping to create jobs and keep the province's economy diverse, strong and growing.

Understanding that tourism is one of the world's most competitive industries, the Province launched the **Tourism Events Program (TEP)** to support the delivery of events that have a high tourism value: events that will increase the volume of visitors to British Columbia, and/or increase global recognition for the province.

The TEP is an application-based program, with two application intakes per year with corresponding event windows (March 1 to April 30 and September 1 to October 31).

TEP funding is open to all organizations and communities across British Columbia.

TEP provides incremental funding to eligible events to support their marketing or promotional activities in order to increase and broaden the impact of the event.

Applications must demonstrate how eligible events:

- Raise awareness nationally and internationally of British Columbia's tourism brands;
- Motivate Canadians and people from around the world to experience British Columbia's natural beauty, diverse activities and world-class infrastructure; and
- Offer the greatest incremental tourism and economic impact to the host community and the surrounding region.

For more information, please visit the TEP webpage at: http://www.destinationbc.ca/BC-Tourism-Industry/Municipal-and-Regional-District-Tax-Program/Tourism-Events-Program.aspx

Schedule B
Sponsorship Payments and Payments to the Designated Recipient Of 3% MRDT Revenue

Provincial Payment to the Designated Recipient

The following table illustrates how the Province will calculate the monthly payments it makes to the Designated Recipient in accordance with the *Provincial Sales Tax Act* and with this undertaking to sponsor the provincial Tourism Events Program, as may be amended from time to time by the Province.

Monthly Payments to Designated Recipient

Adjustment/ Result	
	Monthly gross collections of the 3% MRDT [tax collected under sections 123, 123.2(3) and 123.3(3) of the *Provincial Sales Tax Act*]
Plus or Less:	Ministry of Finance collection/audit assessment adjustments in respect of previous periods
Less:	MRDT collection/administration fee [set by the Ministry of Finance from time to time]
Equals:	**Net Distributable 3% MRDT Collections**
Less:	Sum of all **Sponsorship Payments** in a month [i.e., Net Distributable 3% MRDT Collections multiplied by 2/30]
Equals:	**Total Payment to Designated Recipient** in a month

Appendix 1.8 Affordable Housing MRDT Plan

The following table **must** be completed if the designated recipient wishes to use MRDT revenues on affordable housing initiatives, regardless of whether revenues are solely from online accommodation platforms or from general MRDT revenues.

Project Name and Address

Project Goals, Rationale and Details
• **How does this project respond to affordable housing needs in your community?** • What is the need, issue, or demand? • What kind of project are you spending on (such as acquiring or constructing buildings, providing funding to an existing housing project or towards a rental or social housing program, or entering into a partnership agreement)? • What documentation do you have authorizing the project to proceed (such as a contribution agreement or contract, or permits or schematics)? **Submit the documents with your report**. • How will you measure success on the housing project?

MRDT Contribution
• Also indicate if the contribution is from OAP or general MRDT revenues.

Housing Provider/Project Owners/Project Lead

Funding Partner(s)
Contribution from Funding Partner(s)
Estimated Completion Date
Estimated Number of Housing Units Completed
• The number of housing units (such as rooms available for individual dwelling) acquired, completed, maintained, or renovated.
Evidence of Consultation with Local Governments for Affordable Housing (if applicable)
• If the designated recipient is not a municipality, provide evidence of consultation (such as support letters) from the applicable local government(s) in your area in regards to using MRDT revenues for affordable housing. • If your affordable housing spending has already been approved through the submission of a Five-Year Strategic Plan, this section is not required.

Appendix 2.1 Financial Report

Under the *Provincial Sales Tax Act*, all designated recipients, including designated recipients not subject to the renewal application requirement, must report back to the Province annually in the form of a Financial Report **by May 31 of each year**.

The Financial Report must show how all of the money received from the tax was spent and certify that all of the money received from the tax was used solely for approved purposes. The Financial Report must show that spending of money received from the tax was consistent with the Five-Year Strategic Business Plan. The Financial Report must also show the amounts, sources, and uses of all other tourism revenues.

Designated Recipient: _____
Designated Accommodation Area: _____
Date Prepared: _____
MRDT Repeal Date (if applicable): _____
Total MRDT Funds Received: _____
Year Ending: _____

Section 1: Actual Spending by Market
Add more rows as needed.

Geographic Market	Total Marketing Budget by Market	% of Total $ by Market
BC		
Alberta		
Ontario		
Other Canada *(please specify)*		
Washington State		
California		
Other USA *(please specify)*		
Mexico		
China		
UK		
Germany		
Australia		
Japan		
Other International *(Please specify)*		
Total		

Section 1: MRDT Budget Variance Report

*Designated recipients **must** complete the table as provided below. Refer to Appendix 2.3 for further expense line item descriptions.*

Revenues	Current Year		
	Budget $	Actual $	Variance
Carry forward from previous calendar year			
MRDT			
MRDT, online accommodation platforms			
Local government contribution			
Stakeholder contributions (i.e. membership fees)			
Co-op funds received (e.g. DBC coop, DMO-led projects)			
Grants - Federal			
Grants - Provincial			
Grants/Fee for Service - Municipal			
Retail Sales			
Interest			
Other			
Total Revenues			
Expenses	**Budget $**	**Actual $**	**Variance**
Marketing			
Marketing staff – wage and benefits			
Media advertising and production			
Website - hosting, development, maintenance			
Social media			
Consumer shows and events			
Collateral production and distribution			
Travel media relations			
Travel trade			
Consumer-focused asset development (imagery, video, written content)			
Other			
Subtotal			
Destination & Product Experience Management			
Destination and product experience management staff – wage and benefits			
Industry development and training			
Product experience enhancement and training			
Research, evaluation, analytics,			
Other			
Subtotal			
Visitor Services			
Visitor Services activities			
Other (please describe)			
Subtotal			

Expenses	Budget $	Actual $	Variance
Meetings, Conventions, Events and Sport			
Meetings, conventions, conferences, sales, events, sport, grant programs etc.			
Subtotal			
Administration			
Management and staff unrelated to program implementation - wages and benefits			
Finance staff – wages and benefits			
Human Resources staff – wages and benefits			
Board of Directors costs			
Information technology costs – workstation related costs (i.e. computers, telephone, support, networks)			
Office lease/rent			
General office expenses			
Subtotal			
Affordable Housing			
General MRDT revenues			
Revenues from online accommodation platforms			
Subtotal			
Other			
All other wages and benefits not included above			
Other activities not included above (please describe)			
Subtotal			
Total Expenses			
Balance or Carry Forward			

By signing this form, you certify that the above information is an accurate representation of the actual tourism related expenditures for the jurisdiction defined under the terms of the Municipal and Regional District Tax.

Designated Recipient's Authorized Signing Authority Name	Designated Recipient's Authorized Signing Authority Title
Date	Designated Recipient's Authorized Signing Authority Signature

Appendix 2.2 Annual Performance Report

Under the *Provincial Sales Tax* Act, all designated recipients, including designated recipients not subject to the renewal application requirement, must report back to the Province annually. As such, all designated recipients (or the designated recipient's service provider), are required to complete the following Annual Performance Report as well as a Financial Report (refer to Appendix 2.1) **by May 31 of each year**.

All designated recipients are required to fill in the sections below.

Only those designated recipients that receive the three percent tax rate will be required to report out on additional metrics (as indicated below).

A description/instructions pertaining to each performance metric is provided in grey text as a guide only. Please delete the grey text and provide your response accordingly.

Designated Recipient:_____ **Report Completed:** dd-mm-yr___
Designated Accommodation Area:_____ **Reporting period: Jan 1- Dec 31 –** yr*
***or for first year of term, indicate accordingly**

1. Effective tourism marketing, programs and projects MRDT-funded tourism marketing, programs and projects maximize the potential for increased visitation and growth in tourism business activity, employment and incremental tourism revenue.	
Mandatory Metric	**Designated Recipient Response**
MRDT Revenue	*Report on the total annual MRDT revenue received by the Designated Recipient. The period should be between January 1 to December 31 of the reporting year (or portion thereof in the first year of reporting).*
MRDT activities, tactics, investment efforts and outcomes (as per your One-Year Tactical Plan)	*Report on the MRDT activities, tactics, investment efforts and resulting outputs achieved in the reporting period indicated above.* *Metrics will vary by tactic. Example metrics include:* *OUTPUT MEASURES* • *Types of marketing activities* • *Number of event campaigns and results* • *Description of social media activities and outcomes* • *Number of media placements Number of conventions and meeting sales* • *Webpage visits* • *Visitor inquiries/calls.* *OUTCOME MEASURES* • *Visitor volume* • *Visitor nights and visitor spending* • *Visitor revenues* • *Average length of stay* • *Accommodation revenues* • *Number of new tourism businesses.*
Key Learnings	*Please provide an assessment of effectiveness of tactics, describe what worked, what didn't and lessons learned.*

2. Effective local-level stakeholder support and inter-community collaboration Designated recipients are responsible for engaging with key stakeholders, establishing local-level support, and seeking out efficiencies through collaborative activities to inform appropriate decision-making regarding investments.	
Mandatory Metric	**Designated Recipient Response**
Extent of Local-level Stakeholder Engagement	*Report on the engagement activities they have undertaken annually to ensure stakeholders are informed and have the ability to provide input on direction. Metrics will vary by tactic.* *Example of metrics include the number and descriptions of:* • *Outreach communications (such as newsletters, marketing plans and annual reports)* • *Conferences, engagement sessions, or annual general meetings.*
Stakeholder Satisfaction	***Only for designated recipients collecting 3% tax:*** *The designated recipient must conduct an annual stakeholder survey to:* • *Assess the level of awareness of tourism marketing activities in the community (region)* • *Assess the level of satisfaction with the use of MRDT funds.* *Examples of tourism industry stakeholders may include, but are not limited to, the following within the designated accommodation area:* • *accommodation providers;* • *attractions, sightseeing, activities and other primary tourism businesses;* • *restaurants, retail and other tourism related businesses;* • *Regional and local tourism associations;* • *Product Sector organizations;* • *Parks and recreation;* • *Visitor Centres; and* • *Other government agencies and organizations that have programs and services that relate to tourism.* *The designated recipient must append a copy of the survey (list of questions asked), list of respondents and aggregated results to this report.* *The designated recipient must seek Destination British Columbia's feedback on the methodology, defining the survey questions and survey audience prior to issuing the survey.*
Community Collaboration	***Only for designated recipients collecting 3% tax:*** *Report on the collaborative activities and outcomes to demonstrate partnerships and alignment within and across communities on tourism marketing activities and with provincial or federal tourism-related agencies as appropriate.*

Mandatory Metric	Designated Recipient Response
Community Collaboration	*Examples of collaborative activities include:* • *Meetings and discussions with other designated recipients or Destination Marketing Organizations in other designated accommodation areas* • *Meetings and discussions with other tourism industry stakeholders on shared interests and goals* • *Integrated planning* • *Sharing of resources on content and asset development* • *Aligned product development* *Cooperative and or partnered marketing campaigns/initiatives*
3. Marketing Efforts Are Coordinated and complementary to provincial marketing strategies and tactics: Designated recipients are responsible for ensuring their marketing efforts complement and do not duplicate those of Destination British Columbia to avoid overlap at the community level and dilution of BC's marketing message in key domestic and international markets.	
Mandatory Metric	**Designated Recipient Response**
Provincial Alignment	*Report on actions taken to verify that proposed activities are in complimentary and support Destination BC, regional, community and/or other available tourism strategic and/or marketing plans as part of the completion of One-Year Tactical Plan.* *Examples of actions taken could include:* • *Refer to Destination British Columbia's strategic plan and regional plans* • *Liaise/consult with regional and/or provincial staff during strategic/tactical plan development* • *Provincial or regional staff attendance at community AGM, planning sessions or marketing showcases* • *Attendance at provincial marketing and/or planning sessions* • *Attendance at regional marketing and/or planning sessions* • *Attendance at regional annual conferences/marketing presentations.*
Coordinated with Destination British Columbia on Travel Media and Travel Trade Activities	***Only for designated recipients collecting 3% tax:*** *Report on actions taken to ensure travel trade and travel media activities are coordinated with Destination BC's overarching marketing plan, and similar activities undertaken by other designated recipients.* *The designated recipient should also report on any outcomes of trade show and travel trade activities.*

4. Fiscal prudence and accountability All designated recipients must be accountable, transparent, and make fiscally prudent investments in community tourism marketing.	
Mandatory Metric	**Designated Recipient Response**
Effective Financial Management	*The designated recipient must provide a completed Financial Report (refer to Appendix 2.1) that shows how MRDT funds were spent consistent with the designated recipient's Five-Year Strategic Business Plan and certify that all of the revenue was used solely for purposes as approved in their One-Year Tactical Plan.*
Streamlined Administrative Costs	*The designated recipient must identify and include all administrative costs as outlined in Appendix 2.1 and in accordance to the definition provided in the MRDT Program Requirements (Section 4: Eligible Use of Funds).*
Leveraging of Other Marketing Funds	*The designated recipient must provide details (in this space) regarding what steps they undertook to leverage funding over the year.* *Additionally, the designated recipient must provide the amount(s) and source(s) of marketing funds leveraged from other sources in the Financial Report (refer to Appendix 2.1).*

By signing this form, you certify the accuracy and completeness of the information provided above.

Designated Recipient's Authorized Signing Authority Name	Designated Recipient's Authorized Signing Authority Title
Date	Designated Recipient's Authorized Signing Authority Signature

Appendix 2.3 One-Year Tactical Plan

Under the *Provincial Sales Tax* Act, all designated recipients, including designated recipients not subject to the renewal application requirement, must report to the Province annually. As such all designated recipients (or the designated recipient's service provider), are required to complete the following One-year Tactical Plan **no later than November 30th each year for years two through five**. If plans are available earlier, please submit as they become available. A Five-year Strategic Business Plan is required in year 1.

The One-year Tactical Plan must be consistent with the Five-year Strategic Business Plan and be based on the calendar year.

A sample Tactical Plan template has been provided below. However, the format of the Tactical Plan may be developed specific to your community needs and resources.

Similar to the Five-year Strategic Business Plan, the One-year Tactical Plan must adhere to the MRDT program principles (see box).

Please ensure there is alignment between provincial tourism strategies and community tourism efforts. Additionally, designated recipients should make their One-year Tactical Plans available to tourism industry stakeholders.

If you wish to make material modifications to the Five-year goals, strategies or targets, the changes must be identified in the One-year Tactical Plan and may require approval from the Province (see Section 11: Amendments in Program Requirements).

Your One-year Tactical Plan must contain the following information:

- An overview of the strategic direction from the Five-Year Strategic Business Plan
- Key learning and conclusions from the previous year
- Details about activities and tactics for the upcoming year
- Expected outcomes
- Availability of revenue from other sources to fund projects in addition to the funds from the tax (Reminder: funds from the tax must be incremental to existing sources of funding. The funds from the tax must not replace existing sources of tourism funding in a community)
- A proposed budget for the year ahead

For questions, please contact Destination British Columbia at MRDT@destinationbc.ca.

Quick Reference Guide
(from the MRDT Program Requirements):

- *The intention of the tax is to assist designated recipients to fund tourism marketing, programs and projects.*
- *Funds from the MRDT program are intended to augment current funding and cannot be used to replace existing sources of tourism funding in a community.*
- *The MRDT program is intended to contribute to the increase of local tourism revenue, visitation, and economic benefits and should be supported by local government and tourism stakeholders.*

The MRDT program principles are:

- *Effective tourism marketing, programs and projects*
- *Effective local-level stakeholder support, and inter-community collaboration*
- *Marketing efforts that are coordinated and complementary to provincial marketing strategies and tactics*
- *Fiscal prudence and accountability.*

One-Year Tactical Plan Template

Designated Recipient: _____
Designated Accommodation Area: _____
Date Prepared: _____
MRDT Repeal Date: _____
Five Year Period: _____

A description/instructions pertaining to each section is provided in grey text as a guide only. **The format of your One-Year Tactical Plan may be developed specific to your community needs and resources.** If using this template, please delete the blue text and provide your response accordingly. If using your own report template, please ensure it includes the following sections:

Section 1: Overview and Update to Five-year Strategic Context	
Heading	**Description**
Strategic Direction	• *A brief overview of the strategic direction from the Five-Year Strategic Business Plan, which may include an articulation of the Vision, Mission, Goals and Objectives from the Five-Year Strategic Business Plan.*
Key Learnings and Conclusions	• *Key learnings and conclusions from a situation analysis or annual review that will inform your One-Year Tactical Plan.* • *Provide an update on progress to date for current year activities.*
Overall Goals, and Objectives	• *Overall Goals, Objectives and Targets, if different from the Five-year Strategic Business Plan.*
Strategies	• *Key Strategies for the year, if different from the Five-Year Strategic Business Plan. If any change in Key Strategies is deemed to be material or a substantial shift from original direction set, then approval from Destination British Columbia will be required before implementation.* • *Identify your key content themes for the year (i.e. wilderness, touring, ski, etc.)*
Target Markets	• *The types of visitors that are priorities for your community for the next year, stating primary and secondary target markets. Include geographic target markets, demographic, and activity-based target groups.* • *The desired length of stay that your community is seeking from the target markets, from day visits or overnight getaways to longer vacations.*

Section 2: One-Year Tactical Plan with Performance Measures

Please provide a **Project Plan** for each major activity you will undertake in the year ahead using MRDT funds. Authorized purposes of MRDT funds are tourism marketing, programs and projects and any other prescribed purposes as set out by regulation.

Project plans should include the following information for each activity. The recipient can organize the plan in a manner that best reflects their individual approach. Please note that Destination BC may share relevant tactical information with applicable Destination BC program areas to facilitate increased collaboration and alignment.

1. The **major category** of the activity. Examples could include marketing, destination and product experience management, visitor services, etc.

   Marketing, which may include:
   - Media Advertising and Production (for example: print, radio, television, out-of-home, paper direct mail, email marketing, search engine marketing, paid social media, display, and native advertising)
   - Website - Hosting, Development, Maintenance
   - Social Media Management Platforms and Tools (i.e. Hootsuite)
   - Consumer Shows and Events
   - Collateral production and distribution
   - Travel Media Relations (for example: story idea creation, media and influencer FAM hosting/support, attendance at media marketplaces, etc.)
   - Travel Trade (for example: trade FAM hosting/support, etc.)
   - Consumer-focused asset development (for example: curation or production of written content, photography, videography, etc.)
   - Other.

   Destination and Product Experience Management, which may include:
   - Industry Development and Training - Enhancing Education and Knowledge (for example: market readiness, digital readiness, industry conferences, packaging and other tourism-related Industry Workshops)
   - Product Experience Enhancement and Training (for example: Itinerary Development, Content Development and Key Experience Creation)
   - Research, Evaluation, and Analytics
   - Other.

   Visitor Services, which may include:
   - Visitor Services Activities (for example: staff wage and benefits, visitor services via social media, digital tools, including mobile apps, kiosks, beacons, etc., , roving/mobile visitor services, ambassador programs, , FAMs)
   - Other.

   Meetings, Conventions, Events and Sport:
   - Examples could include conferences, events, sales, sport, grant programs, etc.

   Affordable Housing, which may include:
   - Details on affordable housing projects (project description and rationale, authorizing documents, budget and applicable funding partners).
   - Please complete and attach Appendix 1.8.

   Other:
   - Other activities not covered by the above categories, such as capital expenditures if **pre-approved by government** (prior to application), etc.

2. Please list and describe **the tactics** your community will use to achieve the strategies outlined in Section 1 of your Five-Year Strategic Business Plan. There may be several tactics for each activity.

3. Please provide an **implementation plan** that includes a short description, quantifiable objectives, rationale, action steps, potential partnerships, resources, sources of funding, responsibilities, timeframe, budget, and evaluation mechanism.

Project Plan Template

A description/instructions pertaining to each section is provided in grey text as a guide only. **The format of your Project Plan may be developed specific to your community needs and resources. If using this template, please delete the grey text and provide your response accordingly.**

Major Category: *(e.g., Marketing - Travel Trade; Visitor Services – Mobile Apps; Conferences)*

Activity Title: *Please provide the title of activity.*

Tactics:

Please list and describe the tactics to be used to achieve the strategies outlined in Section 1 of the Strategic Business Plan. There may be several tactics for each activity.

Implementation Plan:

For each activity, an implementation plan should include the following information:

Short Description:

Quantifiable Objectives:

Rationale:

Action Steps:

Potential Partnerships:

Resources:

Sources of Funding:

Timeframe: (when will the tactic begin and end or is it ongoing?)

Budget:

Performance Measures:

- *Please review the tactics listed above and identify expected outcomes and outputs for each.*
- *Report out annually on the performance measures (refer to Appendix 2.2).*
- *The performance measures must align with the four MRDT Program Principles:*
    - *Effective tourism marketing, programs and projects*
    - *Effective local-level stakeholder support, and inter-community collaboration*
    - *Marketing efforts that are coordinated and complementary to provincial marketing strategies and tactics*
    - *Fiscal prudence and accountability.*
- *Consider the following definitions when preparing the output and outcome measures:*
    - *Outputs - measure the level of service provided by a project or provides information about what was done. They define "what you did", e.g., hosted four media familiarization trips.*
    - *Outcomes - measures on the achievement of broader goals such as increasing average visitor yield or enhancing the customer experience.*
- *Examples only:*

Output Measures:

- *Types of marketing activities*
- *Number of event campaigns and results*
- *Description of social media activities and outcomes*
- *Number of media placements*
- *Number of conventions and meeting sales*
- *Webpage visits*
- *Visitor inquiries/calls*

Outcome Measures:

- *Visitor volume*
- *Visitor nights & visitor spending*
- *Visitor revenues*
- *Average length of stay*
- *Accommodation revenues*
- *Number of new tourism businesses*

Section 3: MRDT Budget for One-Year Tactical Plan

Designated recipients **must** complete the budget table as provided below.

Revenues	Budget $
Carry-forward from previous calendar year	
MRDT	
MRDT from online accommodation platforms	
MRDT Subtotal	
Local government contribution	
Stakeholder contributions (i.e. membership dues)	
Co-op funds received (e.g. DBC Coop; DMO-led projects)	
Grants – Federal	
Grants – Provincial	
Grants/Fee for Service - Municipal	
Retail Sales	
Interest	
Other	
Total Revenues	
Expenses	**Budget $**
Marketing	
Marketing staff – wage and benefits	
Media advertising and production	
Website - hosting, development, maintenance	
Social media	
Consumer Shows, events	
Collateral production, and distribution	
Travel media relations	
Travel trade	
Consumer-focused asset development (imagery, video, written content)	
Other (please describe)	
Subtotal	
Destination & Product Experience Management	
Destination & Product Experience Management Staff – wage and benefits	
Industry development and training	
Product experience enhancement and training	
Research, evaluation and analytics	
Other (please describe)	
Subtotal	
Visitor Services	
Visitor Services activities	
Other (please describe)	
Subtotal	
Meetings Conventions, Events & Sport	
Meetings, conventions, conferences, events, sport, grant programs, etc.	
Subtotal	
Administration	
Management and staff unrelated to program implementation – wages and benefits	
Finance staff – wages and benefits	
Human Resources staff – wages and benefits	
Board of Directors costs	

Information technology costs – workstation-related costs (i.e. computers, telephone, support, networks)	
Office lease/rent	

Expenses	Budget $
General office expenses	
Subtotal	
Affordable Housing	
General MRDT revenues	
Revenues from online accommodation platforms	
Subtotal	
Other	
All other wages and benefits not included above	
Other activities not included above (please describe)	
Subtotal	
Total Expenses:	
Balance or Carry Forward	

Projected Spend by Market (*broad estimate*)
Add more rows as needed.

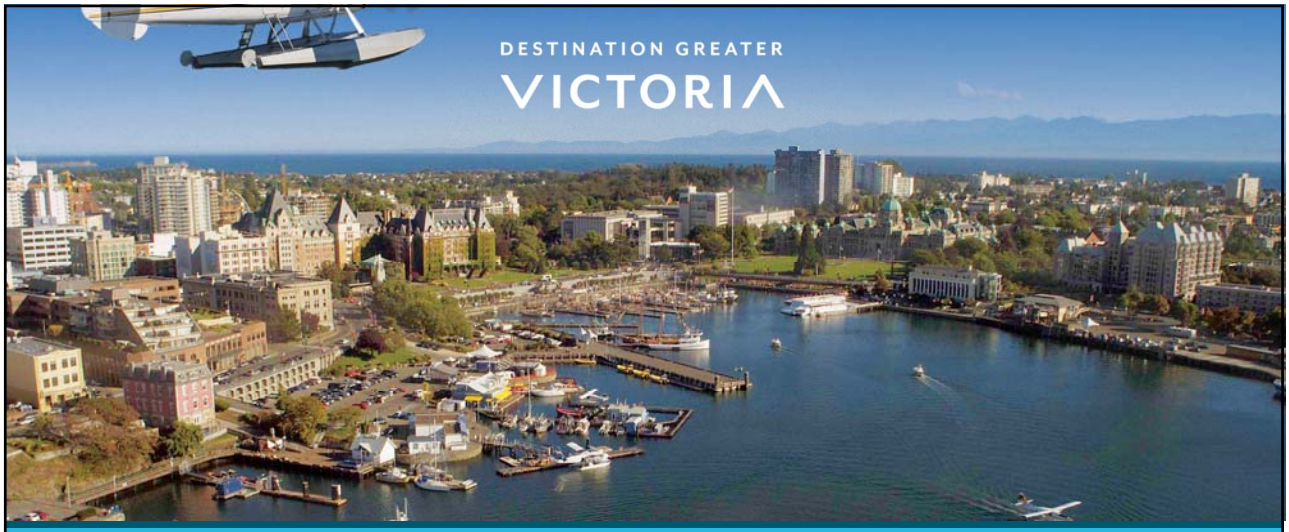
Geographic Market	Total Marketing Budget by Market	% of Total $ by Market
BC		
Alberta		
Ontario		
Other Canada *(please specify)*		
Washington State		
California		
Other USA *(please specify)*		
Mexico		
China		
UK		
Germany		
Australia		
Japan		
Other International *(Please specify)*		
Total		

Appendix 2.4 Annual Affordable Housing MRDT Report

The following table must be completed if the designated recipient wishes to use MRDT revenues on affordable housing initiatives, regardless of whether revenues are solely from online accommodation platforms or from general MRDT revenues. If you have submitted a previous report through your annual reporting requirements, only provide details on changes in the categories below. This report must be submitted by May 31 of every year.

Project Name and Address
Project Rationale and Details
• Have there been any changes to the project? • What progress/milestones have been made on the measurements of success outlined in your Affordable Housing MRDT Plan?
MRDT Contribution
• Has your MRDT contribution changed since your last report?
Housing Provider/Project Owners/Project Lead
Funding Partner(s)

Contribution from Funding Partner(s)
Estimated Completion Date
• Has the estimated completion date changed? If so, provide some reasons.
Number of Housing Units Completed
• The number of housing units (such as rooms available for individual dwelling) acquired, completed, maintained, or renovated.



2022-2026 MRDT Mandate Renewal & Five-Year Strategic Plan

Paul Nursey, ICD.D – CEO, Destination Greater Victoria
Kimberley Hughes – Chair, Destination Greater Victoria Board of Directors

1

We would like to begin by acknowledging that we are gathered here today on the Traditional Homelands of the Lekwungen Peoples and the Songhees and Esquimalt Nations

DESTINATION GREATER VICTORIA

2

The Purpose of Strategic Planning

"The central goal of strategic planning is to achieve superior long-term ROI as well as long-term sustainable differentiated competitive advantage."

Institute of Corporate Directors

DESTINATION GREATER VICTORIA

3

Five-Year Strategic Plan Required for MRDT Mandate Renewal

A five-year Strategic Plan is a provincial government requirement for renewing a Municipal and Regional District Tax (MRDT) Agreement.

Destination Greater Victoria's current MRDT Agreement with the City of Victoria expires December 31, 2021.

Renewing the MRDT Agreement and DGV's mandate will:

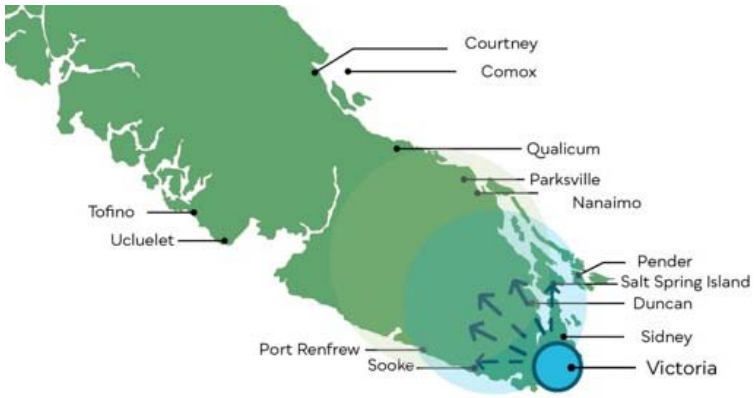
- Enable urgent development of critical pathways to recovery
- Create stability for long-term planning
- Facilitate a multi-year approach to strategic initiatives
- Promote alignment with community values
- Drive further sustainable growth of the visitor economy



DESTINATION GREATER VICTORIA

4

Regional Approach: Compression and Dispersion



5

Principles Guiding MRDT Agreements

Province of BC principles for use of MRDT:

- Effective tourism marketing, programs and projects.
- Effective local-level stakeholder support and inter-community collaboration.
- Coordinated marketing that complements broader provincial marketing strategies and tactics.
- Fiscal prudence and accountability.



DESTINATION GREATER VICTORIA

6

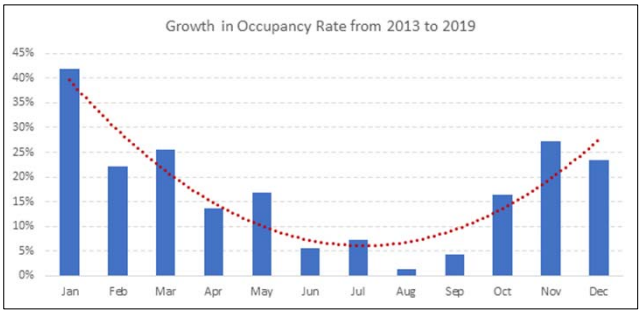
Key Outcomes of DGV's 2017-2021 Strategic Plan

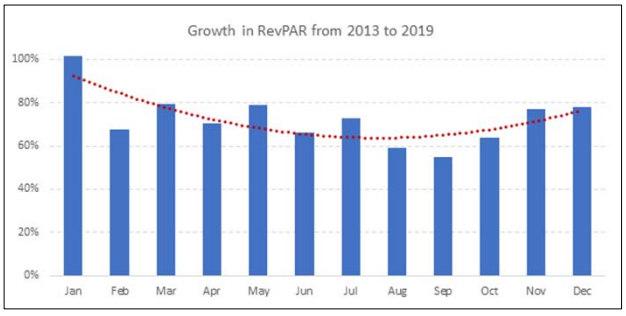
- Attaining Eligible Entity status for MRDT in Victoria from 2017.
- Refreshing Destination Greater Victoria's brand and brand positioning.
- Modernizing Destination Greater Victoria's digital platform.
- Partnering with City to build sales and marketing of the Victoria Conference Centre.
- Establishing the Greater Victoria Sport Tourism Commission in 2018.
- Implementing Major Events: IMPACT Conference and Capital City Comic Con.
- Establishing Sustainability Committee and working towards sustainability goals.
- Ongoing industry contributions to the David Foster Harbour Pathway project.

DESTINATION GREATER VICTORIA

7

Achievements from the 2017-2021 Strategic Plan:
Addressing Seasonality to Build Year-Round Visitation





Source: Chemistry Consulting Group, Victoria Tourism Bulletins

DESTINATION GREATER VICTORIA

8

Benefits of a Year-Round Visitor Economy

- Revenues – year-round revenues provide greater stability for small businesses.
- Jobs – more jobs and full-time employment for residents across all months of the year.
- Taxes – year-round spending by visitors provides stable tax contributions for governments.
- Sustainability – building visitation into off-peak and shoulder seasons enhances sustainability.



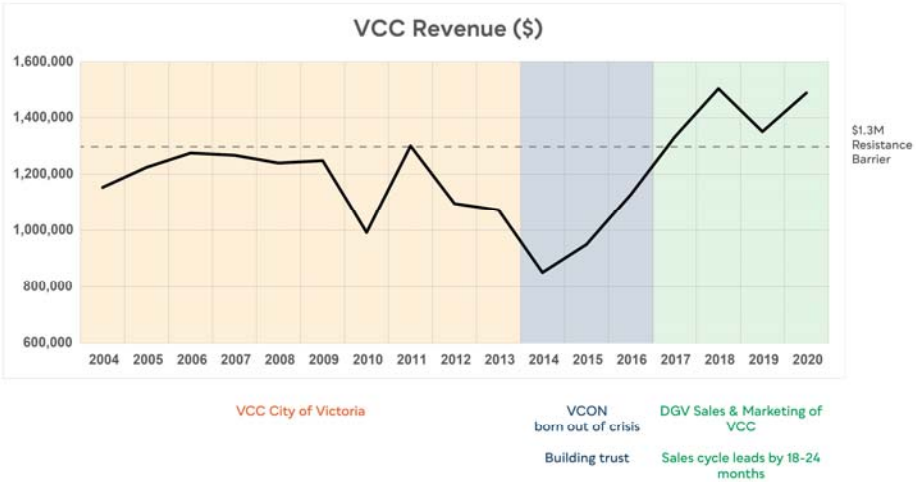
DESTINATION GREATER VICTORIA

9

Achievements from DGV's 2017-2021 Strategic Plan:

Managing Sales and Marketing of the Victoria Conference Centre

Sustained Growth in VCC Revenue



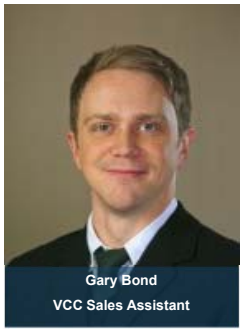
2014 VCON
Built out of a need to collaborate to improve performance for all. Built trust as partners, resulting in a recovery and step change from 2014 onwards.

2017 DGV
DGV takes on responsibility for Sales & Marketing at VCC and was able to maintain solid growth. In 2020, sales team had been optimized and was headed towards another positive step change when COVID-19 pandemic hit.

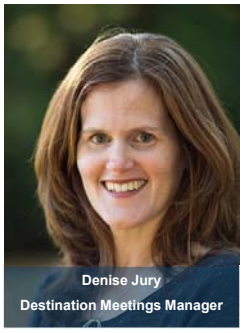
10

Destination Greater Victoria and City of Victoria Staff = a High-Functioning Team


Nathan Gauld
VCC Event Manager


Gary Bond
VCC Sales Assistant


Miranda Ji
VP of Sales


Denise Jury
Destination Meetings Manager


Tracey Webster
Senior Account Executive

DESTINATION GREATER VICTORIA

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IMPACT Sustainability Travel & Tourism Conference

Launched in 2018, IMPACT is an increasingly high-profile forum for collaborative national dialogue on innovation and the contribution of tourism to Canada's sustainable future.



IMPACT
SUSTAINABILITY
TRAVEL & TOURISM

DESTINATION GREATER VICTORIA

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Destination Greater Victoria has developed an integrated, multi-channel Brand Family



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How We Build Back Together



DESTINATION GREATER VICTORIA

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Alignment and Support from Industry

- **72%** of accommodation providers levying MRDT within the City of Victoria, representing **92%** of total available rooms in Victoria, have signed to confirm they support renewal of Destination Greater Victoria's MRDT mandate.
- Destination Greater Victoria has almost 1,000 industry and stakeholder members. Since 2015, member satisfaction rate with DGV's services and support averaged **93%**.
- Industry members have identified **five top priorities** for tourism in Victoria:
  1. Building a year-round visitor economy that supports businesses and job all year.
  2. Encouraging visitors to stay longer and spend more in Greater Victoria.
  3. Enhancing tourism's environmental, social and cultural sustainability.
  4. Promoting Greater Victoria as a great place to visit and explore.
  5. Ensuring the visitor economy operates in ways aligned with community values.

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DGV's Governance Reflects Diverse Stakeholders

- **Board of Directors** comprises representatives from all industry sectors (accommodation, arts and culture, attractions and tours, industry services, recreation and outdoor adventure, retail, restaurants, sport tourism, transportation, sightseeing) as well as the City of Victoria, District of Saanich, Greater Victoria Chamber of Commerce, and Tourism Vancouver Island.
- The Board is supported by **six Advisory Committees**:
  - Sales and Marketing Committee
  - Finance and Membership Committee
  - Transportation and Destination Management Committee
  - Sustainability Committee
  - Sport Tourism Committee
  - Governance, Human Resources and Risk Committee
- Collectively 75 professionals working in partnership to provide input into major initiatives.

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Insights and Support from Victoria's Citizens

- Representative online survey of 700+ residents of the City of Victoria in October 2020.
  Research conducted by Insights West, a specialist independent consultancy.
- **98%** of residents consider tourism **very important** (80%) or **important** (18%) for Victoria.
- Why is tourism in Victoria important?
  - Tourism contributes significantly to Greater Victoria's economy
  - Tourism provides jobs for Greater Victoria's residents
  - Tourism promotes Victoria's features and attractions
- **82%** of Victoria residents agree tourism's benefits outweigh any potential disadvantages.

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Citizens' Views on Priorities for Tourism

- Victoria's residents identified **five top priorities** for tourism over the next five years:

1. Building a year-round visitor economy that supports businesses and jobs all year.
2. Enhancing tourism's environmental, social and cultural sustainability.
3. Ensuring tourism provides benefits for residents and local communities.
4. Increasing tourism's economic impacts to benefit business sales, jobs and contributions to taxes.
5. Helping to provide more or new opportunities for businesses and jobs in Victoria.

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Four Strategic Objectives of Destination Greater Victoria's 2022-2026 Five-Year Plan

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1. Recover Quickly and Efficiently from the Impacts of the COVID Pandemic

Survival of local businesses, prospects for workers, and the solvency of our communities depends directly on how rapidly and efficiently Greater Victoria's visitor economy recovers from the COVID pandemic. It is critical that revenues return as soon as possible.



Destination Greater Victoria's ability to coordinate locally and advocate provincially and nationally will help this process significantly. DGV will be well connected and influence outcomes over the crucial short term.

The **target** for this strategic objective is to *recover from impacts of the COVID pandemic in line with or more rapidly than Destination Canada's national benchmark scenarios*.

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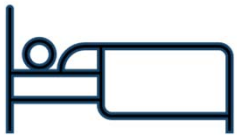
The Importance of Compression

- A foundation for growing Greater Victoria's visitor economy from 2014 to 2019 was focusing deliberately on compression.
- The first order of business for recovery of the visitor economy is to re-establish the conditions for compression.
- Once the conditions for compression are in place, the destination has flexibility on ways forward through various strategic options.
- Without compression as one of the DMO's main areas of focus, the conditions for unhealthy competitive behaviour can emerge between businesses and neighbourhoods within a destination.
- A DMO's core role is to drive healthy compression to benefit all.



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2. Set the Tone for the Visitor Economy to Operate in Line with Values of our Community



Greater Victoria's visitor economy can build back and operate in ways that are more aligned with community values.

Destination Greater Victoria will set the tone for environmental sustainability, destination stewardship, diversity and inclusion.

DGV will continue to support indigenous tourism and partner with Explore Songhees as they advance their tourism strategy.

Dual **targets** for this objective are (a) *Greater Victoria's tourism industry will achieve and maintain a world-leading third-party sustainability accreditation*, and (b) *Destination Greater Victoria will maintain or improve its carbon-neutral operations*.

DESTINATION GREATER VICTORIA

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3. Focus on Higher Yield, Year-Round Customers in all Target Segments

Focus on year-round visitation and fine-scale customer segmentation.

DGV's marketing efforts can focus on attracting visitors who are the best match for Greater Victoria by being aligned with core values and spending more. This increases economic contribution per visitor and build a healthy visitor interface for residents.



Dual **targets** for this strategic objective are (a) *recover annual revenue per available room (RevPAR) to the level of 2019 ($139.03) by 2023, with further increases annually to 2026*, and (b) *continue to address and reduce seasonality as part of building a visitor economy that supports businesses and jobs year-round*.

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4. Support Our Member Businesses and Communities



Destination Greater Victoria will continue to enhance destination development in the best interests of our industry and communities.

DGV will always be highly collaborative and constructive, but will also speak firmly and courageously for the needs of its members.

DGV will work to understand and align with the priorities of its municipal partners, the City of Victoria and District of Saanich.

The **target** for this strategic objective is to *develop, implement and refine an integrated experiences strategy for the destination that is recognized as industry-leading by 2026*.

DESTINATION GREATER VICTORIA

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Focusing on Sustainability

- Build sustainable competitive advantage.
- Sustainability Committee to share successes, assess opportunities and work on sustainability initiatives.
- Achieve world-leading Sustainability Accreditation for the destination and maintain carbon neutrality.
- Promote best practices, regenerative tourism and the circular economy.
- Highlight the business benefits of sustainability and linkages between sustainability, compression and reducing seasonality.



DESTINATION GREATER VICTORIA

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DGV's Sustainability Advisory Committee

- The Committee advises on environmental, cultural and social sustainability issues. These include developments, new initiatives, and best practices in sustainability for Destination Greater Victoria, its member businesses, Greater Victoria as a destination, and the broader visitor economy.
- Comprises 15 members from across industry and government.
- The Committee is working constructively to:
  - capture and disseminate lessons learned and sustainability successes,
  - take a lead advisory role on sustainability initiatives moving forward,
  - research world-leading sustainability and frameworks for tourism,
  - recommend best practices for a sustainable visitor economy.



DESTINATION GREATER VICTORIA

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Carbon Neutral Designation

Destination Greater Victoria has achieved Carbon Neutral designation from Offsetters, a major climate advisory services company and Canada's leading provider of innovative carbon management solutions.

The organization offset its flight emissions for 2018 and 2019 and has moved to offsetting all its material emissions in 2020, thereby achieving Carbon Neutral status for 2021.







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Diversity and Inclusion

- Destination Greater Victoria is committed to effective diversity and inclusion policies, best practices and initiatives
- Destination Greater Victoria will complete a diversity and inclusion audit during 2021.
- DGV is actively represented on Destinations International's Equity, Diversity and Inclusion (EDI) Task Force.
- Destination Greater Victoria's CEO has taken the Destinations International Equity, Diversity and Inclusion CEO Pledge
- Destination Greater Victoria greatly values collaboration with Explore Songhees and the Indigenous Tourism Association of Canada (ITAC) and will remain a long-term sponsor of the ITAC Global Conference.



DESTINATION GREATER VICTORIA

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Supporting Victoria 3.0

Destination Greater Victoria will continue to attract conferences in the ocean-marine and clean technology sectors, to reflect the growing demand for innovative coastal tourism.

Destination Greater Victoria's strategic objectives for 2022 to 2026 directly support many of the initiatives and action items envisioned by *Victoria 3.0*. For example:

- Actions 2.1, 2.10 and 2.11 of the **Create An Ocean Futures Cluster** initiative.
- Actions 4.1, 4.4 and 4.6 of the **Learn From Other Cities** initiative.
- Actions 5.1, 5.2 and 5.3 of the **Redevelop Victoria Conference Centre** initiative.
- Actions 7.4, 7.5 and 7.8 of the **Support Small Business** initiative.
- Complementing the goals of the **Support Indigenous Business** initiative.

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Supporting Affordable Housing Initiatives

- Aligning the visitor economy with community values and supporting the Victoria Housing Reserve Fund.
- Online accommodation platform (OAP) MRDT revenues remitted by Airbnb are directed to the City of Victoria.
- 100% of OAP MRDT is allocated to the Victoria Housing Reserve Fund for affordable housing initiatives.
- Destination Greater Victoria and the City of Victoria will work together to enhance the availability of affordable accommodation, particularly for hospitality industry workers.



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Conclusion

Greater Victoria's visitor economy is at a critical juncture.

The important health and safety measures that have been necessary to address the COVID pandemic have had significant negative impacts on the visitor economy.

These impacts have affected small and large businesses, jobs and our community.

Going forward it is imperative to have a robust plan for recovery led by an experienced, qualified and resourceful Destination Management Organization.

Destination Greater Victoria's Five-Year 2022-2026 Strategic Plan provides the required foundation for recovery and further sustainable growth.

Renewal of Destination Greater Victoria's MRDT mandate will enable implementation of the Strategic Plan and recovery of Greater Victoria's visitor economy.

DESTINATION GREATER VICTORIA

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Critical Next Steps



1. Following consideration by City of Victoria Council on March 18, 2021, approval is then required from the Capital Regional District (CRD) before the **end of March 2021**.
2. Destination BC requires formal submission of the renewal documents during the **first week of April 2021** in order to meet its deadlines for review and further submission to the BC Ministry of Finance before June 30, 2021.
3. Should renewal not be on time or successful, then MRDT will be rescinded from December 31, 2021 and Destination Greater Victoria would likely have to wind down operations.

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Thank You



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VICTORIA HARBOUR FERRY

March 10th, 2021

Victoria City Mayor & Council
1 Centennial Square
Victoria, BC V8W 1P6

Mayor and Council,

I am writing in support of renewing Destination Greater Victoria's (DGV) Municipal and Regional District Tax (MRDT) for the period of 2022 through 2026. Victoria Harbour Ferry has served over 3 million residents and tourist for the past 30 years. Our company recognizes that without the support of Tourism Victoria (Destination Greater Victoria) our success and worldwide profile would have resulted in a much small footprint in the City.

Throughout our company's history, we have witnessed the city's Destination Management Organization transform into one of Canada's top DMOs. In particular, over the course of the last five years, Destination Greater Victoria has played a pivotal role in leading Victoria to become one of the most sought out small city destinations for international travelers. The impact of this visitor economy growth has resulted in a continued expansion in local jobs and tourism industry revenue and increased benefits for Victoria's residents as the city has flourished into a vibrant, desirable destination to live, work and recreate. The COVID-19 pandemic and overall impact on the travel and tourism industry in the last year has made the MRDT mandate renewal more important than ever in supporting DGV's mission ahead to help rapidly drive industry recovery and year-round revenue generation. DGV's partnership with Victoria Harbour Ferry is longstanding and critical to creating a successful recovery path back towards 2019 levels of success with international visitation, a segment that has proven to be essential to sustaining Victoria's robust visitor economy.

On a personal note, I firmly believe that Paul Nursey and his team are the right DMO leaders to help build back tourism jobs, year-round visitor demand and to guide Victoria back to success. DGV's leadership through smart policy initiatives, collaborative partnership, robust destination storytelling and ongoing support of DGV members and community stakeholders. We look forward to continuing to work closely with Paul and the DGV team for years to come and graciously ask for your continued support in renewing the MRDT as a critical funding pillar for DGV to execute against their mission and vision. Thank you for your time and support.

Yours truly,

Barry Hobbis – General Manager

343A Bay Street, Victoria BC V8T 1P3 – www.victoriaharbourferry.com
info@victoriaharbourferry – (250) 708-0201

DELTA
HOTELS
MARRIOTT
VICTORIA OCEAN POINTE
RESORT

March 9, 2021

City of Victoria
1 Centennial Square
Victoria, BC
V8W 1P5

Dear Mayor Helps and Council,

I write in support of renewing Destination Greater Victoria's mandate as the official destination marketing organization for Victoria from 2022 to 2026.

Destination Greater Victoria is a specialized destination marketing organization with deep expertise and extensive experience in tourism marketing communications, business events marketing, business-to-business sales, sport tourism development, destination management, research, and stakeholder engagement. DGV is an effective industry and community partner, and works collaboratively with accommodation partners to provide a local voice on tourism matters and opportunities.

The previous mandate between Destination Greater Victoria and City of Victoria was the foundation for driving Victoria's visitor economy successfully for many years. The mandate has enabled Destination Greater Victoria to work with industry partners to build a visitor economy that supports business revenues, jobs and economic benefits for communities year-round. Renewing Destination Greater Victoria's mandate for a further five years will ensure DGV can continue delivering exceptional results and build upon this success.

Mandate renewal is particularly important to address the impacts of the COVID-19 pandemic effectively. This will enable Destination Greater Victoria to move forward on recovery quickly and efficiently once travel can safely resume. Destination Greater Victoria will be positioned to secure business that builds compression, year-round revenues and jobs to benefit all stakeholders. The sooner the conditions of compression – including meetings and conferences - are in place, the sooner workers throughout Victoria's visitor economy can return to the jobs they love.

In 2018, the Province of British Columbia reached agreement with Airbnb that Provincial sales and accommodation taxes charged by Airbnb were remitted to the BC Ministry of Finance and then directed to designated communities. This incremental revenue is Online Accommodation Platform (OAP) MRDT. Additionally, affordable housing initiatives became a new permitted designated use for this revenue through the MRDT regulations. Communities could decide whether OAP MRDT revenue would be invested in marketing or affordable housing initiatives. The spirit of this policy was for stakeholders in the community to have a thoughtful discussion on affordable housing initiatives. Through discussions between Destination Greater Victoria, the Hotel Association of Greater Victoria and the City of Victoria, there was consensus to invest OAP MRDT revenues in affordable housing initiatives through the City of

Victoria's Victoria Housing Reserve Fund. Further, these revenues were to provide housing options for hotel and hospitality workers who may be experiencing housing challenges.

Although Victoria's visitor economy has been devasted by COVID-19 and the incremental OAP MRDT revenues would be helpful for recovery marketing, we recognize we are part of a broader community. As we noted when seeking regulation of short-term vacation rentals by the City of Victoria some years ago, we realize the disruptions these rentals have on housing for residents. Accordingly, there is agreement by all parties that OAP MRDT from Airbnb continue to be directed to the City of Victoria's affordable housing initiatives via the Victoria Housing Reserve Fund. However, in line with published MRDT guidelines, Victoria's accommodation providers remain supportive of traditional MRDT levied on hotels, motels, inns, and bed and breakfast properties continuing to be dedicated to enabling tourism promotion and projects, as has successfully been the case for many years.

Destination Greater Victoria has also engendered positive relationships with many organizations beyond its direct membership. These include charitable partners such as the BC Hospitality Foundation and Wear2Start. Destination Greater Victoria is much more than an organization for attracting visitors to Victoria – rather, it acts to align the visitor economy with community values, supports worthy causes, and works to provide benefits for Victoria's residents.

We look forward to Destination Greater Victoria using its specialized expertise to continue building on the work of the previous mandate and realizing the new vision for Victoria's visitor economy in the years ahead. If you wish to discuss further, please contact me at Kimberley.hughes@deltahotels.com.

Sincerely,

Kimberley Hughes
General Manager
Delta Hotels Victoria Ocean Pointe Resort
250-360-5801
Kimberley.hughes@deltahotels.com

Ryan Burles
Black Ball Ferry Line
430 Belleville St
Victoria, BC
V8V 1W9

March 15, 2021

Victoria City Council
1 Centennial Square
Victoria, BC
V8W 1P6

Dear Council Members,

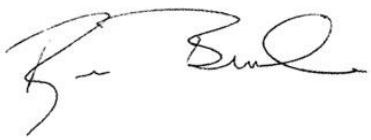
I am writing in support of renewing Destination Greater Victoria's (DGV) Municipal and Regional District Tax (MRDT) for the period of 2022 through 2026. As a core year-round international transportation and travel packaging company, Black Ball Ferry Line has transported over 12 million visitors to Victoria over the past 60 years. It is our experience that Destination Greater Victoria has performed as one of Canada's best DMO.

It is with the strong leadership of Paul Nursery and the Destination Greater Victoria's board who have created a collaborative and innovative organization for the benefit of its tourism members and the Greater Victoria community. Black Ball has had the pleasure to partner and work alongside DGV's team and we have the utmost confidence in their focus and ability to assess the best way forward.

The COVID-19 pandemic has only made it more imperative to have an experienced and respected team continue to lead DGV. We strongly support the renewal of the MRDT as a critical funding pillar for DGV to execute their mission and vision.

Thank you for your time and support.

Sincerely,



Ryan Burles

President, Black Ball Ferry Line

Committee of the Whole Report
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 4, 2021
From:	Karen Hoese, Director, Sustainable Planning and Community Development		
Subject:	**Victoria Housing Reserve Fund Guidelines Update**		

RECOMMENDATION

That Council direct staff to:

1. Update the Victoria Housing Reserve Fund Guidelines based on the following changes:
    a. Remove reference to funding assistance for affordable home ownership projects.
    b. Amend the Funding Assistance section to:
        i. decrease the eligible funding allocation for different levels of affordability per home;
        ii. add a total funding cap for grant contributions to not exceed $500,000 per project; and
        iii. include fund eligibility to homes rented at Deep Subsidy, Rent Geared to Income (RGI) and Housing Income Limits (HILs) rates.
2. Revise the application process timeline so that grant applications that receive preliminary approval by Committee of the Whole are held for final approval by Council until development approvals are in place.
3. Update the *Victoria Housing Strategy Phase Two* document, page 47, to include with respect to Housing Affordability Targets:
    a. Notwithstanding the income targets provided above, to support the expeditious development of affordable housing, proposals which are owned and operated by senior government agencies and non-profit housing providers, where homes are rented at Deep Subsidy, Rent Geared to Income or Housing Income Limit Rates are considered to meet the City's definition of "affordable housing".

EXECUTIVE SUMMARY

The purpose of this report is to provide recommendations for Council consideration to update and improve the Victoria Housing Reserve Fund (VHRF) Guidelines.

The proposed updates include strengthening the focus of the guidelines on funding affordable rental homes; decreasing the tiered funding allocation per housing unit and placing a maximum on total

funding for each project so that Victoria can better distribute grants to support more affordable housing projects; and updating the funding assistance to include funding options for affordable projects that are receiving senior government funding. This report also recommends process improvements for application efficiency for projects that have not yet received development approvals when a grant application is made.

The proposed amendments to the Victoria Housing Reserve Fund guidelines will ensure the efficient and equitable distribution of funds to the greatest number of non-profit housing projects across the city and will better support the fund's long-term sustainability, enhance fulfilment of Victoria's housing targets, and ensure that affordable housing targets align with other funding from BC Housing and Canada Mortgage and Housing Corporation programs.

PURPOSE

The purpose of this report is to provide Council with information, analysis, and recommendations related to proposed improvements to the Victoria Housing Reserve Fund Guidelines.

BACKGROUND

The Victoria Housing Reserve Fund (VHRF) provides financial grants to assist with the development and retention of affordable housing for households with very low to median incomes.

The VHRF guidelines receive ongoing monitoring to ensure they reflect current City priorities and are achieving its intended purpose. The *Victoria Housing Strategy Phase Two* includes an action to review the VHRF guidelines after each intake date to ensure alignment with current City priorities, Housing Strategy actions and ability to achieve housing targets.

At the Special Council meeting of June 4, 2020, Council directed staff to re-prioritize actions in the *Victoria Housing Strategy* to improve housing security as part of COVID-19 recovery. In this process, four actions were expedited, and new actions were identified. One of the new actions was to advance and support the rapid supply of affordable and supportive housing with government partners and non-profit housing providers.

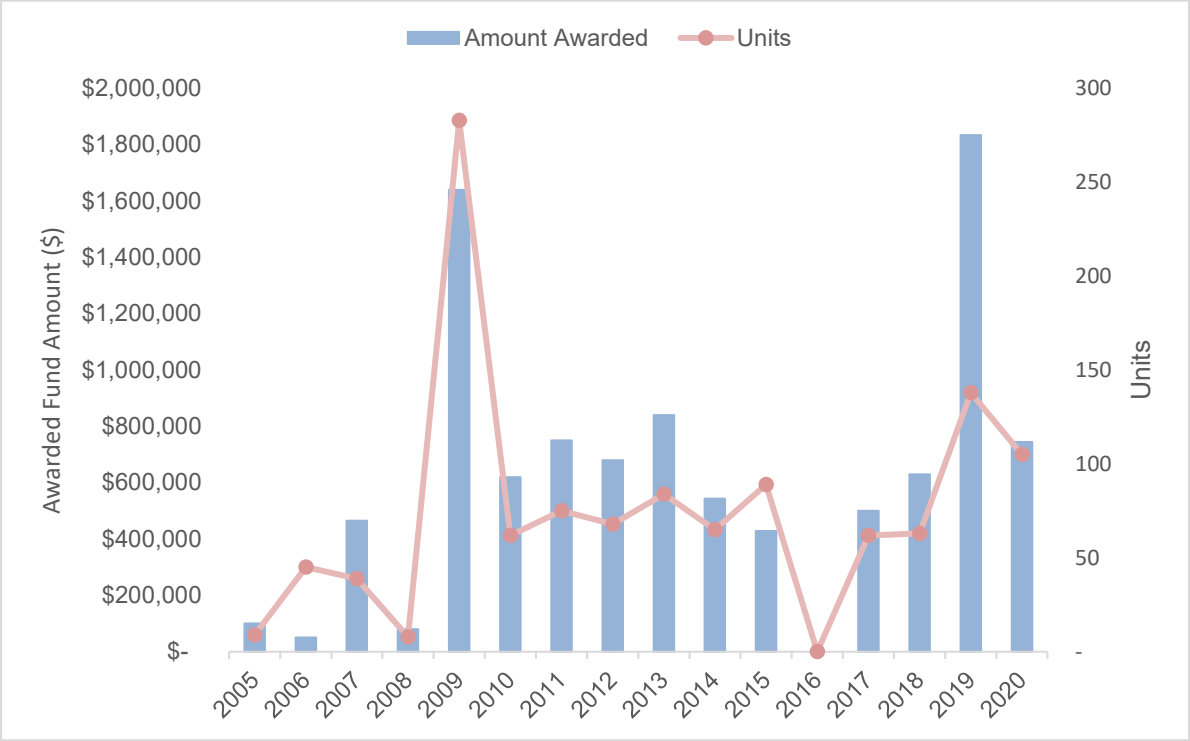
ISSUES & ANALYSIS

1. Capacity of the VHRF Fund

Across the province, municipalities are experiencing historic levels of investment in affordable housing development, with more provincial and federal funding calls slated for 2021 and beyond. Victoria is well positioned to support the rapid development of affordable housing through collaboration across departments and with external non-profit and government partners.

On average, between 2006 and 2018, there were five or less applications to the fund per year, with two applications most years. Since 2018, the VHRF has experienced a significant increase in applications for funding (see Figure 1), with an average of five to seven applications per year. The VHRF has a current unallocated balance of $3,395,442.

Figure 1: Housing Units and City of Victoria Housing Reserve Fund Awards 2005-2020



Note: Recent awarded fund amounts and housing units may change throughout the development process

2. Consultation with Non-Profit Housing Providers and Funders

Engagement with non-profit and government stakeholders took place throughout 2020. The consultation included engaging in three different ways: requests for input by email; one-on-one phone conversations; and a non-market development workshop (held virtually), with guiding questions related to proposed changes to the guidelines and process improvements for supporting affordable housing developments. A total of 14 organizations were contacted, and 10 non-profit housing providers and funders attended a non-market development workshop in October 2020. Part of this consultation included identifying opportunities to improve, simplify and expedite the VHRF grant application guidelines and process for affordable development projects. A summary of the feedback received is included in Attachment A. Consultation with non-profit housing providers and funders to discuss ways to improve the affordable housing application process at the City is an ongoing initiative.

3. Focus on Supporting Affordable Rental Housing

The City of Victoria has proportionally more low-income households compared to the Capital Region as a whole, and proportionally more renter than homeowner households. Of all metropolitan areas in Canada, Victoria has the seventh highest rate of households in Core Housing Need[1]. More than one fifth (9,065 or 21%) of Victoria's households are in Core Housing Need. Of these households, 86% are renters. Approximately 46% of renters in Victoria spend over 30% of their income on rent and utilities, and 22% spend more than 50%.

[1] A household is considered to be in core housing need if its housing is unacceptable (does not meet one or more of the adequacy, suitability or affordability standards), and acceptable alternative housing in the community would cost 30% or more of its before-tax income.

The VHRF guidelines provide tiered grant funding based on depth of affordability, type of housing unit (number of bedrooms) and number of eligible housing units. The guidelines apply to affordable rental and affordable homeownership projects, although affordable homeownership projects are eligible for the least amount of funding per housing unit. With the anticipated increasing demands for grants for affordable rental housing from non-profit housing providers and the current focus on improving affordability and stability for renters, one direction explored during consultation was removal of funding assistance for affordable homeownership from the guidelines. This received strong support; with concern expressed by one of the non-profit housing providers, who provides affordable homeownership opportunities for median and low-income families in the region.

As this action would better support key goals of the Housing Strategy and would help focus the grant contributions on affordable rental projects which are delivered by our government and non-profit partners to offer deeply affordable housing for residents most in need, it is recommended that funding assistance for affordable homeownership be removed from the guidelines.

See Attachment B for an updated version of the Victoria Housing Reserve Fund Guidelines that include this and other proposed changes to better support affordable housing projects.

4. Equitable Distribution and Availability of VHRF Grants

a. Reducing the Per-Unit Funding Allocation

Staff recommend adding a new tier of funding allocation for studio housing units and decreasing the funding allocation per each housing type, as shown in Table 2 below:

Table 2: Proposed Changes to Eligible Grant Funding Based on Income and Housing Type

Eligible Affordability Levels	Eligible Amount Per Housing Unit						
	Studio (NEW)	*1 Bedroom*		*2 Bedroom*		*3+ Bedroom*	
	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Very Low Income	$7,500	$10,000	$10,000	$20,000	$15,000	$30,000	$20,000
Low Income	$5,000	$10,000	$7,500	$20,000	$10,000	$30,000	$15,000
Median Income	$2,500	$5,000	$5,000	$10,000	$7,500	$15,000	$10,000

The current guidelines provide the same grant amounts for both studio and one-bedroom units. It is proposed that the guidelines be revised to establish new funding amounts for studio units. The eligible amount proposed represents the market difference in price between these sized units and ensures that funds are better distributed based on unit size and cost of construction. Larger sized units which cost more to build, receive more funding, and smaller units, which cost less to build, receive less. Staff recommend that the tiered value of units still maintain a higher funding allocation for very low- and low-income rental units and place a value on subsidizing the deepest levels of affordability.

b. Implementing Total Funding Cap Per Project

In response to the resurgence of affordable non-market housing development, and the subsequent pressure on the VHRF, staff recommend placing a maximum funding cap on total eligible funds per project at $500,000. Changes are proposed to the funding assistance guidelines to ensure funding is distributed equitably, and to provide the opportunity for the City to increase the amount of funding partnerships with non-profits.

Due to the increasing demand for VHRF grants in recent years, some eligible non-profit housing providers have been turned away from receiving funds for their project for that intake date due to oversubscription of the fund. Reducing the per-unit allocation of funds and setting a total funding cap per project will allow the City to fund more units and support more non-profit housing providers each year.

The VHRF supports affordable housing development in several ways. It provides non-profit housing providers with capital investments which they often do not have on hand. These grants help to lower overall development costs and deepen the affordability of the finished project. Grants from BC Housing and Canada Mortgage and Housing Corporation (CMHC) are also generally predicated on supporting projects that can secure additional funding partnerships such as those with the City of Victoria. Partnership with the City of Victoria through the VHRF leverages funding from senior governments for projects. While the City continues to play an important role as a supporting partner to local affordable housing projects, most project funding will be contributed by other levels of government. All existing supports for non-profits are maintained through a reduced grant amount from the City, while ensuring that the City can support the greatest number of applications.

During consultation, targeted stakeholders were supportive of these recommendations, and did not raise concerns that these changes would compromise potential viability of affordable housing proposals. Although non-profit housing providers and government funders would prefer to receive greater funding amounts per project, they supported the goal of ensuring equitable distribution of the grants to the greatest number of affordable housing developments. As this is a guideline, it is always at the discretion of Council to provide funding beyond the suggested maximum and to consider these situations on a case-by-case basis.

5. Maximizing Effectiveness of Government Funding Programs

Victoria has targeted the creation of at least 1,450 new homes that are affordable to very low, low and median income households by 2025. Most of these units may be realized through funding from senior government programs, as well as capital contributions from the VHRF. As all levels of government have different funding programs, improvements to the VHRF guidelines to acknowledge this may better facilitate affordable housing projects in Victoria.

a. Senior Government Funding Programs:

Nearly all the recent affordable housing applications to the VHRF have been funded by BC Housing's Community Housing Fund, which is a mixed-income program that serves very low to moderate income earners. Mixed-income programs achieve equity and diversity objectives, improve long-term viability of projects, and increase the total number of subsidized projects province-wide. BC Housing's Community Housing Fund program uses three income thresholds:

1) **Deep Subsidy:** rents are affordable to households receiving income and disability assistance and are set a shelter rates (e.g. $375 for a single person).

2) **Rent Geared to Income (RGI):** rents are set at 30% of the specific tenants' income or minimum rent. These rents range from Deep Subsidy rates to at or below Housing Income Limits (HILs) as determined by BC Housing. RGI homes are provided at a wide range of rents, from $375 per month for households on income or disability assistance, up to HILs rates, which in 2021 range from $1,113 for a one-bedroom home to $2,113 for a 4+ bedroom home.

3) **Affordable Market Rents:** rents are set at below market rates and are affordable to moderate income households as determined by BC Housing. These homes help to subsidize the RGI and Deep Subsidy homes on site and support long term operational viability.

BC Housing also publishes Housing Income Limits (HILs), to provide a common affordability metric that is widely used to determine eligibility for many affordable housing programs across the province, although it is not included within the current Community Housing Fund program. HILs are determined by BC Housing annually using CMHC average rents in the market area and are used to calculate affordable rents by 30% of gross household incomes.

There are also funding programs from the region and federal government, which are also mixed-income programs. The Capital Region's Regional Housing First Program includes an affordability mix of approximately 20% Deep Subsidy homes and 80% near-market rental homes.

The federal government has launched a National Co-Investment Fund which is administered by CMHC and provides funding for new affordable housing developments. However, no projects in Victoria have secured this funding source to date. The affordability metric used in this fund is 80% of the median market rent in the area.

b. Victoria Housing Reserve Fund and Affordability Targets

The City established Victoria-specific affordability targets within the *Victoria Housing Strategy Phase Two* based on renter median incomes which sets a maximum rent threshold by income bracket and housing type (number of bedrooms). The VHRF guidelines currently reflects these incomes in the following Table 3:

Table 3: Income Thresholds and Affordable Target Rent Range by Bedroom Size

Targets	Income Threshold	Bachelor ($375 to $875)	1 Bedroom ($425 to$1,050)	2 Bedroom ($575 to $1,300)	3 Bedroom ($700 to $1,750)
Very low Income	<$19,999	$375	$425	$575	$700
Low Income	$20,000 to $34,999	$500	$650	$850	$1,000
Median Income	$35,000 to $54,999	$875	$1,050	$1,300	$1,750

c. Challenges

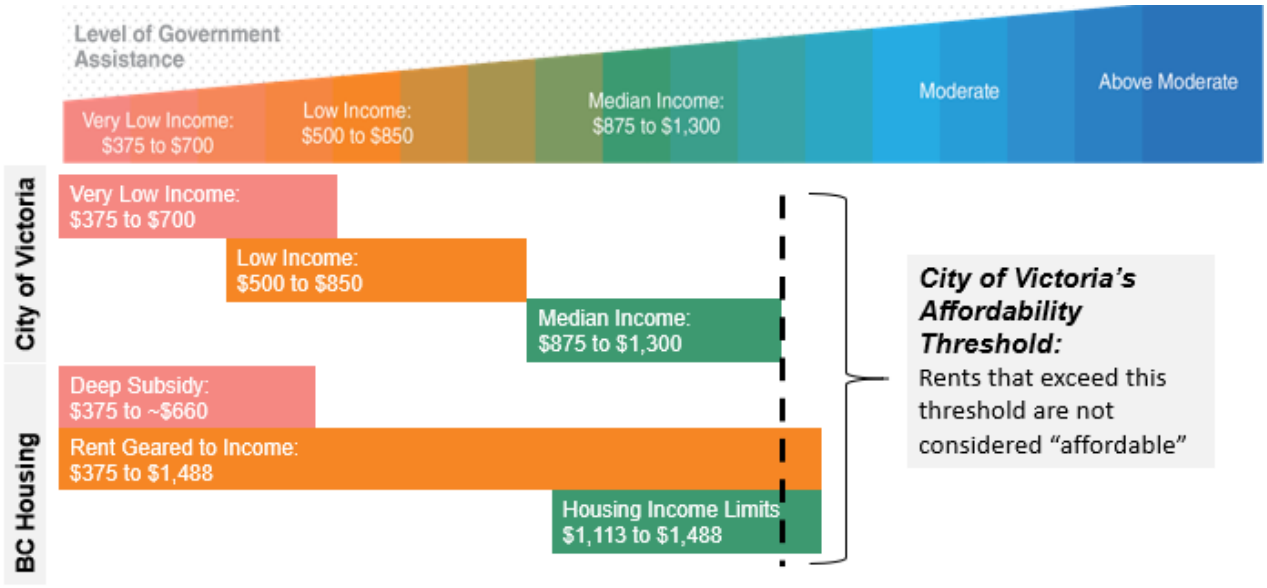
While the affordable housing programs of Victoria and other levels of government all have different definitions of affordability, they all share the same objective to bring the most affordable housing to residents in greatest housing need.

However, there have been some practical challenges experienced with the different affordability definitions of these respective funding programs. Most projects have experienced delays during

project negotiations and preparation of legal agreements due to the different definitions of affordability among government supporters. It has sometimes been challenging for applicants to communicate a project's affordability when it meets the definition of one program and not another. It has also meant that some projects (or some units within projects) have been ineligible for Victoria's grant program.

Using BC Housing's funding program as an example, the following Figure 3 illustrates the differences between its affordability categories and Victoria's, using a 2-bedroom home as an example.

Figure 3: Affordable Rent Comparison – Victoria and BC Housing



The issue currently being experienced is that the majority of rents used in BC Housing funding programs are slightly higher than Victoria's for every unit type. In particular, BC Housing's maximum rent for either RGI or HILS units is higher than Victoria's median household income rents by $188 per month, for a two-bedroom unit. Rents which exceed the City's targets for median incomes are therefore not considered "affordable" by Victoria's definition and are ineligible for VHRF grants. Although BC Housing's rents are broader than the City's affordability threshold, these homes target renters in need in Victoria. Specifically, RGI and HILs rate units provide affordable housing to groups who were identified as vulnerable in the Victoria Housing Needs Report 2020, including low wage workers, seniors with fixed incomes or single parents.

d. Consultation with Non-Profit and Government Partners

The City consulted with non-profit housing providers and government funders to help solve these challenges. Several concerns were raised with the current situation:

- Increased development costs related to extended timeline and additional legal work required to secure affordability of the proposed housing units and enter into legal agreements, which reduces the impact of the Victoria Housing Reserve Fund and the long-term affordability of projects.

- Challenges with communicating the levels of affordability to the public when they are secured by BC Housing standards but not by City of Victoria's affordability targets.

- VHRF grants are a valuable capital source that helps to achieve project viability as well as to secure senior government funding or favourable financing. Currently, only units offered at BC Housing's deeply subsidized rates meet the City's VHRF eligibility for very low-income units. However, it is difficult for non-profits to receive VHRF grants for these deeply subsidized units, since BC Housing typically retains ownership of these units.

- There was one caution that tying the funding too closely to other funding programs that tend to change over time may be difficult. However, this can be resolved by considering the standardized definitions used across the province as "affordable." Currently the HILs rates defined by BC Housing are the most commonly used province-wide indicator for affordable housing programs. It was noted that this was the previous VHRF eligibility threshold used prior to the 2018 updates, and it enabled efficient approvals of VHRF grants to affordable housing developments.

e. Policy Solutions for Clarity

Victoria's affordability definitions and targets have been beneficial for setting clear expectations to the development industry when affordable housing is proposed in new developments. In balancing that with the above challenges experienced by non-profit housing providers, it is recommended that the City's affordability definitions and targets be maintained, but supplemented with guidance to help all funding programs more effectively work together so shared objectives can be achieved. A supplementary policy could state that homes rented at Deep Subsidy, Rent Geared to Income or HIL rates are deemed to meet Victoria's definition of "affordable housing".

It is proposed that both the VHRF guidelines and the Victoria Housing Strategy include this supplementary policy so the City's policy framework is consistent. In particular, an amendment would be needed to page 47 of the Housing Strategy with the following addition:

> *Notwithstanding the income targets provided above, to support the expeditious development of affordable housing, proposals which are owned and operated by senior government agencies and non-profit housing providers, where homes are rented at Deep Subsidy, Rent Geared to Income or Housing Income Limit Rates are considered to meet the City's definition of "affordable housing".*

The funding assistance table in the VHRF Guidelines is proposed to be updated as follows:

Table 5: Proposed New Funding Assistance Table for Victoria Housing Reserve Fund Guidelines.

Eligible Affordability Levels		**Eligible Amount Per Unit**			
City of Victoria Targets	***BC Housing Definitions****	***Studio***	***1 Bedroom***	***2 Bedroom***	***3+ Bedroom***
Very Low Income	**Deep Subsidy**	$7,500	$10,000	$15,000	$20,000
Low Income	**Rent Geared to Income**	$5,000	$7,500	$10,000	$15,000
Median Income	**Housing Income Limits**	$2,500	$5,000	$7,500	$10,000

*Notwithstanding the Affordability Targets established in the *Victoria Housing Strategy Phase Two 2019-2025*, housing units subsidized by BC Housing at Deep Subsidy, Rent Geared to Income and Housing Income Limit rates are eligible for grant funding.

6. Improve VHRF Application Process

The City maintains a bi-annual intake process for VHRF grant applications on March 31 and September 30. The current process for evaluating applications that have not yet received development planning approvals, such as rezoning and development permits, involves staff working with applicants to determine the most appropriate timing for consideration by Council. This sometimes results in a situation whereby some grant applications advance to Council for consideration prior to receiving planning approvals, while others are held back until planning approvals are in place.

Planning approvals that occur after grant application approval may result in changes to the project, that subsequently impact unit composition, affordability levels, and eligibility. This results in the need for a revised grant application to be re-submitted and additional staff time to re-evaluate the application and report back to Council. This makes it more difficult for Council to consider development and grant applications concurrently and has the potential to diminish VHRF funding prior to other applications being considered by Council.

One option to reduce this uncertainty is to require that grant applications not be submitted until after the rezoning and development approval process. Most stakeholders agreed that requiring development permit approvals prior to applying for the grant is worthwhile. However, it also has the potential to delay their ability to seek and confirm funding opportunities with BC Housing, CMHC, and other funding partners, and it may be harder for projects to proceed to development application stages if they do not have initial support from the City that helps them leverage other senior government funding sources. Stakeholders also expressed concern that parallel VHRF grant and land use applications may lead to a focus on the "users" of the land rather than on land use.

In considering this feedback, it is recommended that the application process be revised to advance grant applications that do not have development approvals in place to Committee of the Whole. Where tentative (preliminary) approval is provided by Council, the grant applications would be held while the development applications advance through the process, with final approval of grant funds to align with final development approvals from Council.

This process will create a more efficient process and allow Council to consider development and grant applications concurrently. Further, the tentative/preliminary Council approval may help applicants leverage funding from other levels of government. Final grant amounts can be adjusted during the final approval phase, to correspond to secured unit mix without the need for re-application on behalf of the applicant or multiple follow-up reports to Council.

OPTIONS & IMPACTS

Option 1 - Approve the recommended changes to the VHRF Guidelines, improve efficiencies of the grant application timeline and update the *Victoria Housing Strategy Phase Two* to acknowledge senior government funding programs (Recommended):

The proposed amendments to the Victoria Housing Reserve Fund guidelines will better support the fund's long-term sustainability, enhance fulfilment of Victoria's housing targets and ensure that affordable housing targets align with other funding from BC Housing and CMHC. The option also includes process improvements for application efficiency for projects that have not yet received development approvals when a grant application is made.

Option 2 - Decline some or all of the proposed changes to the Victoria Housing Reserve Fund Guidelines:

This option is not recommended as analysis and consultation has indicated that the current guidelines may reduce viability and the eligibility of non-profits for VHRF funding and funding from other levels of government. As a result, this option may negatively impact the number of new housing units created in Victoria, at a time where non-profit housing development is supported by provincial and federal funding partners.

Accessibility Impact Statement
The proposed updates to the VHRF have no accessibility impacts.

2019 – 2022 Strategic Plan
The proposed revisions to the VHRF guidelines aligns with the 2019 – 2022 Strategic Plan Objectives 1: Good Governance and Civic Engagement and 3: Affordable Housing.

Impacts to Financial Plan
The proposed changes to the VHRF guidelines will not have an impact on the Financial Plan.

Official Community Plan Consistency Statement
This action is consistent with the *Official Community Plan* policy directions of "Land Management and Development" and "Housing and Homelessness".

CONCLUSIONS

The amendments to the Victoria Housing Fund Guidelines outlined in this report will promote its long-term sustainability, allow for the effective triaging of funding requests to help achieve Victoria's affordable housing targets and ensure that affordable units receiving funding align with federal and provincial affordable housing targets.

Respectfully submitted,

Margot Thomaidis
Planning Assistant
Community Planning

Karen Hoese, Director
Sustainable Planning and Community Development Department

Hollie McKeil
Housing Planner
Community Planning

Report accepted and recommended by the City Manager.

List of Attachments

- Attachment A: Consultation Summary with Non-Profit Housing Providers and Funders
- Attachment B: Victoria Housing Reserve Fund Program Guidelines March 2021.

Consultation Summary with Non-Profit Housing Providers and Funders

Approach and Purpose

The Victoria Housing Reserve Fund (VHRF) provides grants for the development and retention of affordable rental and home ownership projects – it is one of the City's most direct ways of supporting affordable housing supply. The VHRF guidelines receive ongoing monitoring to ensure they reflect current City priorities and are achieving their intended purpose. The *Victoria Housing Strategy Phase Two* includes an action to review the VHRF guidelines after each intake date to ensure alignment with current City priorities, Housing Strategy actions and ability to achieve housing targets. The purpose of these updates is to ensure that the City's limited Housing Reserve Funds are allocated equitably to a variety of projects, to ensure the long-term viability of the fund, to reduce uncertainty for applicants and the City, and to ensure the Guidelines are better aligned with other City housing policies along with funding programs from other levels of government.

Council Direction

At the Special Council meeting of June 4, 2020, Council directed staff to re-prioritize actions in the *Victoria Housing Strategy* to improve housing security as part of COVID-19 recovery. In this process, four actions were expedited, and new actions were identified. One of the new actions was to advance and support the rapid supply of affordable and supportive housing with government partners and non-profit housing providers. Updates to the VHRF guidelines are being considered as part of this action.

Methods of Consultation

Engagement with non-profit and government stakeholders took place throughout 2020. The consultation included engaging in three different ways, to ensure that each organization had the chance to ask questions and offer feedback on the proposed changes:

1. An email request for input, which outlined the proposed changes to the VHRF guidelines;
2. One-on-one phone conversations to follow-up on the initial request for input; and
3. A virtual non-market development workshop in October 2020, where guiding questions considered the proposed changes to the guidelines and process improvements for supporting affordable housing developments and participants had the chance to reflect and discuss with City staff.

Part of this consultation included identifying opportunities to improve, simplify and expedite the VHRF grant application guidelines and process for affordable development projects. Consultation with non-profit housing providers and funders is an ongoing process and conversations will continue happening to find new ways to advance and support the rapid supply of affordable and supportive housing across the city.

Participants

In total, 18 different non-profit housing providers and funders were contacted for feedback. Representatives from the following organizations and funders responded and provided the responses contained in this summary (11): Greater Victoria Housing Society; United Way of Greater Victoria; Habitat for Humanity; Victoria Cool Aid Society; United Church of Canada; PHS Community Services Society; Pacifica Housing; Capital Regional Housing Corporation; Capital Regional District; BC Housing; and Canada Mortgage and Housing Corporation (CMHC).

Feedback:

Comments from non-profit housing providers and funders, from ongoing discussion, emails, phone calls, and a virtual workshop based on proposed guideline changes, are included below.

Proposed change	*Feedback from non-profit housing providers and funders*	*Level of support*

1. Clarification on Deep Subsidy, Rent-Geared to Income (RGI), and other senior government funding definitions within the guidelines	• Received very strong support from non-profit housing providers and funders
	• Alignment with BC Housing and other senior government funders, and clarification on eligibility for projects receiving funding from partners other than the City is important:
	  ○ Ensure that we are funding very low, low, and median income units, and look at projects more holistically
	  ○ Have a higher threshold/allowance of affordable rental units that are partnered with BC Housing to better align with BC Housing funding criteria and allow flexibility within affordability definitions over time, which will allow non-profits to create more units throughout city
	  ○ Community Housing Fund projects that contain other unit types would still be eligible, but only for specific units that meet the income thresholds in the guidelines
	• Concerns from one provider:
	  ○ Tying VHRF too closely to funding programs that tend to change over time: Eg. Rent-Geared-to-Income funding from senior governments may be fully subscribed within the next year
	  ○ Important to prioritize applications that will provide the deepest level of affordability but wonders if there is a different way of determining these income thresholds and rental rates
	  ○ Make sure senior funding definitions are general, not tied to one funding program
		Very Strong ✓✓✓✓✓

STAFF RECOMMENDATION:	**Include fund eligibility to homes rented at Deep Subsidy, Rent Geared to Income (RGI) and Housing Income Limits (HILs) rates.** **AND** **Update the *Victoria Housing Strategy Phase Two* document, page 47, to include with respect to Housing Affordability Targets:** ○ **Notwithstanding the income targets provided above, to support the expeditious development of affordable housing, proposals which are owned and operated by senior government agencies and non-profit housing providers, where homes are rented at Deep Subsidy, Rent Geared to Income or Housing Income Limit Rates are considered to meet the City's definition of "affordable housing".**	

2. Changing the per-unit funding amount and adding a new, funding allocation for studio units, to increase the number of non-profits receiving funds	• Received strong support from non-profit housing providers
	  ○ Most providers did not raise concerns that these changes would compromise potential viability of affordable housing proposals
	• One provider mentioned that we should have some flexibility in the per-unit funding amount, agreed that partnering with more non-profits was preferred
	• Concerns from one provider:
	  ○ The reality is that studio units will be the most common unit type provided for income assistance level shelter rate / deep subsidy housing through BC Housing funding programs
	  ○ Reducing the grant level for studio units to $7500 per unit will penalize projects that are responding to the need to provide permanent housing solutions for people experiencing homelessness in our community
	  ○ $2500 in equity isn't adequate to support the cost differential between a 350 sf unit and a 500 sf unit
		Strong ✓✓✓✓

STAFF RECOMMENDATION:	**Decrease the eligible funding allocation for different levels of affordability per home.**	
3. Funding cap of $500,000 per project, to increase the number of non-profits receiving funds	• Received strong support from non-profit providers • One mentioned that some projects need more funding than others, so it is not always equitable to cap grants at $500,000 • One provider voiced Housing Agreement concerns about the funding cap: ○ To provide for Rent-Geared-to-Income-level affordability certainty for 60 years is an extreme ask while only giving $500,000 worth of funding	**Strong** ✓✓✓✓
STAFF RECOMMENDATION:	**The VHRF guidelines help guide Council's decisions on providing grants, but they are guidelines (not regulations) and Council may determine appropriate grants on a case-by-case basis. On that basis, it is recommended to add a total funding cap for grant contributions to not exceed $500,000 per project as general guidance.**	

4. Requiring that development permit approvals be in place before applying to the VHRF	• Most non-profits were **not** supportive of having VHRF applications only eligible for consideration after the DP/Rezoning is complete:
	  ○ Concerned about their ability to leverage funding from senior government funders
	  ○ Separating the funding from the rezoning process would add simplicity for the City's process but would cause issues for non-profits
	• Issues with securing funding
	  ○ To get a DP, half a million dollars will have been spent already
	  ○ May make it complicated for projects to proceed if they do not have financial support earlier on in the planning process, or at least some indication of future financial support
		Weak ✓

	○ Challenging because BC Housing needs to know early in the decision-making process whether the City will be a partner. ○ Support indicated prior to final project approval would be best for non-profit organizations • The VHRF funding can be used as a catalyst to confirm other funding sources; for instance, the CMHC Co-Investment fund requires confirmed funding from other sources in order to leverage their funding/financing into a project. Oftentimes we are submitting funding applications while we are proceeding through the Rezoning/DP application process. If there was a way to submit an application for VHRF and be provided with a letter of intent subject to Council approval – it might help with leveraging other funders to support a project	
STAFF RECOMMENDATION:	**Revise the application process timeline so that grant applications that receive preliminary approval by Committee of the Whole are held for final approval by Council until development approvals are in place.**	
5. No longer funding affordable homeownership projects	• This change received very strong support from all housing providers except for one non-profit provider that specializes in home ownership: ○ Discouraged to see a change in eligibility criteria that would exclude their program, would like for their affordable development home ownership projects that serve median incomes to be considered for grant for providing median income homeownership units	**Very Strong** ✓✓✓✓✓
STAFF RECOMMENDATION:	**Remove reference to funding assistance for affordable home ownership projects from the statement noting the primary purpose of the fund, but include a note that affordable home ownership projects may be considered that achieve median income target thresholds or HILs rates.**	

Other comments: What is the one key take-away solution for encouraging development of non-market housing in the City?	• *Process streamlining:*
	  ○ **Balance the timing and the process for bringing VHRF grants forward**
	  ○ **Consider that Housing Agreement requirements impact process timelines and create additional costs for non-profits, especially if they are also securing affordability through an operating agreement or other legal agreement with BC Housing**
	  ○ **Nimbleness and responsiveness, built-in check-in points are necessary**
	  ○ **Maintain flexibility in terms of the changes to the VHRF, but have more stability over time so funders no what to expect during each intake period**
	
	• *Alignment with other funders for affordability and legal agreements:*
	  ○ **Clearly communicate to Council and the public what is receiving funding, and how long units will be secured affordable through Housing or Legal Agreements with the City and/or other funders**
	  ○ **City Housing agreements should be streamlined with provincial agreements, and senior government funders should also be at the table during these discussions**
	  ○ **Most non-profit housing provider bylaws and missions do not allow them to build anything other than affordable housing**
	  ○ **Aligning with BC Housing operating agreements and housing is also important**
	  ○ **Incentives for mixed housing developments should also be clarified**
	
	• *Other comments/ suggestions:*
	  ○ **Explore best-practices sharing amongst communities in British Columbia, for Housing Reserve Funds**
	  ○ **Need to consider waiving or reducing DCC's for non-profits, because the grant does not always cover them**
	  ○ **Helpful and refreshing, that the City is wanting to collaborate with stakeholders**
	  ○ **City should keep managing expectations to understand ahead of time about how to reduce risks for non-profits**
	  ○ **Consider use of the funds to buy strategic land for affordable housing in future**

Email responses:

1. Habitat for Humanity

Thank you for including Habitat for Humanity Victoria in your invitation for input.

As a unique affordable homeownership program specifically designed to provide affordable housing to what is here described as "median income", we would obviously be very discouraged to see a change in eligibility criteria that would exclude our program. Habitat for Humanity Victoria is a registered charity with a vision that everyone should have a safe and decent place to live and a specific mission to help families build strength, stability and independence through affordable homeownership. To the best of my knowledge, there is no other charity like it, and that other "affordable homeownership" programs are either run by not-for-profits or government entities and do not approach it the way Habitat does nor serve the lower-income demographic we do (we use BC Housing's Housing Income Limits as our upper qualifying income).

For the past few years, Habitat Victoria has been working with municipalities and developers to create a win-win-win partnership where the municipality supports/encourages in a variety of ways (through its policies and funding) that, during the rezoning phase, a developer partner with Habitat by providing donated serviced land to integrate affordable housing into their project. The developer "wins" because they get their project rezoned and approved (subject to the donation of land/units to Habitat) in a way that does not create an ongoing obligation for them (unlike affordable rental). The municipality "wins" because affordable housing is created ***concurrently with market housing*** *in the region (when it has neither the land nor the financial capacity to deliver this itself), and finally Habitat "wins" because it removes the cost of the land from the equation, enabling it to deliver more affordable units. And finally, the future Habitat homeowners "win" because they are provided with a stable, affordable equity solution to their housing needs which is rarely attained through rental. The "locus of control" lies with the family and they build much deeper roots with their community.*

Currently, we are building a 10-unit project in North Saanich on land that was 100% donated by a developer when Council approved a rezone of his portion of the development, 17 market single family homes. Habitat is undertaking the largest build in its history because of this donation, and it represents 37% of the total units created. In both 2019 & 2020, we created similar arrangements within Central Saanich, where two different market developers donated serviced lots to Habitat as part of their 18 and 17 unit developments of bare land stratas. Again, the Habitat homes were delivered concurrently with the market housing.

It may be that this particular source of funding is better allocated toward rental needs. However, we sincerely hope that there is an understanding of how Habitat's model may, in many situations, provide even greater stability and improved financial outcomes for median income families than affordable rental program may allow. Particularly since we focus on the upper financial end of the same demographic served through charities providing affordable rental, with a geared to income monthly payment set annually.

I welcome the opportunity to share more about our program should this be helpful. Although we do not yet have a project identified in the City of Victoria, there is certainly an acute need for it. If an were an opportunity to present itself, I would certainly hope that our program would meet eligibility for programs that support the creation of affordable housing in this way.

2. BC Housing

Thanks for this. Please see my comments below in Red.

Hello,

We hope you are all staying well during this time.

The City of Victoria is seeking your input on an update to the eligibility requirements and funding assistance structure of the Victoria Housing Reserve Fund Guidelines ahead of the next funding deadline. The purpose of these changes is to ensure that the City's limited Housing Reserve Funds are allocated more equitably to a variety of projects, to ensure the long-term viability of the fund, to reduce uncertainty for applicants and the City, and to ensure the Guidelines are better aligned with City housing policy. ***Your input on the following proposed changes will help to formulate draft staff recommendations:***

Proposed Change	***Purpose***
A change in the program to no longer fund affordable homeownership projects	*To focus funding on affordable rental housing projects*
A requirement that projects have development permit approvals in place	*To reduce uncertainty for staff, applicants, and Council*
Clarification on very low income and RGI unit eligibility	*To better align with BC Housing funding programs*
A decrease in the maximum eligible funding per unit	*To ensure funding is distributed equitably and available for more projects*
A funding cap of $500,000 per project	*To ensure funding is distributed equitably and available for more projects some projects need more $$ so what is equity? Treating everyone the same? What about use of the funds to buy strategic land for affordable housing?*

Details are below.

(Changes are highlighted in yellow)

CURRENT	***PROPOSED***
Program Overview *The Victoria Housing Reserve Fund was established for the purpose of the providing one-time grants for funding to:* • *Assist in the development and retention of affordable housing for households with very low, low, or median incomes to support community diversity and infrastructure; and* • *Facilitate the development of affordable rental housing, and affordable home ownership projects.*	***Program Overview*** *The Victoria Housing Reserve Fund was established for the purpose of providing one-time capital grants for funding to:* • *Assist in the development and retention of affordable rental housing for households with very low, low, or median incomes to support community diversity and infrastructure; ~~and~~* • *~~Facilitate the development of affordable rental housing, and affordable home ownership projects.~~*
Project Eligibility *All projects must:* • *Include financial leveraging and partnerships with other government funding agencies, private industry, community agencies and/or individuals;* • *Have VHRF contributions not exceed non-refundable contributions from other levels of government on the same project;* • *Target housing for very low, low, and median income households as defined above;* • *Adhere to the Tenant Assistance Policy and submit a Tenant Assistance Plan for staff approval;* • *Be located in the City of Victoria;* • *Utilize housing reserve funds for construction, development, purchase, or other one-time costs at the discretion of Council;* • *If approved, enter into a Housing Agreement securing units funded as affordable housing in perpetuity, or for a time negotiated and approved by Council motion.*	***Project Eligibility*** *All projects must:* • *Have zoning and development permit approvals in place; this is challenging as we do not know early in the decision making if the city is a partner. However, this should work as it would be indicated prior to Final Project approval. It would be nice to have some sort of earlier indication.* • *Include financial leveraging and partnerships with other government funding agencies, private industry, community agencies and/or individuals;* • *Have VHRF contributions not exceed non-refundable contributions from other levels of government on the same project;* • *Target housing for very low, low, and median income households as defined above;* • *Adhere to the Tenant Assistance Policy ~~and submit a Tenant Assistance Plan for staff approval~~ (if applicable); how does this align with BCH practices and we are working on our own tenant relocation guidelines* • *Be located in the City of Victoria;* • *Utilize housing reserve funds for construction, development, purchase, or other one-time costs at the discretion of Council;*

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If approved, enter into a Housing Agreement securing units funded as affordable housing in perpetuity, or for a time negotiated and approved by Council motion.
Ongoing operating subsidies are ineligible for funding.what does this mean? All of our new programs have these subsidies? Or are you referring to things like the Fairfield.

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Income Thresholds
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<tr><th>Targets & Income Thresholds</th><th>Bachelor</th><th>1-bed</th><th>2-bed</th><th>3-bed</th></tr>
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Income Thresholds and Maximum Rents by Unit Size
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<tr><th>Targets & Income Thresholds*</th><th>Studio</th><th>1-bed</th><th>2-bed</th><th>3-bed</th></tr>
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*See Funding Assistance, below
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Funding Assistance

Maximum funding for eligible projects under this program is allocated on a per unit basis as follows:

	1 Bedroom Unit	***2 Bedroom Unit***	***3+ Bedroom Unit***
Very Low Income Rental	*$10,000*	*$20,000*	*$30,000*
Low Income Rental	*$10,000*	*$20,000*	*$30,000*
Median Income Rental	*$5,000*	*$10,000*	*$15,000*

Funding Assistance

*Maximum funding for eligible projects under this program is allocated on a per unit basis, **up to a maximum of $500,000 per project** as follows:*

	Studio	***1 Bedroom Unit***	***2 Bedroom Unit***	***3+ Bedroom Unit***
Very Low Income Rental*	*$7,500*	*$10,000*	*$15,000*	*$20,000*
Low Income Rental	*$5,000*	*$7,500*	*$10,000*	*$15,000*
Median Income Rental	*$2,500*	*$5,000*	*$7,500*	*$10,000*

**BC Housing funded Deep Subsidy Units are eligible for Very Low-Income funding*

***BC Housing funded Rent Geared to Income Units are eligible for Median Income funding this is very helpful thank you. Would CHF projects that contain other unit types still be eligible and just no funding for those units? This should be made explicitly clear.*

3. Victoria Cool Aid Society

1. *A requirement that projects have development permit approvals in place:*
    - *The VHRF funding can be used as a catalyst to confirm other funding sources; for instance, the CMHC Co-Investment fund requires confirmed funding from other sources in order to leverage their funding/financing in to a project. Oftentimes we are submitting funding applications at the same time that we are proceeding through the Rezoning/DP application process. If there was a way to submit an application for VHRF and be provided with an LOI subject to Council approval – it might help with leveraging other funders to support a project.*
2. *Clarification on very low income and RGI unit eligibility:*
    - *I think it is challenging to tie the VHRF funding too closely with any specific funding program, especially since RGI which is part of the BC Housing CHF program has not been widely available and it might not continue past this next RFP process.*
    - *I think it's important to prioritize applications that will provide the deepest level of affordability but wonder if there is a different way of determining these income thresholds and rental rates.*
3. *Changes to the funding level:*
    - *The reality is that studio units will be the most common unit type provided for income assistance level shelter rate housing. Reducing the grant level for studio units to $7500 per unit will penalize projects that are responding to the need to provide permanent housing solutions for people experiencing homelessness in our community. $2500 in equity isn't adequate to support the cost differential between a 350 sf unit and a 500 sf unit.*

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Victoria Housing Reserve Fund Program Guidelines

Program Overview

The Victoria Housing Reserve Fund was established for the purpose of the providing one-time capital grants for funding to assist in the development and retention of affordable rental housing for households with very low, low, or median incomes to support community diversity and infrastructure.

Successful applicants will be required to enter into a legal agreement with the City of Victoria to ensure the units receiving funding remain affordable housing in perpetuity, or for a time approved by Council. A final report is also required.

Who can apply?

Typically, eligible applicants must be a registered non-profit society or partner with a registered non-profit society that will own and operate the housing. If you are *not* a registered non-profit society, please contact the City of Victoria to determine eligibility prior to submitting a funding application.

Project Eligibility

All projects must:

- Include financial leveraging and partnerships with other government funding agencies, private industry, community agencies and/or individuals;
- Have VHRF contributions that do not exceed non-refundable contributions from other levels of government on the same project;
- Target housing for very low, low, and median income households as defined below, and align with funding programs from senior levels of government, if applicable;
- Adhere to the Tenant Assistance Policy (if applicable);
- Be located in the City of Victoria;
- Utilize housing reserve funds for construction, development, purchase, or other one-time costs at the discretion of Council;
- If approved, enter into a legal agreement securing units funded as affordable housing in perpetuity, or for a time negotiated and approved by Council motion.

Project Priorities

All projects with a completed application package submitted will be evaluated based on the above eligibility criteria in addition to how they align with the following priorities:

- affordable family housing with two bedroom or larger units
- projects targeting youth, or women and children
- accessible units for seniors
- mixed affordability/inclusive projects, including projects that provide a component of housing for people with low and very low incomes
- housing for individuals and families who are either experiencing homelessness or are at risk
- projects that receive no other supports from the City of Victoria
- projects that serve persons with disabilities
- projects that have affordability in perpetuity
- projects that provide supportive housing as BC Housing Deep Subsidy units

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Victoria Housing Reserve Fund Program Guidelines

Funding Assistance

For the purposes of this program, the following definitions from the Victoria Housing Strategy's Phase Two: Housing Affordability Targets will be used:

Table 1: Income Thresholds and Affordable Target Rent Range by Unit Size

Affordability Targets	Income Threshold*	Bachelor ($375 to $875)	1 Bedroom ($425 to$1,050)	2 Bedroom ($575 to $1,300)	3 Bedroom ($700 to $1,750)
Very low Income	<$19,999	$375	$425	$575	$700
Low Income	$20,000 to $34,999	$500	$650	$850	$1,000
Median Income	$35,000 to $54,999	$875	$1,050	$1,300	$1,750

*See Funding Assistance, below

Funding for eligible projects under this program is allocated on a per unit basis, up to a maximum of $500,000 per project unless otherwise approved by Council, as follows:

Table 2: Funding Assistance

Eligible Affordability Levels		Eligible Amount Per Housing Unit			
City of Victoria Targets	***BC Housing Definitions****	***Studio***	***1 Bedroom***	***2 Bedroom***	***3+ Bedroom***
Very Low Income	**Deep Subsidy**	$7,500	$10,000	$15,000	$20,000
Low Income	**Rent Geared to Income**	$5,000	$7,500	$10,000	$15,000
Median Income	**Housing Income Limits**	$2,500	$5,000	$7,500	$10,000

*Notwithstanding the Affordability Targets established in the *Victoria Housing Strategy Phase Two 2019-2025*, housing units subsidized by BC Housing at Deep Subsidy, Rent Geared to Income and Housing Income Limit rates are eligible for grant funding as specified in Table 2.

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Victoria Housing Reserve Fund Program Guidelines

Important Notes:

- **All projects are eligible for funding only once, and the grant is non-renewable.**
- Should construction of a project for which a grant is approved not commence within two years of the Development Permit approval or should a Development Permit in respect of an approved project not be issued within two years of Council's approval of the grant, the approved grant shall be rescinded.
- The City reserves the right to accept or reject any application, or to grant funding different from the funding framework above without limitation.
- All housing projects will be required to pay Development Cost Charges.
- Applicants are advised that the City will publish project eligibility information from applications to demonstrate that the projects have met all the eligibility requirements. The eligibility information that will be published includes the following:
    - Completed Application Checklist
    - Letter to Mayor and Council describing the project and how it aligns with the Victoria Housing Reserve Fund Guidelines
    - Completed Application Form
    - Building plans and site plans
- At Council's sole discretion, each application may be considered on a project basis, including affordable homeownership projects that achieve median income target thresholds or Housing Income Limits (HILs) rates. Typically, units must be offered at a minimum targeting median income and HILs rates, with greater consideration for maximum grant funding for projects that offer better affordability.

How to Apply

Applications are accepted on or before the bi-annual deadlines of March 31 and September 30, and are assessed concurrently. Project approval is subject to Council's sole discretion and availability of funding.

1. Review the Program Guidelines to determine eligibility. If you are unsure if your project is eligible or if you have questions about the process, contact the Community Planning Division. A pre-application meeting is strongly encouraged.
2. Complete the application package, ensuring inclusion of all documents identified on the Application Checklist.
3. Submit a digital (pdf.) application by email, confirming receipt by contacting the Community Planning Division.
4. Applications are targeted to be assessed concurrently:
    - Projects that do not have the applicable development approvals (e.g. DP/Rezoning) may be presented to Council for 'Tentative Approval', subject to receiving final development approvals
    - A supplementary report will be presented to Council following development approvals to confirm grant amount or any required adjustments
    - All approved grants are subject to a legal agreement to secure the provision of the funded affordable housing units as well as a Fund Grant Agreement to outline the conditions of the grant. (Executed by City Clerk and Proponent)
    - 50 percent of approved grant is released once Fund Grant Agreement is executed
    - Remaining grant amount released once Proponent has received all required occupancy permits from the City.

Victoria Housing Reserve Fund Program Guidelines

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Contacts

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Victoria Housing Reserve Fund Guidelines Update

March 18, 2021

1

Purpose

- To provide Council with recommended improvements to the Victoria Housing Reserve Fund Guidelines.

2

Background

- VHRF was established to assist in the development and retention of affordable housing.
- VHRF guidelines receive ongoing monitoring to ensure they reflect current City priorities.
- City is working to support the rapid supply of affordable and supportive housing as part of COVID-19 recovery.
- Victoria has targeted the creation of 1450 new affordable homes by 2025, that may be realized through funding from government programs, including the VHRF.

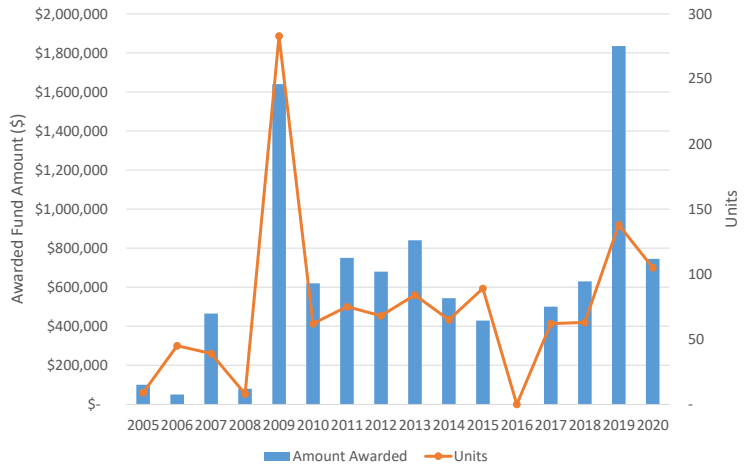
3

Fund Capacity Review

- The VHRF has a current unallocated balance of approximately $3,868,749.
- On average, between 2006 and 2018, there were five or fewer applications to the fund per year, with two applications most years.
- Since 2018, the VHRF has experienced a significant increase in applications for funding.

4

Housing Units and City of Victoria Housing Reserve Fund Awards 2005-2020



5

Engagement

- Consultation with non-profits housing providers to inform improvements included:
  - ✓ Requests for input by email
  - ✓ One-on-one phone conversations
  - ✓ A non-market development workshop (held virtually)
- 18 organizations were contacted in total
- 10 non-profit housing providers and funders attended the workshop

6

What We Heard

- Complex grant application process
- Affordability misalignments with BC Housing
- Strong support for proposed changes

7

VHRF Program Improvements

1. Focus on Rental

Provide financial support for affordable rental housing over affordable homeownership projects

Funding Assistance

Maximum funding for eligible projects under this program is allocated on a per unit basis as follows:

	1 Bedroom Unit	2 Bedroom Unit	3+ Bedroom Unit
Very Low Income Rental	$10,000	$20,000	$30,000
Low Income Rental	$10,000	$20,000	$30,000
Median Income Rental	$5,000	$10,000	$15,000
~~**Affordable Home Ownership**~~	~~$5,000~~	~~$10,000~~	~~$15,000~~

8

VHRF Program Improvements

2. Equitable Distribution of Grants

- Proposed funding limit of $500,000 per project (unless otherwise approved by Council)
- Proposed decrease in eligible funding per bedroom for some unit types

Rationale:

- Ensures funding is available for more projects and housing providers

9

Equitable Distribution

Eligible Affordability Levels	Eligible Amount Per Housing Unit						
	Studio (NEW)	*1 Bedroom*		*2 Bedroom*		*3+ Bedroom*	
	Proposed	Current	Proposed	Current	Proposed	Current	Proposed
Very Low Income	$7,500	$10,000	$10,000	$20,000	$15,000	$30,000	$20,000
Low Income	$5,000	$10,000	$7,500	$20,000	$10,000	$30,000	$15,000
Median Income	$2,500	$5,000	$5,000	$10,000	$7,500	$15,000	$10,000

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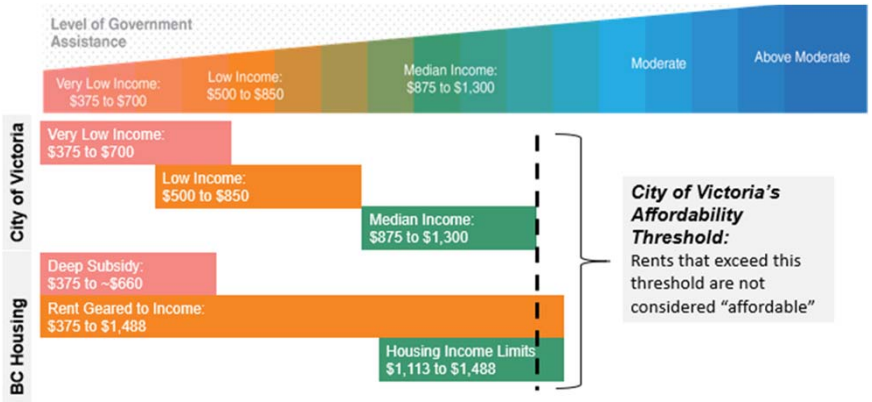
VHRF Program Improvements

3. Maximizing Effectiveness of Government Funding Programs

- All levels of government (including Victoria) have different funding program requirements
- All share same objective
- Projects funded from multiple programs have experienced challenges
- Acknowledging this in the VHRF guidelines may better facilitate affordable housing projects in Victoria

11

Comparing the City of Victoria's BC Housing Affordable Rents for Studio to 2-Bedroom Units



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Policy Solutions for Clarity

Eligible Affordability Levels		Eligible Amount Per Unit			
City of Victoria Targets	*BC Housing Definitions**	*Studio*	*1 Bedroom*	*2 Bedroom*	*3+ Bedroom*
Very Low Income	Deep Subsidy	$7,500	$10,000	$15,000	$20,000
Low Income	Rent Geared to Income	$5,000	$7,500	$10,000	$15,000
Median Income	Housing Income Limits	$2,500	$5,000	$7,500	$10,000

*Notwithstanding the Affordability Targets established in the *Victoria Housing Strategy Phase Two 2019-2025*, housing units subsidized by BC Housing at Deep Subsidy, Rent Geared to Income and Housing Income Limit rates are eligible for grant funding.

13

VHRF Program Improvements

4. Adjust Application Process

- Projects considered for preliminary grant approval
- If preliminary approval received, grant application held while development applications proceed
- Final approval of grant to align with final development approvals
- Allows Council to consider all applications at once
- Preliminary approval may help applicants leverage funding from other levels of government

14

Recommendation

That Council direct staff to:

1. Update the VHRF Guidelines to:
   a. Remove reference to funding assistance for affordable home ownership projects.
   b. Decrease funding allocation per bedroom for some units and add a funding cap per project.
   c. Allow eligibility for homes rented at Deep Subsidy, Rent Geared to Income (RGI) and Housing Income Limits (HILs) rates.

15

Recommendation

That Council direct staff to:

2. Revise the grant application process so that projects can receive preliminary approval while development approvals are in progress.

3. Update the *Victoria Housing Strategy* to clarify that proposals owned and operated by senior government agencies and non-profit housing providers, where homes are rented at Deep Subsidy, RGI or HIL rates and are within the City's income targets are considered to meet the City's definition of "affordable housing."

16

Committee of the Whole Report
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 4, 2021
From:	Kerri Moore, Head of Business and Community Relations		
Subject:	Festival Investment Grant 2021 Allocations		

RECOMMENDATION

That Council approve the Festival Investment Grant allocations as recommended in Appendix A for total cash grants of $268,550 and in-kind City services grants of up to $100,550.

EXECUTIVE SUMMARY

Festivals and celebrations add to Victoria's vitality, vibrancy and diversity. The City's annual grant and in-kind support nurtures the development of high-quality accessible events and creates significant economic activity in the city. City support for festival applicants during this unprecedented time is intended to increase recipients' capacity to pay artists, innovate in order to connect audiences to scarcely available cultural content, and to simply 'keep the lights on' until they can once again present to live audiences.

The Festival Investment Program (FIG) was established in 1999. Over the 22-year history of the program the City has allocated $3,399,057 in cash and $2,198,321 in in-kind City services to FIG recipients.

There were 36 applications received prior to the FIG submission deadline with a total request for funding of $459,900. City funding budgeted for this grant program is $311,840. A number of the applicants met the criteria and are recommended for approval. Half of the recommended festivals have also applied for federal funding.

All applications are reviewed based on the approved FIG policy, which includes:

- Program criteria, including a free component
- Artistic and cultural merit of the event
- Economic impact
- Community support
- Organizational effectiveness

A comprehensive list of requests and recommendations is detailed in Appendix A.

Traditionally, the economic impact of these events can be measured by spending activity generated by festival goers in local restaurants and businesses, overnight stays in hotels by both visitors and

performers, festival employment, production spending and increased tourism. As many of the 2021 events and festivals continue to program virtually, much of the economic impact of those live events will be lost.

Although many of the festivals will not be able to present their usual programs as anticipated, it is worth highlighting the potential for positive future economic impact if they can maintain capacity to present in future. The five largest events were originally estimated to generate a total economic impact of over $7 million with attendance for all recommended events estimated to exceed 600,000.

The total operating budgets of the recommended events is projected to be over $5 million in direct cash spending. This reflects potential future impact through employment (273 full and part-time positions), event production sales and rentals, and the purchase of goods and services. Corporate investment by local, regional and national corporations were anticipated to exceed $2.5 million. The recommended cash grant reflects less than 3.7% of the festival's combined $7.6 million in proposed operating budgets.

PURPOSE

The purpose of this report is to seek Council's approval of the Festival Investment Grants recommendations for 2021.

BACKGROUND

By March of 2020, COVID-19 was declared a global pandemic. Council reprioritized aspects of the 2020 Financial Plan in order to proactively respond to anticipated community need in the face of economic and social hardship. Core funding to the Festival Investment Grant (FIG) program has been maintained in the updated financial plan.

Arts and culture organizations have been in crisis since the declaration of the global pandemic. Venues have been closed, artist contracts cancelled, and festival staff have been let go.

In May of 2020 Council approved staff FIG recommendations for festival and event funding based on applicants' programming intentions outlined in their 2020 grant applications. Most festivals were able to utilize the funding to support programming that complied with PHO Orders, engaged audiences, and employed artists. A few organizations were not able to present due to the limitations, and four festival organizers have carried forward all or a portion of their funding into 2021 for a total of $26,850.

City support for festival applicants during this unprecedented time is intended to increase recipients' capacity to pay artists, innovate in order to connect audiences to scarcely available cultural content, and to address operational needs not already covered by other grant programs in order to simply 'keep the lights on' until they can once again present to live audiences.

The Festival Investment Grant program was established to create and sustain a healthy community, vibrant downtown core and enhance economic development. Over the past twenty-two years, the City has allocated festivals with cash and in-kind support through the Festival Investment Grant Program. City in-kind support is provided based on anticipated need and the availability of departmental resources. Although many festivals will pivot to online or other socially distanced models, and will not require the City service support they traditionally require, staff recommend once again that Council pre-approve in-kind City service support in case some events are permitted to take place as PHO Orders are eased in the months to come.

In-kind support can include City services such as policing, traffic control equipment, festival equipment labour, venue fees waived, displacement of parking revenue, sound operator and security in Centennial Square. See appendix A for a detailed breakdown of recommended in-kind allocations.

The Festival Investment Grant program was created to meet the following objectives:

- Increase the quality of life for our citizens
- Enable a vibrant downtown core
- Support economic development
- Offer exposure to new art forms

To qualify for funding, festivals and celebrations must meet the criteria outlined in the Council approved Festival Investment Grant Policy and Guidelines. See Appendix B attached.

The federal "Building Communities through Arts and Heritage" (BCAH) grant program has expanded to include 3 separate intake periods. The department of Heritage no longer requires municipalities to confirm municipal support by year end. Council is now able to consider requests within the context of the budget process and review allocations following budget approval. Event organizers leverage their municipal support through provincial and federal funding bodies and secure credibility with corporate and community sponsors. The 2021 FIG intake was extended to December 31st 2020 to afford applicants additional time to assess the feasibility of their programs given the everchanging timelines associated with public health interventions and vaccination progress. The extension of the intake allowed applicants additional time to implement their 2020 programming objectives and submit final reporting details.

Grant applications, policy, guidelines and reporting documentation can be found on the City website. The grant program is showcased online as well as through the City Vibe. Staff continue to enhance content available on the City website and through City social media. The month prior to the Festival Investment Grant deadline reminders are sent to previous recipients outlining the timeline for reporting. Traditionally, staff conduct annual festival grant workshops showcasing more than a dozen grant programs from local and senior government agencies. The event is hosted at City Hall and is typically attended by more than 75 local event and festival organizers. Final reporting must be received before the annual application deadline in order to be considered.

ISSUES & ANALYSIS

While PHO Orders and restrictions are in place, FIG recipients will be provided with the necessary latitude to adapt and employ creative approaches in order to maintain connection with their respective audiences, pay artists and meet ongoing operational demands not supported through senior government grant programs. Recipients will be required to observe mandated health orders, and report back on how funds were invested in 2020. Recipients will be required to prioritize City funding to:

1. pay artists
2. promote & deliver free or low-cost content, and
3. meet ongoing essential operational demands

Any FIG funding not used for these purposes by year end is to be returned to the City or carried over and applied to 2022 allocations. Staff will review final reporting and financials then determine if the grants were utilized as intended. Should an organization fold or prior to the 2022 intake, any unused funding will be returned to the City.

Victoria Dragon Boat Festival Society (VDBFS) and the Fairway Gorge Paddling Club Society (FGPCS)

Victoria Dragon Boat Festival Society (VDBFS) and the Fairway Gorge Paddling Club Society (FGPCS) have worked in collaboration for the last number of festival iterations. By mutual agreement, the FGPCS was tasked with delivering the festival on behalf of VDBFS. This arrangement included responsibilities for delivering productions, grants & funding, promotions, cultural program, and race logistics. In 2020, VDBFS board members stepped away from the FGPCS board and have since applied to re-establish their own separate festival in the inner harbour.

Both societies have applied for FIGs and both have requested bookings for Ship Point in August of 2021. Both organizations could receive City Special Event permits for the use of Ship Point with, or without, a FIG. Both would require additional permits from GVHA and Transport Canada to race in the Inner Harbour.

Canadian Heritage has issued BCAH grants to FGPCS for the last 3 or more iterations of the festival and has been satisfied the society has delivered the cultural content they committed to in their applications. Heritage performed site visits to evaluate the FGPCS cultural programming. Because VDBFS was not the society receiving the Canadian Heritage grant these past few years they will not be eligible for a BCAH grant until they can demonstrate that they have presented for the last two consecutive years. VDBFS is contesting their ineligibility for the BCAH grant.

Both societies have presented excellent programs in the past, however, at present there seems to be no appetite for collaboration.

According to the Council approved FIG policy, applicants must "offer a unique experience not duplicated by other organizations and their activities." In the past, when more than one application has been received offering very similar content, scope and programming, and staff were in doubt as to which application presented the best value to residents, Council moved to fund both festivals for one year and directed staff to evaluate the competing programs then make recommendations to fund only one going forward in subsequent years. Staff recommend proceeding in this manner with respect to the competing 2021 dragon boat applications.

In 2020, the City of Victoria awarded $283,749 in grants and $159,450 in in-kind support to 41 festivals and celebrations. This year there were 36 cash grant requests seeking a combined $369,100 in FIG funding. Two applications did not meet program criteria and are deemed ineligible, resulting in recommendations to fund 34 festivals and celebrations for a total of $268,550 cash and up to $100,550 in in-kind support. The 34 recommended Festivals and celebrations include:

Seed Festival Grants - new festivals in first five years of operation (10)

- World Accordion and Tango Festival
- Folktoria
- Caravan
- Issamba
- Lights of Wonder
- Mabuhay! Celebrating Philippine Culture
- Peek Fest
- Out There Art Festival

- Victoria Dragon Boat Festival
- Vic West Fest

Established Festival Grants (21)
- Blues Bash
- Vancouver Island Dragon Boat Festival
- FernFest
- Victoria Film Festival
- Flamenco Festival
- Free B Festival
- Fringe Fest
- Garden City Grooves
- 158th Victoria Highland Games and Celtic Festival/Tartan Parade
- JazzFest
- Festival Mexicano
- One Wave Gathering
- OUTStages
- Pacific Baroque
- Plaza Franco
- Pride Festival
- Selkirk Waterfront Festival
- Ska & Reggae Festival
- SKAMpede
- Uno Fest
- Wonderment

Signature Festival Grants (3)
- Art Gallery Paint-In
- Victoria Day Parade/Island Farms Santa Parade
- Symphony in the Summer Festival (Splash)

Two applicants did not meet the FIG criteria and are not eligible to be recommended for funding. These applicants will be redirected to other City funding programs for this season:
- Pumpkin Parade – application incomplete. Staff will redirect to an appropriate program.
- International Jewish Film Festival – did not meet criteria.

  Staff utilize evaluation criteria and recommend support for as many eligible events as possible.

OPTIONS & IMPACTS

Option 1 (Recommended)
That Council approve the Festival Investment Grant allocations as recommended in Appendix A for total cash grants of $268,550 and in-kind City service grants of up to $100,550.

Option 2
Council directs staff to revise the recommendations in Appendix A and bring back new recommendations for Council's consideration at a later date.

Accessibility Impact Statement
There are no accessibility concerns related to the proposed recommendations in this report.

2019 - 2022 Strategic Plan
Nurturing and supporting arts, culture and creativity has been identified by Council as an operational priority. The Festival Investment Grant Program is consistent with achieving the outcomes for the following objectives in the 2019-2022 Strategic Plan:

- Strategic Objective #5: Health, Well-Being and a Welcoming City of Victoria
- Strategic Objective #8: Strong, Liveable Neighbourhoods

Impacts to Financial Plan
The current budget is $311,840 and will be increased by inflation annually as directed by Council.

Official Community Plan Consistency Statement
The recommendation aligns with the following objectives in the Official Community Plan:

Section 14: Economy
14 (f) That the function of the Urban Core as the primary regional centre of employment, learning, arts, culture, entertainment, recreation and specialty retail is maintained and enhanced with high quality facilities, services and events

Section 16: Arts and Culture
16.6 Encourage broad access to arts and culture facilities, events and activities for people of all ages, incomes, backgrounds and lifestyles.

16.7 Encourage education, training and informal learning opportunities in the arts, design and culture.

16.19 Establish and maintain partnerships with professional artists and arts and cultural organizations to program the use of public space.

16.20 Continue to permit festivals, celebrations and special events in public spaces, such as streets, parking lots, plazas, civic squares and other open space.

16.21 Increase the use of parks for festivals, celebrations and special events

16.22 Continue to support and enable local, non-profit groups to host festivals, celebrations and special events through services, incentives and regulations.

CONCLUSIONS

The Festival Investment Grant Program assists the creation of a more vibrant downtown through the traditional festival season, enhancing tourism, local business success and the local economy. The program also broadens the festival season to the shoulder months to attract residents and visitors to the downtown year-round thereby supporting economic development in traditionally slower economic activity periods.

Even with the support of this program during this unprecedented time some festival societies will struggle to survive. Arts Culture and Events staff have witnessed presenting organizations' creative nimble efforts to reconnect with audiences. Staff will continue to provide the necessary latitude and support required in order to ensure as many festivals as possible maintain capacity to present in

future.

Respectfully submitted,

Andrea Walker-Collins
Arts Culture and Events Liaison

Jeff Day
Senior Cultural Planner

Kerri Moore
Head of Business and Community Relations

Report accepted and recommended by the City Manager. _____

List of Attachments

Appendix A – Detailed list of FIG allocations
Appendix B – Festival Investment Grant policy and guidelines

	Event Name	Dates	Location(s)	Description	Previous Grant (2020)	COVID Carry Forward (2020 -> 2021)	Current Grant Request (2021)	Recommended Grant (2021)	Recommended In-Kind Detailed	Recommended COV In-Kind (2021)	Proposed Budget	Rationale	Notes on COVID Pivot
1	World Accordian and Tango Festival, BC Accordian and Tango Society [SEED]	Nov 17 -21, 2021	Various Indoor locations	World Accordian and Tango Festival will happen between Nov 17 and Nov 21, 2021 in various venues across our beautiful Victoria, presenting internationally acclaimed accordian and tango performers alongside many established local artists, in concerts, workshops, presentations, shows etc.	$6,000	$6,000	$2,000	$2,000		$1,500	$120,000	Organizational effectiveness had been inconsistent often delivering only a portion of proposed event scope over the years. The society hosted the Trophee Mondial, World Accordion Championships in 2018. The 2019 festival scaled back to their regular 5 day reduced scope format.	If unable to program as usual they will cancel their event and return their grant funds.
2	Folktoria, Greater Victoria Folk Festival Society [SEED]	June 5 - 6, 2021	Centennial Square	A multicultural celebration featuring dance, music, song, arts/crafts, ethnic cuisine and interactive games.	$2,000		$1,500	$1,500	Centennial Square fees, security, sound operator and equipment labour	$1,700	$13,000	Low barrier free muticultural program combines people of different ethnicities with cultural organizations to share culture and customs, foods and entertainment.	Smaller in person event. If restrictions are not lifted will shift to a virtual event.
3	Caravan Stage Festival, Caravan Stage Society [SEED]	September 15 - 26, 2021	Inner Harbour or Rock Bay	The Caravan Stage Society will be launching a new theatrical work, VIRTUAL ROGUES for the 51th Anniversary 2021 season. VIRTUAL ROGUES is a multidisciplinary work encompassing character, music, songs, aerial dance, film, video projection to be presented in Victoria September and October.	$9,000		$12,000	$12,000	Park fees, Festival Equipment labour up to $2000, City services labour and fees associated with load in street occupancy	$5,000	$68,200	Low barrier access, unique marine focused performances. Strong social justice content with an Cirque like vibe. Audiences can make a donation however performances are free to attend. Peter Pollen Park is proposed.	Regular programming in the inner harbour in the Fall. May shift to later date if restrictions are not lifted.
4	Issamba, African Art & Cultural Community Contributor Society [SEED]	May 18-25, Sept 24-26, 2021	Centennial Square	Issamba, a 90 minute show that gives the audience a glimpse into the rich and diverse musical culture of Africa, is an invaluable experience. The fusion of song, dance and music made by Issamba's artsts creates a robust and spectacular cultural alloy that nobody can resist!	$6,000		$15,000	$10,000			$98,500	Unique cultural performances, including dance, music and audience participation. Focus on education and community involvement.	Switching from February to May and September. Mainly planning online event with possible in person if restrictions lift.
5	Lights of Wonder, Downtown Victoria Business Association [SEED]	Dec 17 - 31, 2021	Centennial Square	Lights of Wonder is a magical, free, accessible, walk-through space in Downtown Victoria's Centennial Square. The installation consists of light sculptures highlighting the Victoria experience, with live performances (music, dance, and other performing arts) enhancing people's visit.	$10,000	$10,000	$75,000	$0	Festival equipment labour, traffic control equipment, venue fees & charges, transportation fees, street occupancy fees, Square technician time (Does not include ACE staff time)	$1,500	$328,700	Carrying forward unused 2020 FIG funds. New application for additional 2021 grant fails to acknowledge existing unused 2020 grant amount. This second FIG grant applicaiton is not substatially different from their 2020 application. Administration fees have doubled and the majority of expenditure allocated to light instalations, admin and marketing - 9k towards performance fees.	Planning regular programming. Will install fencing to control numbers if restrictions still in place.
6	Mabuhay, Victoria Filipino Canadian Association [SEED]	June 12, 2021	Centennial Square	June 12 is Philippine Independence Day. Mabuhay will be a celebration of the history and culture of Filipino-Canadians, showcasing Philippine music, dance, food, poetry and hospitality and our contribution to the Canadian cultural tapestry.	$2,000		$2,500	$2,500	Centennial Square fees, security, sound operator and equipment labour	$1,500	$13,845	Celebrating Philippine Culture. Local cultural association with a long history of putting on community events; will celebrate more than 50 years in our community.	If restrictrions are not lifted they will shift to an online program.
7	Peek Fest, Impulse Theatre [SEED]	Nov 8 - 21, 2021	Intrepid Theatre Club	Impulse Theatre's Peek Fest is a two-week long festival that nurtures and celebrates the vibrancy of Victoria's performing arts community. The festival showcases work in development from some of the province's most innovative performance creators, while supporting the development of community and artistry for local artists and audiences.	$2,000		$3,000	$3,000			$50,100	The festival offers an exciting look at work-in-development from some of the province's most innovative performance creators, while supporting the development of community and artistry for local artists and audiences.	Will shift to online platform if unable to have in person programming.
8	Out There Art Festival, Alter Arts Society [SEED]	Aug 28 - Sept 6, 2021	Quadra Village	The Out There Art Festival is a physically distanced, multi-disciplinary interactive and community art festival that has been matching artists with residents and local businesses in and around Quadra Village since 2019.	$0		$10,000	$4,000			$74,000	Free community-based program, with limited reach, mainly supporting the Quadrea Village neighbourhood. Attempting a significant leap in scope and budget this year. Administratively heavy budget. Festival is not focused on an artistic genre and duplicates some local government arts programs. Grant is slightly more than the Everyday Creativity grant received in 2020.	Mainly online event, no gatherings. Some public mural making with no in person events attached.

9	Victoria Dragonboat Festival (NEW FESTIVAL), Victoria Dragon Boat Festival Society [ESTABLISHED]	August 13 - 15, 2021	Inner Harbour (Ship Point)	The Victoria Dragon Boat Festival (the Festival) was the first major Chinese Asian Festival for the Greater Victoria Area and has been a staple in the Inner Harbour since 1995. The Festival has three main components: local arts and performers, the races, and charity - a true multi-cultural celebration. The Festival welcomes local, regional, and international paddlers to participate in competitive or recreational level Dragon Boat races. Throughout the weekend of events, paddlers and the public can expect to enjoy an entertainment-filled program celebrating and educating on the rich history of Chinese and Asian heritage, culture, and the sport of Dragon Boat Racing.	$0		$55,000	$12,000	Festival equipment labour (not more than 2k), traffic control equipment, Ships Pt rental (displaced parking revenue), street occupancy, fire boat / MRU (Marine Rescue Unit)	$7,000	$284,200	Original festival producers returning to lead similar dragon boat festival produced in the past. Mainly free programming focused on celebrating cultural heritage through sports and arts.	Pivot to small exhibits in the Harbour that engage the public. (ie. historical photo gallery, dragon boat to sit in, etc.)
10	Vic West Fest, Victoria West Community Association [ESTABLISHED]	June 26, 2021	Vic West Park	Vic West Fest is a family-oriented community celebration, with local musicians, and games and activities for adults and children alike. The event is an opportunity for residents, businesses, artists, performers, and people from across the city to celebrate all the things that make our community such an awesome place to live, work, and play.			$3,000	$3,000			$13,845	Aspiring to transition from a neighbourhood focused celebration to a regional event. Live music (15-20 local performers), non-profit fair, pop-up theatre included. Moved from Banfield to Vic West Park to include skateboard park activities and larger audience. Staff to evalute this year to determin if the newly expanded program will meet the FIG criteria moving forward or would be a better fit for another City grant program.	Planning Regular programming.
11	Blues Bash (Vancouver Island Blues Bash), Victoria Jazz Society [ESTABLISHED]	September 4 - 6, 2021	Inner Harbour (Ship Point)	Features blues and R&B artists in free and ticketed performances. 2021 will feature a minimum of 14 performances over three afternoons and two evenings on the main stage at the Ship Point site. The 12 free performances will take place on Saturday, Sunday, and Monday.	$8,000		$9,500	$9,500	Festival equipment labour, sign shop, traffic control equip, street occupancy, Ship Pt Rental (displaced revenue)	$3,000	$197,200	28th Year, status quo event. Sixteen hours of free content over 3 afternoons. Large investment in free programming.	If unable to program as usual Blues Bash and Jazz Fest will run as a hybrid week long event in the Fall.
12	Vancouver Island International Dragonboat Festival, Fairway Gorge Paddling Club [ESTABLISHED]	August 6 - 8, 2021	Inner Harbour (Ship Point)	Three day dragon boat and cultural festival, Teams will have the chance to race in the Victoria inner harbour. There will be 70 womens and mixed teams competing in 500m sprints and a 1500m loop race over two days of racing. In addition to dragon boat races, there will be an entertainment stage, a food court, activities for kids an families, and a breast cancer ceremony on Sunday afternoon.	$11,000	$7,850	$16,000	$4,150	Festival equipment labour (not more than 2k), traffic control equipment, Ships Pt rental (displaced parking revenue), street occupancy, fire boat / MRU (Marine Rescue Unit)	$7,000	$285,000	Free weekend long entertainment cultural performances, Chinese classical tea garden and children's activities. 30 businesses and 200 local performers participate.	If unable to program as usual will pivot to a virtual festival.
13	FernFest, The Belfry Theatre & Fernwood Neighbourhood Resource Group [ESTABLISHED]	June 19 - 26, 2021	Fernwood (Square, Vic High Grounds, and The Belfry Theatre)	FernFest is a annual free week-long, inclusive, community celebration of music and arts held in Fernwood at the Belfry Theatre, Vic High, and Fernwood parks from June 19 - 26, 2021. FernFest hosts local bands and performers by live-stream and pop-up performance, an artisan market, and new this year, a mural festival featuring local artists at location around Fernwood.	$10,000		$11,000	$11,000	Festival equipment costs, street cleaning and Public Works.	$1,200	$100,200	Free festival with music, food, art and culture. Neighbourhood event commands a regional draw showcasing world roots and funk music. Broad appeal and an arts inclusive format with a proven track record is further strengthened by NRG's partnership with the Belfry Theatre.	Eliminating all aspects that cannot meet public health orders. Focus on pop-up performances, public murals, and live-streamed preformances.
14	Flamenco Festival, Flamenco de la Isla Society [ESTABLISHED]	July 22 - 28, 2021	Hermann's Jazz Club, Dance Victoria, Outdoor City venues	The 9th annual Victoria Flamenco Festival will celebrate flamenco music and dance with 6 - 8 virtual performances, two live and live-streamed ticketed events, including live Q&A, and 2 free outdoor performances in downtown Victoria.	$6,060		$7,900	$7,900	Centennial Square, Cameron Bandshell, sound equipment / technician	$1,500	$31,650	Well established music & dance festival in Victoria from an established society, high quality performances & solid organizational effectiveness. More investment in production and event staff, artist fees and their associated travel costs. 15 hours of quality free cultural content.	Mainly online event. Some small in person events if restrictions allow.
15	Free-B Film Festival, Victoria Independent Film & Video Festival [ESTABLISHED]	August 6, 7, 13, 14, 20, 28	Beacon Hill Park (Cameron Bandshell)	An annual family-friendly outdoor screening series typically showing in August. The Free-B festival is a family friendly series showcasing cult-classic feature films and French language shorts, free to the public. Events are held at an outdoor, public venue using pop-up screens and portable projection technology to screen films to all who wish to come. The Free-B has traditionally used Cameron Bandshell in Beacon Hill Park for screenings. Last year pivoted to Fort Street Commons to control audience size.	$4,000		$4,000	$4,000	Waive fees for public space and related city services including sound and some security	$1,500	$18,300	Very popular family friendly free program. Nightly audiences. Partnership with Francophone Affairs to bring a french content. The Free-B Film Festival is intended to showcase to the recreational moviegoer (who may perceive film festivals as avant garde and inaccessible) the impact of film and its ability to create communal gatherings and shared experiences regardless of genre or content.	Planning regular programming. Shift to smaller / controlled audience size at Frot Street Commons if restrictions are not lifted.
16	Fringe Festival, Intrepid Theatre [ESTABLISHED]	Aug - Oct 2021	Metro Studio	The Victoria Fringe is a live performance event held annually in downtown Victoria and one of the oldest Canadian festivals of its kind. Over two months it celebrates local BC artists with approximately 15 live in-person shows by local companies and free interactive online public programming for FringeKids and Fringe Eve Preview.	$12,000		$12,000	$12,000	Request for $3,000 In-Kind Equipment labour, sound technician labour.	$1,500	$335,650	A range of free and by donation programming to serve different demographics. Throughout the festival by donation special events activate existing and potential new audiences. High level of artistic merit, community impact and organizational effectiveness.	Smaller in person performances at the Metro Studio over a longer period of time. If restrictions do not allow for in person viewing they will switch to online.

17	Garden City Grooves, Victoria BC Ska & Reggae Society [ESTABLISHED]	Nov 25 - 27, 2021	Victoria Event Centre, White Eagle Hall, Distrikt	8th year in 2021 celebrating funk, soul, hip hop, latin and other global music. After a memorable livestream series in 2020, the festival is excited to present the festival with live audiences in late November 2021. The festival will consist of three days of free and ticketed shows in halls and cabarets throughout Victoria.	$3,500		$5,500	$5,500			$32,500	Shoulder season event showcasing funk and soul music at ticked shows at indoor venues downtown blended with up to 10hours of proposed free programming with performance by local artists, musician's workshop and a documentary screening. Funk and soul music offers programming not currently presented at other festivals.	Planning for regular programming.
18	Highland Games, Victoria Highland Games Association [ESTABLISHED]	May 15, 22 - 23, 2021	Topaz Park, Legislature Grounds	To celebrate Scottish and Celtic culture, heritage, art, music, dance and sport through family oriented events. These events include performances and deomonstrations in piping, drummng, dancing, singing, music, culture, arts and sports.	$12,000		$22,000	$15,000	Traffic control for Tartan Parade	$2,000	$467,700	Victoria's longest running event. Ticketed event with free under 12 - Free Tartan Parade and Tartan Day celebration. Volunteer run event. New additions include a Tattoo to be held on the Sunday evening of the Games weekend in partnership with the Victoria Military Music Festival Society.	Will pivot to a Fall date schedule in the event of restrictions or a virtual event similar to 2020
19	International Jewish Film Festival, Jewish Community Centre of Victoria	Aug 21 - 24, Sept 18 - 21, Oct 2-5, 2021	UVic Legacy Drive-In	The Jewish Community Centre of Victoria plans to offer a jewish film festival for its seventh year. Due to the expectation of COVID-19 in 2021, in will mount both drive-in and virtual film components. The drive-in component will be ticketed but the virtual component will be by donation only.	$0		$5,000	$0			$49,623	Duplicating existing programming. Very little programming. Not hosted in the City of Victoria. Ineligible.	
20	JazzFest (TD Victoria International), Victoria Jazz Society [ESTABLISHED]	June 25 - July 4, 2021	Centennial Square, various indoor venues	TD Victoria International JazzFest 2021 will continue to present a minimum of 80 individual performances on multiple indoor and outdoor venues / stages over a ten-day period to bring live jazz music to the city of Victoria.	$13,000		$17,000	$13,000	Festival Equipment	$10,000	$1,086,850	Significant free component. 4 free afternoon concerts from noon - 5pm. 5 free weekday lunch hour concerts. High artistic merit and organizational capacity.	If unable to program as usual Blues Bash and Jazz Fest will run as a hybrid week long event in the Fall.
21	Mexicano, Mexican Canadian Community Association of Victoria [ESTABLISHED]	July 10 - 11, 2021	Centennial Square	Festival Mexicano provides a forum to showcase the local performers, artisans and musicians to the local community, in a two-day celebration of Latino culture. The festival also achieves this focus by emphasizing family-oriented cultural activities provided in Centennial Square, in the heart of downtown Victoria.	$1,689		$3,000	$3,000	Centennial Square fees, limited parking for loading, security, sound operator and equipment labour	$1,650	$11,800	A fixture on the Centennial Square summer calendar for many years. The festival has been supported in the past few years with in-kind City support as it was integrated into the summer program.	If unable to provide regular program, they will shift to a mobile format that moves through the City animating the downtown.
22	One Wave Gathering, Pacific Peoples' Partnership Association [ESTABLISHED]	Sept 1 - 30, 2021	Centennial Square, various indoor venues	One Wave Gathering is an award-winning, family-friendly annual event series celebrating Indigenous and South Pacific cultures, art, and knowledge.	$5,000		$6,000	$6,000	Centennial Square fees, security (if needed), sound operator and equipment labour	$1,500	$93,500	Quality cultural programming that is free and open to the public in Centennial Square. Past iterations of this festival have exceeded expectations with a limited budget.	Will pivot to online programming, or small face to face gatherings if restrictions allow.
23	OUTStages, Intrepid Theatre [ESTABLISHED]	Feb - Nov, 2021	Metro Studio, Intrepid Theatre Club	OUTstages is a celebration of theatre and queer culture and Victoria's only professional queer performance festival. It showcases BC based queer artists who are creating boundary pushing new work, invests in local new work development and connects audiences with stories that have historically been underrepresented on Victoria's stages.	$7,000		$6,000	$6,000			$129,250	A mix of free cultural outreach and ticketed theatrical content making queer performance accessible to audiences of all ages. OUTstages was initially connected to 'Pride Season' which helped grow the festival by anchoring it around Pride festivities. Now that the festival is becoming established and has a dedicated audience, they are seeing that there is a gap of queer programming in the winter months.	Pivot - spread out over the year rather than as a 10 day period.
24	Pacific Baroque Festival, Victoria Conservatory of Music [ESTABLISHED]	Jan 28 - 30, 2021	Alix Goolden Hall, Christ Church Cathedral	Will feature a limited number of musicians who have performed at past Festivals. The Festival features five lively events held at the Victoria Conservatory of Music's Alix Goolden Performance Hall and at Christ Church Cathedral. The popular 5 event festival will adapt so that four events take place each day but will be repeated over 3 days. These events will feature a smaller ensemble, and each event will include about 45-50 minutes of music with no intermission. No more than 50 persons will be permitted in the venue. The fifth event will take place under the same restrictions but will repeat only once.	$6,000		$6,000	$6,000			$60,300	Shoulder season event. Limited free content due to the nature of the genre and the time of year. Free festival passes for youth musicians from the VCM. Performances from local and international musicians providing a platform for young local musicians to perform with these professionals. High artistic merit and organizational capacity scores.	The 5 event festival will adapt so that four events take place each day but will be repeated over 3 days. No more than 50 persons will be permitted in the venue.

25	Plaza Franco, La Societe Francophone De Victoria [ESTABLISHED]	June 24 - Aug 21, 2021	Bastion Square	The Plaza Franco is a series of events and outdoor activities in French designed to meet the needs of a broad clientele with interest in the French culture. This includes, but is not limited to, live music, local art exhibitions, food and entertainment.	$9,000		$10,000	$10,000	Festival equipment labour and parking	$500	$94,500	Only French festival in the region. Loyal distinct audience. Free to attend at Market Square.	Smaller events held over a longer period of time to accomdate restricted audience size.
26	Pride Festival, Victoria Pride Society [ESTABLISHED]	June 27 - July 4, 2021	Online	We will be presenting Victoria Pride Festival, the Vicarious Show, OutWrite Ezine, Youth Pride, and our Big Gay Dogwalk, as online digital events. We will be adding and making developments to our website, which include, hosting our community resource data base, Youth council programming, Mentorship Program, monthly newsletter.	$9,000		$10,000	$10,000			$61,600	Maintaining alternative online programming of festival this year. Usual events carrying forward. Largely free to the public.	Online programming this year.
27	Selkirk Waterfront Festival, Burnside Gorge Community Association [ESTABLISHED]	May 29, 2021	Selkirk Green Park or Burnside Gorge Community Centre	Selkirk Waterfront Festival is a one-day, free, family oriented event. Highlights of the fesival include Family Fun Zone for children, a vendor's marketplace representing over 60 local artisans and crafters, an international food market and café, and live stage entertainment with local performers.	$2,000	$2,000	$0	$0	Park fees, festival equipment labour and other relate City services related to traffic control and require parking considerations.	$1,500	$16,136	Although this festival is put on by a neighbourhood association, and as such has relied on base grant funding as its primary form of City support, it has demonstrated a regional audience draw. The Selkirk Gorge area is underserved by events and funding from the FIG program will help ensure that future iterations of this popular event continue.	Will shift to mini-festivals throughout May and June if restrictions don't allow for a larger community event.
28	Ska & Reggae Festival, Victoria BC Ska & Reggae Society [ESTABLISHED]	June 29 - July 4, 2021	Inner Harbour Ship Point	We hope to retain and expand our audience through building on the online engagement we created through our Victoria Ska & Reggae Broadcast System virtual live streams and telecasts that we presented July 4 - Nov, 2020.	$13,000		$17,500	$16,000	Festival equipment labour, site fees and services, 6 days of displaced parking revenue at ship point.	$5,000	$468,986	Festival serves a younger demographic. Robust free components. Roughly half of the budget goes to artists.	Sucessfully pivoted to a live & online format in 2020. Organizers hope to present in-person programming this year but have the capacity to pivot back to online if required.
29	SKAMpede, Theatre SKAM Association [ESTABLISHED]	July 8, 9, 10, 11, and 17, 18, 2021	Galloping Goose Trail, David Foster Walkway, Selkirk Trail, Harbour Road	Three-day festival where audiences travel paved trails to see short live performances by professional companies from across Canada. The second weekend a smaller youth event is held.	$10,000		$30,000	$15,000	Festival equipment labour and related City fees and services	$1,000	$129,603	Free high quality performances at hub venue, lots of free content and include live music. Accessible ticket pricing and free to those under 16. Society has a proven track record of delivering high quality programming (also receives Canada Council grant). Half the budget goes to artists.	As long as their are no restrictions, will be able to program a physically distanced outdoor event as usual.
30	Summit Park Pumpkin Parade, Alter Arts Society	November 1, 2021	Summit Park	The Summit Park Pumpkin Parade is a fall community-building outdoor gathering and celebration of local community pumpkin carvers.	$0		$1,000	$0			$4,000	Neighbourhood Pumpkin Display. Does not meet FIG program criteria.	
31	UNO Fest, Intrepid Theatre [ESTABLISHED]	Feb - Nov, 2021	Metro Studio	Recognized nationally as a prestigious showcase for innovative solo theatre, UNO features a diverse range of curated productions, free community events, and local new works-in-development in indoor and outdoor spaces in downtown Victoria as well as online.	$8,000		$7,500	$7,500	Festival equipment labour	$1,500	$177,250	Solid organizational capacity and high artistic merit. Late night activity downtown, impact on downtown restaurants and cafes. Prolific media. 25% of all show seating is reserved for pay-what-you-can tickets. Outdoor screenings are challenging and accommodations for film and theatre focused events need to be made.	Pivot - spread out over the year rather than as a shorter program. Uno Fest was one of the first festivals in 2020 to sucessfully adapt to an online program which was well supported by audiences.
32	Victoria Film Festival, Victoria Independant Film & Video Festival [ESTABLISHED]	Feb 5 - 14, 2021	Various Downtown Theatres	For 2021, the 27th annual Victoria Film Festival will, due to public health concerns, adopt a hybrid model that includes live and online screenings of 70 films over 10 days. Events and art installations will meet health protocols, reducing in-person audience sizes, and designed to ensure social distancing.	$10,000		$10,000	$10,000	Banners and load-in/out on street parking	$1,500	$847,960	Popular shoulder season event. Significant economic impact for downtown hotels and restaurants. High quality programming and presentation offsets limited free content.	Online program.
33	Wonderment, Garden City Electronic Music Society [ESTABLISHED]	July 30 - Aug 2, 2021	Various Victoria Parks	The 6th Edition of Wonderment will feature ambient electronic and electro-acoustic music over the BC Day Weekend. Daytime events include sound sculpture installations and live peformances at public parks. Evening programming includes in-person performances and online programming, determined by public health office orders and guidelines.	$4,000		$5,000	$5,000	Parks, Public Works (supply power at Cook/Dallas Beacon Hill site)	$1,000	$57,400	Unique artistic offerings for a market of this size and has in the past been selected as a TC "Critic's Pick". Night-time programing will feature media art, largely video art, complimenting the music performances. The festival will feature a diverse selection of artists, including indigenous artists, people of colour, women, and artists from the LGBTQ2S+ community.	Planning for maximum 50 person events, scaling up if possible based on restrictions.

34	Art Gallery Paint-In (TD), Art Gallery of Greater Victoria [SIGNATURE]	July 1 - 31, 2021	Fairfield (Moss Street & Gallery)	The TD AGGV Paint-In will continue to be re-envisioned for 2021. We are planning a virtual festival campaign highlighting local arts and artists, a 2021 Artist Guide, collaborations with local community partners, and, if possible, on-site celebration of local art and artists at the AGGV on Saturdays during the month of July.	$9,000.00	$1,000.00	$9,000.00	$9,000			$63,176.00	100% free to attend (virtually & through admission to the gallery for 5 full days). Focus on maintaining strong support for local artists and non-profit organizations supporting artists.	Online event, free admission to the gallery, possible addition of small face to face outdoor component if restrictions allow.
35	Victoria Day Parade, Santa Parade (Island Farms), Greater Victoria Festival Society [SIGNATURE]	May 24, November 26, 2021	Downtown (Douglas & Government Street)	To foster the sustainability, encourage and prmote our cultural diversity, while giving back to the community of Greater Victoria through free family events that engages our City and supports shopping local during our Recovery Program for 2021-2022.	$15,000		$25,000	$16,000	Estimated 14k for Santa Parade Police and city services, fees and an estimated 18K in City services/ fees for the Victoria Day Parade. Festival equipment program labour charges - max $2000 covered.	$22,000	$103,000	Popular downtown parade. Little change to programming. Organizational capacity and artistic merit have not increased. No significant new sponsorship. Organizer's anticipated audience numbers are generous. Organizer has attempted to include another GVFC event, Wicked Victoria, with this application. Wicked Victoria does not meet the criteria for prominently featuring arts, cultural and/or heritage content and will therefore will not be considered recommended.	Will once again shift to online / TV platform if unable to have in person programming.
36	Symphony in the Summer Festival, Victoria Symphony Society [SIGNATURE]	July 21, 2021	Various Outdoor Locations	Symphony in the Summer (SITS) is the Victoria Symphony's summer series which includes several performances, many of them free. Nearly 45,000 people, locals and tourists, would typically enjoy these performances each year. Culminating in the iconic "Victoria Symphony Splash" at the end of the festival.	$14,000		$25,000	$17,000	Police (12k+), traffic control equipment, street cleaning, sign shop, street occupancy, parking	$17,500	$380,500	12th Victoria Symphony in the Summer Festival and marks the 32st anniversary of Symphony Splash. Marquee signature City event, significant free program with many free performances.	Symphony Splash will be cut from programming if unable to hold large scale event.
				TOTAL	**$239,249**	**$26,850**	**$459,900**	**$ 268,550**		**$ 100,550**	**$ 6,368,024**		

City of Victoria

Festival Investment Grant

GRANT POLICY & GUIDELINES

Revised October 2011

PURPOSE

The purpose of the grant program is to provide cash and city services support for the specific costs associated with the presentation of festivals and celebrations in the City of Victoria.

The City of Victoria recognizes that local, regional, national and international events of all types have an important role to play in contributing to improved quality of life of Victoria residents. Community-based festivals and celebration reflect the vibrant, distinct and diverse character of Victoria and its residents. Events offer opportunities to create economic, social, health and community benefits. The Festival Investment Grant program is designed to provide support to organizations producing festivals and celebrations that will deliver significant economic impact, vitality and vibrancy within the City of Victoria, particularly the downtown core.

The program is comprised of four funding streams. Please contact the City grant administrator for more information regarding the appropriate funding stream.

Community Celebration Grants

The purpose of this funding stream is to assist community celebrations with the production of one-day celebratory events within the City of Victoria. These events are often run and organized by volunteer non-profit boards and involve a broad base of support from the local community.

New Festival Grants

The purpose of the New Festival Grant stream is to provide support to new events in their first year and stability through the developmental years 2 – 5. The applications for this grant program are required to provide evidence of sponsors, audience identification, a marketing plan and a detailed budget. Applicants are required to identify the target market for the new festival, articulate the expected positive impacts and describe how it fits with the objectives for funding under the program.

Established Festival Grants

The purpose is to provide financial assistance to established festivals to produce a multi-day event in the City of Victoria. Applicants must have a demonstrated consistent track record of achievement for a successive five year period. Managing organizations must have a solid organizational structure, long-term financial stability and an artistically produced program.

Signature Festival Grants

The purpose of the Signature event program is to showcase the City as a great place to live, work, play, and do business. The term “signature event” is used to describe an organized note-worthy event designed for a definite purpose or occasion that is free and open to the general public, and which generates 15,000 + visitors each day. Festivals and events that create jobs, attract tourists, stimulate local economies and provide entertaining activities for citizens across the Capital region would be suitable applicants in this funding stream.

ELIGIBILITY CRITERIA

The City of Victoria receives many requests for funding therefore allocation of funding is competitive. To be eligible:

FESTIVALS must meet the Festival definition:

A series of theme related events, predominately arts and cultural in nature, held annually for two or more consecutive days, possessing city-wide and regional appeal and produced by a registered non-profit society.

CELEBRATIONS must fit the definition of a celebration:

An arts and cultural event, organized for the purpose of building and celebrating a sense of community in response to a desire that is best addressed through celebration. These events are sponsored and organized by a registered non-profit society and possess city wide appeal.

Festivals and Celebrations must also:

- Occur primarily outside in a public space within the boundaries of the City of Victoria. Indoor events that occur between November 1 - March 31 will be considered.
- The applicant organization must be a not-for-profit society in good standing with the Registrar of Companies.
- Offer a unique experience not duplicated by other organizations and their activities.
- Be supported by budgets which are distinct from regular operating budgets of lead organizations.
- Prominently feature art, cultural and/or heritage content.
- Be free admission events or events with a free component open to the public.
- Have followed the application process guidelines and met the required timelines.
- The applicants must demonstrate need for financial assistance.
- The proposed budget must demonstrate significant support from other sources other than the City of Victoria.

Applications will be considered **ineligible** if they relate to:

- Events that are commercial in purpose
- Sporting and athletic events and competitions unless there is a demonstrated link to an artistic and/or cultural activity
- An event fundraiser (over and above event costs)
- An event that occurs outside the City of Victoria.
- Retroactive funding
- Capital expenditures
- One time, non-recurring events
- Activities already funded through other City programs
- Organizations in arrears with the City of Victoria
- Individuals
- Demonstrations, marches, rallies
- Trade shows and trade fairs
- Conferences, workshops, training and professional development
- Block parties, picnics, garden shows, street markets, carnivals

MAXIMUM GRANT AMOUNT

The City of Victoria will not fund more than 25% of the overall operating costs of the festival or celebration.

EVALUATION CRITERIA

All Applications will be evaluated on the following assessment criteria:

a) **Artistic Merit (40%)**

- Solid vision, direction, goals and objectives that reflect and fulfill the purpose of the event
- Innovative and unique development of program of activities
- Excellence of program of activities – quality/variety/production
- Proven track record in program delivery
- Impact on specific cultural community or artistic discipline
- Does not duplicate and compliments other Festival and Celebration activities
- A priority in the context of the community vision
- Event expansion and improvements and innovation
- Quality, diversity and innovativeness of program

b) **Economic Impact (25%)**

- Demonstrates quantifiable economic benefits to the City (dollars spent in the community, staff hired, number of local volunteers, training offered to staff/volunteers, local performer/producers/technicians, etc. engaged, hotel rooms rented, tour packages sold, etc.)
- Extent of Partnership initiatives and efforts to form new alliances
- Extent to which activities are undertaken to attract visitors to the Festival or Celebration

- Extent of destination marketing, including the use of media outlets
- Timing of Event: when the event is held during the calendar year i.e. During off-peak (October to March) or high peak (April - September) periods. Under this criterion, an event staged in a low season is often more attractive than an event staged in a high season.
- Level of event profile and media exposure
- Appropriate audience development, outreach and marketing strategies

c) **Community Impact and Involvement (20%)**

- Extent to which Festival or Celebration contributes to social and cultural development of the City of Victoria
- Demonstrated knowledge and understanding of potential audience and participants
- Extent to which there is opportunity for volunteers to participate in organizing and implementing festival
- Extent to which applicant will ensure an appropriate measure of public access (i.e. free component & ticketed event vs. ticket price), including access by the City's diverse communities and local residents
- Support of Victoria -based performers / producers / technicians / business/ community as applicable to your event
- Extent to which quality of life is enhanced by offering opportunities for City of Victoria residents
- Demonstration of community support for arts, cultural and festival events as measured by volunteer participation, membership, and or audience participation

d) **Organizational Effectiveness and Competence (15%)**

- Solid leadership structure and consistent management in professional, competent manner
- Financial stability and accountability and evidence of effective long-term and short-term planning
- Extent to which applicant's revenues are derived from multiple sources to create a stable funding base
- Demonstrated need for financial assistance from the City of Victoria
- Potential financial impact (i.e. jobs created, spending, number of visitor days created and how this information might be tracked.)
- Evidence of financial stability and accountability
- Evidence of a clear mandate, competent administration and a functional volunteer committee
- Shows a viable plan for ensuring resources are in place to continue the festival or celebration and the potential for long term community benefits.

APPLICATION PROCESS

The administration of the Festival Investment Grant Program is managed as per the defined policy through the Recreation & Culture Division of the Parks, Recreation and Culture Department.

The official application form must be used. Forms can be obtained from the City's Arts, Culture and Events office or online through the City's website at www.victoria.ca Questions should be directed to Jeff Day, Community Recreation Coordinator at (250) 361-0357 or jday@victoria.ca .

All application documents should be typed or written on white, letter sized paper (8.5" x 11"). Please do not staple applications or bind them in any way in folders, binders or plastic covers.

Incomplete or late applications will not be considered for funding. No grant application will be considered from organizations that received funding in the past but did not submit a final report.

All applicants are required to submit the required materials to:

Jeff Day
City of Victoria
Arts Culture and Events
#1 Centennial Square, Victoria BC, V8W 1P6
Office Location: 720 Douglas St., BC, V8W 3M7
Phone: (250) 361-0357 Fax: (250) 361-0385 or visit www.victoria.ca
Email: jday@victoria.ca

Annual Timeline:
October 31 - Application Deadline
December to January - Council Approval
July 1 - Grant Payment (80%),
Prior to November 1 on receipt of final report - Final Payment (20%)

APPROVAL PROCESS
Each application will be reviewed and assessed by Recreation & Culture Division staff. Following the staff review, the applications along with a report and recommendations is provided to City Council for their consideration and final approval. Applicants will receive a letter detailing Council's decision once it is finalized.

CONDITIONS OF ASSISTANCE

Grant funds must be applied to current expenses associated with the approved project, and not used to subsidize any other project of the applicant, or to reduce or eliminate accumulated deficits. The City must be notified in writing of any significant changes to the funded event scale and or purpose. In the event that the project is not completed, the City of Victoria reserves the right to request the return of the grant.

As a condition of funding, the support of the City of Victoria must be acknowledged on promotional materials related to funded activities, including brochures, print ads, programs, posters, signage and media releases as well as websites, e-newsletters, and social media campaigns. City of Victoria logo files and usage standards will be provided to successful applicants. The City of Victoria reserves the right to an onsite presence, or formal role, at signature events. Failure to acknowledge the City's support may result in the inability of an organization to obtain grant support in future years.

The term of the grant is one year, and previously funded projects must be completed before a new application can be approved. Receipt of a grant does not guarantee funding the following or any subsequent year.

The successful applicant agrees that the City shall not be liable for any incidental, indirect, special or consequential damages, injury or any loss of use, revenue or profit of the Society arising out of or in any way related to the program.

REPORTING

The applicant must submit a final report which includes a brief description of the event; event evaluation; a financial statement of actual revenue and expenses; copies of print material (ads, programs etc.) which acknowledge the financial support from the City; attendance figures; number of participants in the event (volunteers and audience) and a description of the economic impact on the City of Victoria, (number of visitors, room nights, etc.) Report forms will be provided to all successful applicants.



2021 Festival Investment Grants

1

Purpose

The purpose of this report is to seek Council's approval on the Festival Investment Grants recommendations for 2021.



Peek Fest 2020

2

Overview

Outdoor festivals and celebrations add to the vitality and cultural diversity of the City. The City's annual grant and in-kind support nurtures the development and sustainability of high-quality annual festivals and celebrations.

This program advances the vision outlined in the Create Victoria Master Plan:

"Victoria radiates creativity and thrives as a home to creative people and everyday artistic experiences."



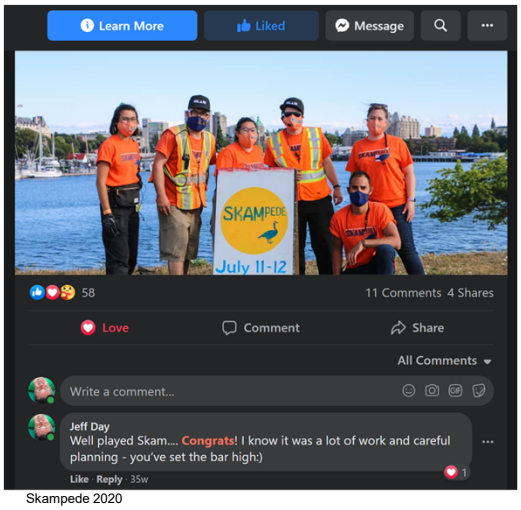
Mabuhay! 2020

Established in 1999

Over the 22-year history of the program, the City has invested

$3,399,057 in cash and allocated

$2,198,320 of in-kind City services



Skampede 2020

Impact

COVID 19 will continue to impact the capacity of most applicants to deliver proposed programming and related community benefits such as:

- $5 million in direct cash spending on event production
- 273 full and part time positions
- $2.5 million in corporate investment
- Thousands of volunteers dedicating tens of thousands of hours of service

Though much of applicant's capacity for investment will be impeded well into the 2021 festival season, FIG support will continue to help many festival societies to connect with residents and maintain some capacity to employ artists and engage audiences into the future.

Pivoting

Innovation and strategies employed so far include, but not limited to:

- Short duration pop-ups
- Digital happy hours
- Dispersed performance areas
- Home and garden programming
- Digitizing community content for online consumption
- Podcasting
- Artists in studio and at home spotlights
- Home delivery
- Live venue streaming
- Virtual open mic nights
- Footprint containment
- Broadcasting



Highland Games 2020

Applications

- 36 applications were received requesting a total of $459,900 in funding.
- In-kind allocations are also captured in the report recommendations for those events that feel they may be able to offer some or all their public space programming. Some events have already indicated that they will pivot 2021 programming away from public space and therefore have not requested in-kind support.



Ska and Raggae Fest 2020

7

Evaluation

Key evaluation criteria considered include:



Uno Fest 2020

- program criteria, including a free component
- the artistic and cultural merit
- economic impact
- community support and impact
- organizational effectiveness

8

Investment and Leverage

- Event organizers leverage their municipal support through senior government funding bodies and secure credibility with corporate and community sponsors.
- FIG reflects less than 4% of the $6.4 million in programming proposed by applicants.





Victoria Day Parade 2020

9

Recommendation

That Council approve the Festival Investment Grant allocations as recommended in Appendix 1 for total cash grants of $268,550 and in-kind City services allocations of up to $100,550.



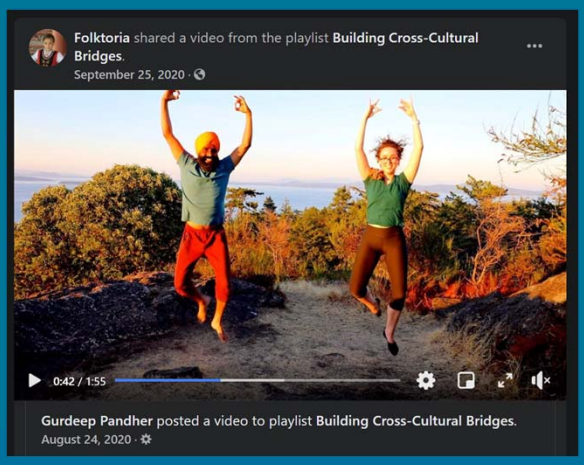
Plaza Franco 2020



Flamenco Festival 2020

10

Questions?



Folktoria 2020

CITY OF VICTORIA

11

Committee of the Whole Report
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	February 26, 2021
From:	Kerri Moore, Head of Business and Community Relations		
Subject:	Cultural Infrastructure Grant Program		

RECOMMENDATION

That Council:

1. Approve the new Cultural Infrastructure Grant Program and accompanying guidelines;
2. Approve reallocation of $25,000 from previously approved funding for Create Victoria - Cultural Spaces Roadmap to the Cultural Infrastructure Grant Program for 2021;
3. Authorize the City Manager to approve the grants following the staff review process;
4. Direct staff to report back in T3 2021 on grant allocations and evaluation of the grant program.

EXECUTIVE SUMMARY

Through many discussions with local arts and culture organizations, City staff are aware of the significant demand for infrastructure funding for projects of various scope and complexities including (re)development, renovations, capacity building and emergency upgrades. During Create Victoria engagement, affordable and accessible space was the number one issue facing the arts and culture sector. The Cultural Infrastructure Grant Program and staff person dedicated to cultural spaces is a big step towards meeting our target of more space for creative purpose.

The Cultural Infrastructure Grant Program guidelines presents key details of the program including objectives, eligibility criteria, funding limits, application deadline and other details that will inform the program administration including application review and adjudication. The program guidelines have been drafted based on best practices and insights from other municipalities across Canada that offer cultural infrastructure grants. In addition, staff reviewed provincial and federal government programs to ensure alignment to increase opportunities for applicants to secure additional funding from senior levels of government. Staff hosted two virtual roundtable discussions in mid-February to consult with community members to gain feedback on the guidelines and overall program objectives.

Over the past year, several studies, surveys and reports focussed on the state of the arts and culture infrastructure have been published. Due to relevant, applicable data available on the issue under examination, and expertise of in-house staff on research projects, staff recommend taking on the Cultural Space Road Map within staff operational plans and reallocating $25,000 to the Cultural Infrastructure Grant program. Given rising construction and development related costs,

staff have examined strategies to increase support for cultural organizations without impacting the overall City budget. By reallocating funding from the Cultural Space Road Map that would have funded a consultant, more funding can be provided to the community through the new grant program.

PURPOSE

To seek Council's approval on the new Cultural Infrastructure Grant Program guidelines and to increase the funding envelope for the Cultural Infrastructure Grant Program through a budget reallocation.

BACKGROUND

At the January 18, 2021 Special Committee of the Whole meeting, Council approved $100,000 in one-time funding for the Create Victoria - Cultural Infrastructure Grant Program in 2021 to support arts and culture organizations in the community. Funding for cultural infrastructure is one of the priority actions identified in the Create Victoria Arts and Culture Master Plan, informed by community consultation and stakeholder engagement.

While there are federal and provincial government grant programs for cultural infrastructure funding, some of these programs require matching funding from private or public sources as well as indication of local support. Providing municipal funding for cultural infrastructure projects will increase opportunities for local arts and culture organizations to secure additional funding from alternative sources.

The Cultural Infrastructure Grant Program will seek to fulfil the following objectives:

- To build organizational capacity and support arts and culture organizations that own or manage shared production, exhibition and work space;

- To increase the supply of cultural spaces owned and/or operated by not-for-profit organizations with an arts and culture mandate;

- To improve and upgrade existing cultural facilities, providing safe and accessible spaces for individuals and groups with diverse needs.

ISSUES & ANALYSIS

Affordable and accessible spaces are foundational elements of a thriving creative ecosystem in any urban context. Rising real-estate values and redevelopment pressure over the past several years in Victoria has led to an increase in rental rates which severely affects non-profit arts and culture organizations with limited financial means. In addition, redevelopment and rezoning of older commercial properties and industrial lands are reducing the supply of larger and more affordable spaces for arts and culture organizations.
Staff hosted two virtual roundtable discussions with arts and culture organizations to review program guidelines, seek feedback and answer questions. During these sessions, the overall response from participants was positive and enthusiastic about municipal funding for cultural infrastructure projects. Staff heard from participants about potential concerns to complete projects within 2021. Given ongoing COVID-19 related challenges staff will work with applicants that might need additional time to complete projects.

Another concern that emerged in one of the discussions was the need to secure separate or

dedicated funding streams for smaller or emerging organizations who have fewer resources and capacity compared to more established organizations. Concerns regarding equitable disbursement of funds beyond the professional larger organizations was noted by staff and included for consideration within the criteria for assessment to ensure staff address each project's feasibility as well as scope, variety of disciplines supported and overall community impact of the project and who the project will serve using an equity lens.

For this first year, staff do not recommend creating multiple application streams within the grant program and rather recommend an assessment after the initial intake on potential changes to the program guidelines.

There are very few arts and culture organizations that own their own space, with most relying on rental tenure for space. While the guidelines require a minimum of 18 months lease which would support more sustainable and longer-term spaces, staff recognize this could be a potential barrier for groups that rely on shorter-term rentals or are nearing the end of their lease agreements and therefore have allowed for exceptions to be made on a case-by-case basis to reduce barriers for applicants that require critical assistance. The program also encourages collaboration and partnerships between multiple organizations that are interested in sharing facilities and capacity.

The maximum grant amount per applicant is $25,000 or 50% of project costs, whichever is lower. The aim is to support as many groups as possible, however, staff recognize that infrastructure projects can be expensive and therefore recommend providing funding amounts that will lead to completed projects and ensure successful outcomes.

This program will also provide support for 'soft infrastructure' projects such as planning or feasibility studies that would help organizations hire or engage consultants and subject area experts in business development, real-estate, planning, architecture and construction amongst others. These projects would enable groups to develop expertise and develop feasible plans. The maximum grant amount for 'soft infrastructure' projects is $10,000, in order to prioritize 'shovel ready' projects.

To be efficient with limited time within 2021 to provide funding by the end of this fiscal year, staff recommend the City Manager approve grants based on a staff analysis using the grant criteria provided in the grant guidelines (Appendix A). A final staff report to Council on grant allocations and evaluation of the program will be provided in T3 2021.

OPTIONS & IMPACTS

Option 1 *(Recommended)*:

1. Approve the new Cultural Infrastructure Grant Program and accompanying guidelines;
2. Approve reallocation of $25,000 from previously approved funding for Create Victoria - Cultural Spaces Roadmap to the Cultural Infrastructure Grant Program for 2021;
3. Authorize the City Manager to approve the grants following the staff review process;
4. Direct staff to report back in T3 2021 on grant allocations and evaluation of the grant program.

Option 2:

Council to provide alternative direction to staff.

IMPACT:

The following Create Victoria Arts and Culture Master Plan action items would be implemented by moving forward with this program:

- Create a Cultural Infrastructure Fund for both existing and new spaces beginning with a $100,000 investment by the City to leverage and attract private and public donations, with an emphasis on legacy giving, to encourage cultural leadership and philanthropy;

- Support cultural venues in seeking funding from partners and other levels of government;

- Continue to engage with the creative and cultural community in ongoing dialogue and participation in space needs.

Accessibility Impact Statement

The Cultural Infrastructure Grant Program will provide funding for non-profits to upgrade, renovate and improve accessibility standards to cultural venues.

2019 – 2022 Strategic Plan

Implementation of the Cultural Infrastructure Grant program will help the City achieve the following strategic objectives:

#4 Prosperity and Economic Inclusion
#5 Health, Well-being and a Welcoming City

Impacts to Financial Plan

There are no impacts to the 2021 Financial Plan.

Official Community Plan Consistency Statement

16.9 Provide direction for cultural planning through the development and regular update of a Cultural Plan, that:

16.9.2 Seeks opportunities for partnership with the public, private and non-profit sectors;
16.9.3 Maintains, develops and enhances the delivery of City arts and culture programs;
16.9.4 Enhances support to local, non-profit groups engaged in arts or culture programs.

CONCLUSIONS

Affordable and accessible cultural spaces are an essential part of the community. They provide spaces to work, practice, host activities and engage communities. The arts and culture industries play a larger role in society providing quality-of-life benefits, generating economic development opportunities for local businesses and support tourism. The Cultural Infrastructure Grant Program is one step forward in realizing the City's vision outlined in Create Victoria. Staff are also working on other projects including vacant properties, arts hub and partnerships between public-private groups that are being developed to create additional or new space for arts and culture organizations.

Respectfully submitted,

Ammar Mahimwalla
Arts, Culture and Events Liaison

Kerri Moore
Head of Business and Community Relations

Report accepted and recommended by the City Manager

List of Attachments

Appendix A: Cultural Infrastructure Grant Program Guidelines

CULTURAL INFRASTRUCTURE GRANT PROGRAM GUIDELINES

The Cultural Infrastructure Grant program is a new funding stream for 2021, to support Victoria-based arts and cultural spaces operated by non-profit societies, non-profit cooperatives, registered charities, Songhees and Esquimalt First Nation Councils or Urban Indigenous non-profit organizations. Grants will be provided for capital, infrastructure, planning and urgent life-safety upgrade projects for arts and culture facilities located in the City of Victoria.

CONTEXT

Affordable and accessible cultural spaces are an essential part of the community. They provide spaces to work, practice, host activities and engage communities. The arts and culture industries play a larger role in society providing quality-of-life benefits, generating economic development opportunities for local businesses and support tourism.

Rising real-estate values and redevelopment pressures are causing displacement and precarity of tenure for arts and culture organizations. The Create Victoria Arts and Culture Master Plan provides a strategic framework along with specific priorities and action items developed through stakeholder and community input, to support a vibrant, diverse and thriving cultural ecosystem which includes funding, capacity and resources for arts and cultural spaces.

OBJECTIVES

- To build organizational capacity and support arts and culture organizations that own or manage shared production, exhibition and work space;
- To increase the supply of cultural spaces owned and/or operated by not-for-profit organizations with an arts and culture mandate;
- To improve and upgrade existing cultural facilities, providing safe and accessible spaces for individuals and groups with diverse needs.

EQUITABLE APPROACH

The City of Victoria's Cultural Policy guides decision-making on how we do our work. The City is strengthening its commitment to equity, diversity and inclusion through an Equity Framework that is currently under development. The City defines equity as treating everyone fairly by acknowledging their unique situation and addressing systemic barriers. In keeping with our Cultural Policy Statement, the City is working to ensure that everyone has access to equal benefits and outcomes by being able to participate fully in the creative life of the city which is essential to a healthy and democratic society.

We will continue to learn, respond, examine and adapt our practices as we move forward. Please read the City's cultural policy statement, guiding principles and values that guide our work.

Create Victoria Arts and Culture Master Plan and Cultural Policy Statement: https://www.victoria.ca/assets/Departments/Parks~Rec~Culture/Culture/Create~Victoria/Create%20Victoria%202018-SINGLE%20pgs%20for%20print.pdf

ELIGIBLITY CRITERIA

Each applicant must meet all the eligibility requirements listed below in order to have the application reviewed:

- Be registered as a non-profit society, non-profit cooperative, charitable organization, Songhees and Esquimalt First Nation Council, or a registered Urban Indigenous non-profit society, with an independent and active volunteer board of directors;
- Have a clear arts and culture focus as part of the organization's vision and mandate;
- Infrastructure must be located and operating within the City of Victoria;
- Have operated as a registered organization for one fiscal year prior to application;
- Be in good standing with BC Society Act having completed all previous City of Victoria grant report requirements;
- Submit a completed application form along with all required materials prior to the application deadline; and
- Applicants seeking funding for physical infrastructure upgrades or (re)development projects should operate a cultural space with a minimum lease of 18 months tenancy from the time of application. Exceptions will be considered on a case-by-case basis, but the focus is on supporting long-term space for the arts and culture sector.

Organizations in arrears with any local authority, are bankrupt, seeking creditor protection, are insolvent, or under court supervision of any kind are not eligible to apply.

Partnerships & Collaborations

We encourage partnerships and collaboration between multiple partners. Non-profit arts and cultural organizations applying in partnership or in collaboration with other non-profits should designate one organization as the lead applicant, who will be responsible for applying. Evidence must be provided that the proposed project is vital to the activities and mandates of each partner organization. A Memorandum of Understanding (MOU) or Partnership Agreement (PA) between the partner organizations with clearly defined roles, responsibilities and relationships must be provided.

Sample of eligible expenses:

- Urgent safety upgrades and/or repair to tenanted or owned cultural space
- Infrastructure upgrades to improve accessibility, safety, environmental sustainability or usability of existing space
- Purchase, build, expand or renovate cultural spaces and/or specialized equipment critical to cultural creation, production and exhibition purposes.
- Planning studies or research related to the acquisition or (re) development of arts and cultural spaces including consultant fees for feasibility studies and/or specialist technical reports

GRANT AMOUNT

Eligible applicants can apply for funding up to a maximum of $25,000 or 50% of project costs, whichever is lower for physical infrastructure upgrades, equipment and land purchase. For 'soft infrastructure' projects including feasibility studies and consultant reports, applicants can apply for a maximum of $10,000 or 50% of project costs, whichever is lower. Each organization is eligible to apply and receive funding for one project per year. Matching grants are not a requirement, however, applicants demonstrating matching funding from other private or public agencies will have a higher chance of success based on review criteria.

APPLICATION DEADLINE & PROJECT COMPLETION TIMELINE

The deadline for submissions is Monday, May 31st, 2021 no later than 4:00pm PST. Completed applications along with all required materials should be sent via email to amahimwalla@victoria.ca.

Projects must be completed by December 31st 2021. In limited cases, subject to special conditions or extenuating circumstances extensions may be provided. Extensions must be approved in writing.

List of ineligible expenses:

- Routine maintenance and repair that is part of day-to-day operations.
- Work that is already underway or completed prior to the grant application submission/deadline and/or existing deficits.
- Fundraising or marketing activities related to capital campaigns.
- Recurring operating expenses including fixed costs and staff time (e.g. staff salaries, communication or computer hardware and software).
- Equipment that is part of ongoing operations including furniture items.

APPLICATION PROCESS

1. Review program guidelines.
2. Contact amahimwalla@victoria.ca to discuss your project and determine eligibility.
3. If your project is eligible, request an application form.
4. If required, submit a draft application form for feedback at least 3 weeks prior to the deadline.
5. Submit completed application package along with all required documentation by the deadline.

All application documents must be submitted via email as attached PDF documents. Completed applications should be sent via email to: amahimwalla@victoria.ca.

DOCUMENT CHECKLIST

I. Complete the application form.
II. Completed project budget and financial statement documents.

III. Copy of applicant's BC not-for-profit Society Registration Certificate or Canada Revenue Agency issued Charity Registration Number

REVIEW PROCESS

1. **Application Review:** Completed eligible applications will be reviewed by a staff team based on assessment criteria.
2. **City Manager Approval**: Grant recommendations require City Manager approval.
3. **Notification:** Following the City Manager approval, each applicant will receive an digital copy of notification of funding by email.

ASSESSMENT CRITERIA

All eligible applications will be evaluated based the following assessment criteria. Applicants should discuss and demonstrate in their application how the proposed project fulfils each area of the criteria.

a) Vision and Need (30%)

- Extent to which the project meets a current or future need and supports the applicant's mandate and long-term goals.
- Impact of the project on creating or expanding space and enhancing capacity for specific artistic discipline(s), practitioners or audiences.
- Demonstrates knowledge and understanding of potential audience and participant needs.

b) Community Access and Inclusion (30%)

- Impact of the project on increasing accessibility, including physical, social and/or cultural accessibility for groups that may experience barriers to arts and cultural production and/or participation.
- Demonstrates support from the arts and cultural community and other stakeholders that will benefit from this project.
- Demonstrates social and community impacts as measured by audience participation, creative outputs and opportunities offered by activity, reach and diversity of participants.

c) Feasibility (30%)

- Appropriate human resource capacity with leadership, expertise and experience to ensure successful and timely completion of the project.

- Demonstrates financial accountability and viability with balanced budgets, realistic cost projections and clearly identified funding sources.
- Exhibits long-term sustainability with budgets clearly identifying operating expenses to maintain the facility along with funding sources.

d) Strategic Priorities (10%)

- Demonstrates outcomes that support other City strategies, goals or objectives including reducing GHG emissions, increasing economic inclusion and prosperity, and improving accessibility standards.

CONFIDENTIALITY OF INFORMATION

All documents submitted to the Cultural Infrastructure Grant Program become the property of the City of Victoria. The City will make every effort to maintain the confidentiality of each application and the information contained within, except to the extent necessary to communicate information to staff and assessment committee members for the purposes of evaluation and analysis. The City will not release any of this information to the public except as required under the Province of British Columbia Freedom of Information and Protection of Privacy Act or other legal disclosure process.

FINAL REPORTING

All grant recipients must submit a brief final report within 60 days of project completion stated in the application. Required documentation includes a project summary, economic and social impact of the project, and a financial statement listing actual revenue and expenses. A report template will be provided to successful applicants as part of the grant confirmation package.

FUNDING DISBURSEMENT SCHEDULE

80 percent of the grant will be issued upon confirmation of grant funding. The remaining 20 percent of the grant will be delivered upon receipt of the final report.

TERMS AND CONDITIONS

Applicants awarded a grant will be required to agree to terms and conditions including:

- The information provided in the project proposal, and related documents, is accurate and complete. Any significant change or any change in scope or deliverables of the project as presented in the application, must be discussed and receive approval in writing from the Arts, Culture and Events Liaison in advance of implementation.

- Prior to undertaking any work related to renovations or alterations to existing premises, landlord approval has been obtained and provided to the City of Victoria. Confirmation is required prior to any initial grant payment.

- All required permits and approvals are in place and meet all Federal, Provincial and Municipal legislation, guidelines and by-laws. The award of a Grant may in no way be construed as providing for other City approval.

- The City's support must be acknowledged in all promotional or public materials related to funded activities, including all print and online media. Applicants will receive electronic copies of the City of Victoria's logo and usage standards as part of the grant confirmation package.

- Submission of a final report upon project completion, which includes project results, actual project budget signed by the board, and electronic copies of plans and studies commissioned as part of the project.

CONTACT INFORMATION

Applicants are encouraged to discuss their project with staff prior to submission to ensure eligibility. Staff can provide feedback, answer questions and provide general assistance to applicants with limited grant writing experience or resources to reduce barriers and increase participation.

Ammar Mahimwalla

Arts Culture and Events Liaison

City of Victoria

Office Location: 720 Douglas St., BC, V8W 3M7

Phone: (250) 361-0748 or visit www.victoria.ca

Email: amahimwalla@victoria.ca

Committee of the Whole Report
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 2, 2021
From:	Kerri Moore, Head of Business and Community Relations		
Subject:	Arts and Culture Grant Policy		

RECOMMENDATION

That Council receive this report for information.

EXECUTIVE SUMMARY

At the January 28, 2021 Committee of the Whole meeting, Council requested staff report back on current information on existing Arts and Culture grant policies. Currently staff manage one grant program under arts and culture, the Festival Investment Grant (FIG) which does have approved Council policy to guide decision making. The Everyday Creativity grant was a one-off program to respond to the COVID 19 pandemic and is no longer a current grant program in operation.

The existing grant policy for both the Everyday Creativity Grant program and Festival Investment Grant program provides guidance to Council and staff on such areas of funding policy including eligible and ineligible expenses, evaluation criteria, conditions of assistance and reporting guidelines.

Based on the review of both arts and culture grant programs and existing policies that guide funding decisions for other City grant programs, staff were unable to find policy that related to the discussion at Council on January 28th regarding political messaging. In the spirit of the discussion at Council and to provide a response to address this matter, staff have offered an analysis for Council consideration based on existing principles and policy that provide parameters for managing public space.

An existing policy within the *Public Use of City Hall* may provide some guidance to Council on this matter. The policy states "The event must be non-commercial, and the requesting organization must be one whose mandate and activities will not discriminate against any individual or group as outlined in the BC Human Rights Code." Further it states that "Any use of public space must comply and be consistent with federal and provincial legislation and any applicable City bylaws, plans or agreements." Additionally a revised Letter of Agreement for City funded mural and community art projects provides additional terms and conditions to guide staff and Council on these matters and provides a process for the City to review alterations and changes to proposed project prior to implementation.

PURPOSE

The purpose of this report is to provide further information to Council regarding arts and culture grant programs and associated policies.

BACKGROUND

At the February 4, 2021 Council meeting, Council ratified a Committee of the Whole recommendation from January 28th after consideration of the 2020 My Great Neighbourhood Grant Summary directing staff "*to return to Council with current information on existing Arts and Culture grant policies.*

Since 1999, Festival Investment Grant program has provided funding for arts and cultural festivals. Council last approved the policy in 2011 which is attached to this report as Appendix A for reference. The Everyday Creativity Grant is no longer a grant program being offered, however, for Council's reference the guidelines are attached as Appendix B.

The existing grant policy for both the Everyday Creativity Grant program and Festival Investment Grant program provides guidance to Council and staff on such areas of funding policy including eligible and ineligible expenses, evaluation criteria, conditions of assistance and reporting guidelines.

ISSUES & ANALYSIS

The guidelines and policies that guide arts and culture grant funding do not address the discussion at Committee of the Whole on January 28, 2021 regarding political messages for publicly funded projects. Within the terms and conditions of grant funding applicants must "notify in writing of any significant changes to the funded event scale or purpose."

To support Council in this matter, staff reviewed policy outside of arts and culture grant program, to inform Council of existing policy and bylaws that guide the use of public space. Within the *Guiding Principles for the Use of Public Space* policy, there is no direction or principle that guides staff or Council in this matter.

An existing policy could provide some guidance for Council which is provided within the *Public Use of City Hall.* The policy states "The event must be non-commercial, and the requesting organization must be one whose mandate and activities will not discriminate against any individual or group as outlined in the BC Human Rights Code." Further it states that "Any use of public space must comply and be consistent with federal and provincial legislation and any applicable City bylaws, plans or agreements."

Temporary murals funded through the My Great Neighbourhood Project and Everyday Creativity provides further direction to applicants prior to project initiation. A letter of agreement is signed with the applicant to guide roles and responsibilities including ongoing maintenance, proper permits, health, safety, and insurance requirements as well as decommissioning process. As provided in the January 28, 2021 Committee of the Whole report for the My Great Neighbourhood program, staff provided the following information to Council:

Community murals are subject to the guidelines provided through the City's Arts Policy. Once the original design has been submitted and signed off from the City and artist, major alterations or additions will not be allowed. Refusal to comply may require removal of the mural by the City.

In addition,

I. Profanity, hateful language and any other words and/or images that are likely to be perceived by the general public as offensive will not be permitted.

II. Any language or images that convey or portray drug and/or alcohol use will not be permitted.

III. Explicit or encrypted signatures or acronyms will not be permitted.

Based on the above analysis, the existing policy for the *Public Use of City Hall* and the Letter of Agreement between the City and grant applicant is sufficient to ensure the City has a process in place to address future issues in regard to the discussion raised at Council on January 28, 2021.

IMPACTS

Accessibility Impact Statement

No impacts to accessibility contained within this report.

2019 – 2022 Strategic Plan

Nurturing and supporting arts, culture and creativity has been identified by Council as an operational priority.

Impacts to Financial Plan

No impacts to the 2021 Financial Plan

Official Community Plan Consistency Statement

Section 16: Arts and Culture

- 16.6 Encourage broad access to arts and culture facilities, events and activities for people of all ages, incomes, backgrounds and lifestyles.
- 16.7 Encourage education, training and informal learning opportunities in the arts, design and culture.
- 16.19 Establish and maintain partnerships with professional artists and arts and cultural organizations to program the use of public space.
- 16.20 Continue to permit festivals, celebrations and special events in public spaces, such as streets, parking lots, plazas, civic squares and other open space.
- 16.21 Increase the use of parks for festivals, celebrations and special events.
- 16.22 Continue to support and enable local, non-profit groups to host festivals, celebrations and special events through services, incentives and regulations.

CONCLUSIONS

The following review of existing policy and guidelines is provided to support Council discussion regarding proposed policy changes.

Respectfully submitted,

Nichola Reddington
Senior Cultural Planner

Kerri Moore
Head of Business and Community Relations

Report accepted and recommended by the City Manager.

List of Attachments

Appendix A – Festival Investment Grant Policy (2011)
Appendix B – Everyday Creativity Grant Guidelines

City of Victoria

Festival Investment Grant

GRANT POLICY & GUIDELINES

Revised October 2011

PURPOSE

The purpose of the grant program is to provide cash and city services support for the specific costs associated with the presentation of festivals and celebrations in the City of Victoria.

The City of Victoria recognizes that local, regional, national and international events of all types have an important role to play in contributing to improved quality of life of Victoria residents. Community-based festivals and celebration reflect the vibrant, distinct and diverse character of Victoria and its residents. Events offer opportunities to create economic, social, health and community benefits. The Festival Investment Grant program is designed to provide support to organizations producing festivals and celebrations that will deliver significant economic impact, vitality and vibrancy within the City of Victoria, particularly the downtown core.

The program is comprised of four funding streams. Please contact the City grant administrator for more information regarding the appropriate funding stream.

Community Celebration Grants
The purpose of this funding stream is to assist community celebrations with the production of one-day celebratory events within the City of Victoria. These events are often run and organized by volunteer non-profit boards and involve a broad base of support from the local community.

New Festival Grants
The purpose of the New Festival Grant stream is to provide support to new events in their first year and stability through the developmental years 2 – 5. The applications for this grant program are required to provide evidence of sponsors, audience identification, a marketing plan and a detailed budget. Applicants are required to identify the target market for the new festival, articulate the expected positive impacts and describe how it fits with the objectives for funding under the program.

Established Festival Grants
The purpose is to provide financial assistance to established festivals to produce a multi-day event in the City of Victoria. Applicants must have a demonstrated consistent track record of achievement for a successive five year period. Managing organizations must have a solid organizational structure, long-term financial stability and an artistically produced program.

Signature Festival Grants
The purpose of the Signature event program is to showcase the City as a great place to live, work, play, and do business. The term “signature event” is used to describe an organized note-worthy event designed for a definite purpose or occasion that is free and open to the general public, and which generates 15,000 + visitors each day. Festivals and events that create jobs, attract tourists, stimulate local economies and provide entertaining activities for citizens across the Capital region would be suitable applicants in this funding stream.

ELIGIBILITY CRITERIA

The City of Victoria receives many requests for funding therefore allocation of funding is competitive. To be eligible:

FESTIVALS must meet the Festival definition:

A series of theme related events, predominately arts and cultural in nature, held annually for two or more consecutive days, possessing city-wide and regional appeal and produced by a registered non-profit society.

CELEBRATIONS must fit the definition of a celebration:

An arts and cultural event, organized for the purpose of building and celebrating a sense of community in response to a desire that is best addressed through celebration. These events are sponsored and organized by a registered non-profit society and possess city wide appeal.

Festivals and Celebrations must also:

- Occur primarily outside in a public space within the boundaries of the City of Victoria. Indoor events that occur between November 1 - March 31 will be considered.
- The applicant organization must be a not-for-profit society in good standing with the Registrar of Companies.
- Offer a unique experience not duplicated by other organizations and their activities.
- Be supported by budgets which are distinct from regular operating budgets of lead organizations.
- Prominently feature art, cultural and/or heritage content.
- Be free admission events or events with a free component open to the public.
- Have followed the application process guidelines and met the required timelines.
- The applicants must demonstrate need for financial assistance.
- The proposed budget must demonstrate significant support from other sources other than the City of Victoria.

Applications will be considered **ineligible** if they relate to:

- Events that are commercial in purpose
- Sporting and athletic events and competitions unless there is a demonstrated link to an artistic and/or cultural activity
- An event fundraiser (over and above event costs)
- An event that occurs outside the City of Victoria.
- Retroactive funding
- Capital expenditures
- One time, non-recurring events
- Activities already funded through other City programs
- Organizations in arrears with the City of Victoria
- Individuals
- Demonstrations, marches, rallies
- Trade shows and trade fairs
- Conferences, workshops, training and professional development
- Block parties, picnics, garden shows, street markets, carnivals

MAXIMUM GRANT AMOUNT

The City of Victoria will not fund more than 25% of the overall operating costs of the festival or celebration.

EVALUATION CRITERIA

All Applications will be evaluated on the following assessment criteria:

a) **Artistic Merit (40%)**

- Solid vision, direction, goals and objectives that reflect and fulfill the purpose of the event
- Innovative and unique development of program of activities
- Excellence of program of activities – quality/variety/production
- Proven track record in program delivery
- Impact on specific cultural community or artistic discipline
- Does not duplicate and compliments other Festival and Celebration activities
- A priority in the context of the community vision
- Event expansion and improvements and innovation
- Quality, diversity and innovativeness of program

b) **Economic Impact (25%)**

- Demonstrates quantifiable economic benefits to the City (dollars spent in the community, staff hired, number of local volunteers, training offered to staff/volunteers, local performer/producers/technicians, etc. engaged, hotel rooms rented, tour packages sold, etc.)
- Extent of Partnership initiatives and efforts to form new alliances
- Extent to which activities are undertaken to attract visitors to the Festival or Celebration

- Extent of destination marketing, including the use of media outlets
- Timing of Event: when the event is held during the calendar year i.e. During off-peak (October to March) or high peak (April - September) periods. Under this criterion, an event staged in a low season is often more attractive than an event staged in a high season.
- Level of event profile and media exposure
- Appropriate audience development, outreach and marketing strategies

c) **Community Impact and Involvement (20%)**

- Extent to which Festival or Celebration contributes to social and cultural development of the City of Victoria
- Demonstrated knowledge and understanding of potential audience and participants
- Extent to which there is opportunity for volunteers to participate in organizing and implementing festival
- Extent to which applicant will ensure an appropriate measure of public access (i.e. free component & ticketed event vs. ticket price), including access by the City's diverse communities and local residents
- Support of Victoria -based performers / producers / technicians / business/ community as applicable to your event
- Extent to which quality of life is enhanced by offering opportunities for City of Victoria residents
- Demonstration of community support for arts, cultural and festival events as measured by volunteer participation, membership, and or audience participation

d) **Organizational Effectiveness and Competence (15%)**

- Solid leadership structure and consistent management in professional, competent manner
- Financial stability and accountability and evidence of effective long-term and short-term planning
- Extent to which applicant's revenues are derived from multiple sources to create a stable funding base
- Demonstrated need for financial assistance from the City of Victoria
- Potential financial impact (i.e. jobs created, spending, number of visitor days created and how this information might be tracked.)
- Evidence of financial stability and accountability
- Evidence of a clear mandate, competent administration and a functional volunteer committee
- Shows a viable plan for ensuring resources are in place to continue the festival or celebration and the potential for long term community benefits.

APPLICATION PROCESS

The administration of the Festival Investment Grant Program is managed as per the defined policy through the Recreation & Culture Division of the Parks, Recreation and Culture Department.

The official application form must be used. Forms can be obtained from the City's Arts, Culture and Events office or online through the City's website at www.victoria.ca Questions should be directed to Jeff Day, Community Recreation Coordinator at (250) 361-0357 or jday@victoria.ca .

All application documents should be typed or written on white, letter sized paper (8.5" x 11"). Please do not staple applications or bind them in any way in folders, binders or plastic covers.

Incomplete or late applications will not be considered for funding. No grant application will be considered from organizations that received funding in the past but did not submit a final report.

All applicants are required to submit the required materials to:

Jeff Day
City of Victoria
Arts Culture and Events
#1 Centennial Square, Victoria BC, V8W 1P6
Office Location: 720 Douglas St., BC, V8W 3M7
Phone: (250) 361-0357 Fax: (250) 361-0385 or visit www.victoria.ca
Email: jday@victoria.ca

Annual Timeline:
October 31 - Application Deadline
December to January - Council Approval
July 1 - Grant Payment (80%),
Prior to November 1 on receipt of final report - Final Payment (20%)

APPROVAL PROCESS
Each application will be reviewed and assessed by Recreation & Culture Division staff. Following the staff review, the applications along with a report and recommendations is provided to City Council for their consideration and final approval. Applicants will receive a letter detailing Council's decision once it is finalized.

CONDITIONS OF ASSISTANCE

Grant funds must be applied to current expenses associated with the approved project, and not used to subsidize any other project of the applicant, or to reduce or eliminate accumulated deficits. The City must be notified in writing of any significant changes to the funded event scale and or purpose. In the event that the project is not completed, the City of Victoria reserves the right to request the return of the grant.

As a condition of funding, the support of the City of Victoria must be acknowledged on promotional materials related to funded activities, including brochures, print ads, programs, posters, signage and media releases as well as websites, e-newsletters, and social media campaigns. City of Victoria logo files and usage standards will be provided to successful applicants. The City of Victoria reserves the right to an onsite presence, or formal role, at signature events. Failure to acknowledge the City's support may result in the inability of an organization to obtain grant support in future years.

The term of the grant is one year, and previously funded projects must be completed before a new application can be approved. Receipt of a grant does not guarantee funding the following or any subsequent year.

The successful applicant agrees that the City shall not be liable for any incidental, indirect, special or consequential damages, injury or any loss of use, revenue or profit of the Society arising out of or in any way related to the program.

REPORTING

The applicant must submit a final report which includes a brief description of the event; event evaluation; a financial statement of actual revenue and expenses; copies of print material (ads, programs etc.) which acknowledge the financial support from the City; attendance figures; number of participants in the event (volunteers and audience) and a description of the economic impact on the City of Victoria, (number of visitors, room nights, etc.) Report forms will be provided to all successful applicants.

Appendix B: Grant Guidelines

OVERVIEW

The new grant program, Everyday Creativity, is a direct response to the COVID-19 pandemic. On May 14th, Council directed staff to encourage events with alternative formats that build community and social connection while allowing physical distancing, and events that bring vibrancy back into the core and village centres once restrictions are lifted.

Participating in the arts has multiple benefits for health and wellbeing - reducing social isolation, building self-confidence, relieving stress and anxiety, and strengthening community connections. Creating an equitable grant program where more people can experience more art, more often is essential during this unprecedented time.

Unfortunately, opportunities to participate in the arts are not evenly distributed with many people facing significant and complex barriers. These challenges are often cultural, physical, systematic, or a combination of all these barriers.

Everyday Creativity Grant Program would enable all citizens to have the means to access the arts regardless of cultural background, gender, sexual orientation, disability, income, educational, occupation or location.

PURPOSE

The purpose of the Everyday Creativity Grant program is to increase access for everyone to be creative through the arts to improve both mental and physical health.

The aim is to build capacity within the community to develop and deliver cultural programs that are accessible and inclusive to all community members, but particularly people who have been historically underrepresented based on race/ethnicity, age, disability, sexual orientation, gender, gender identity, socioeconomic status, geography, citizenship status, or religion.

Grants ranging from $500 to $5000 are available to enable more creative programming for the community by local artists and arts organizations. Emphasis on learning, creative expression and broad public participation of the program is encouraged.

OBJECTIVES

- To increase opportunities for creative engagement to support mental and physical health.
- To improve access to the arts for everyone, either online or in-person.
- To amplify existing arts programs rolling out during the pandemic that aim to increase access and awareness of creative opportunities.
- To measure and report back on the social impacts of the Everyday Creativity program.

EQUITABLE APPROACH

The City of Victoria's Cultural Policy guides decision-making on how we do our work. The City is committed to equity, diversity and inclusion. In keeping with our Cultural Policy Statement, the City is working to ensure that everyone has equal access to participate fully in the creative life of the city which is essential to a healthy and democratic society.

We will continue to learn, respond, examine and adapt our practices as we move forward. Please read the City's cultural policy statement, guiding principles and values that guide our work:

Link to Create Victoria Arts and Culture Master Plan and Cultural Policy Statement: https://www.victoria.ca/assets/Departments/Parks~Rec~Culture/Culture/Create~Victoria/Create%20Victoria%202018-SINGLE%20pgs%20for%20print.pdf

ELIGIBILITY CRITERIA

The program is open to all non-profit organizations including community and neighbourhood associations and schools. Individuals, ad hoc, informal organizations and businesses may also apply for funding by partnering with a local non-profit group. The non-profit group is required to sign the application as the sponsor, and if approved, will receive the funding for disbursement to the applicant.

The applicant must meet all the following to apply for a grant:

- Registered non-profit organization in good standing in the Province of BC or registered charitable organization in good standing with the Canada Revenue Agency.
- Each organization can submit one application.
- The organization can reside outside of Victoria.
- The project must be situated in Victoria and benefit residents of the City of Victoria.
- Projects must be completed within one year upon receiving funding.
- Recipients must fulfil reporting requirements.
- Offer a unique experience not duplicated by other organizations and their activities.
- Be free and low barrier to encourage access for everyone to participate in the program.
- Have followed the application process guidelines.
- The applicants must demonstrate need for financial assistance.

Organizations in arrears with any local authority, are bankrupt, seeking creditor protection, are insolvent, or under court supervision of any kind are not eligible to apply.

Events must comply with Provincial Health Guidelines for any events gathering 50 people or less together in public space. For guidelines on hosting a safe event during COVID 19, please refer to the following resources to plan your event safely:

Special Event Permit COVID-19 Guidelines:

https://www.victoria.ca/EN/main/residents/culture/permits.html

COVID-19 Resource Page:

https://www.victoria.ca/EN/main/city/covid-19-response/arts—and-culture.html

ActSafe Resources for the Arts and Entertainment Industries:

https://www.actsafe.ca/covid-19-resources-for-the-arts-and-entertainment-industries/

Sample of eligible activities include:

- Creative outlets that maximize opportunities for citizens to participate and engage with the arts. This may include development of an arts activity, production of an arts event with a participatory component or expanding existing program for broader inclusion of participants.
- Programs or activities that have a learning component.
- Marketing strategies that address access and inclusion to vulnerable and marginalized communities.
- Programs and activities that provide access to newcomers and makes them feel more welcome and included.
- Providing low/no cost programs.

Applications will be considered ineligible if they relate to:

- Events that are commercial in purpose
- Contests or competitions
- Fundraisers
- Retroactive funding
- Demonstrations, marches, rallies
- Trade shows and trade fairs
- Scholarships

MAXIMUM GRANT AMOUNT

Grants will range from $500 to $5000. No matching requirements are needed for this program.

PREPARING YOUR APPLICATION

HOW TO APPLY?

1. Review guidelines
2. Contact us to confirm eligibility and request an application form
3. Complete application
4. Compile supporting documents
5. Submit your application to our office

DEADLINE:

Application Deadline: rolling deadline until December 31, 2020. Applications will be reviewed bi-weekly and grants will be allocated until all funding is depleted.

APPLICATION PROCESS

The administration of the Everyday Creativity Program is managed through the Arts, Culture and Events Department.

The official application form must be used. Forms can be obtained from the City's Arts, Culture Events staff via email or online through the City's website at www.victoria.ca. Questions should

be directed to Nichola Reddington, Senior Culture Planner at (250) 361-0363 or nreddington@victoria.ca

All application documents can be emailed as an attached PDF document, or typed/written on white, letter sized paper (8.5” x 11”). Please do not staple applications or bind them in any way in folders, binders or plastic covers.

Incomplete applications will not be considered for funding.

APPLICATION CHECKLIST

□ Read the grant guidelines

□ Contact staff to discuss idea and confirm if you are eligible to apply

□ Complete the application form

□ Complete the budget and financial statement requirements

□ Provide a copy of the organization's BC not-for-profit Society registration certificate

Committee of the Whole Report

For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 4, 2021
From:	Philip Bellefontaine, Director, Engineering & Public Works		
Subject:	AAA Cycling Network: Oaklands, Fernwood, Fort Central and Fort East		

RECOMMENDATION

That Council:

1. Approve Fort Street East as the priority AAA cycling corridor for the Jubilee neighbourhoods, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan;

2. Approve the design for Fort Street Central, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan; and

3. Approve the designs for the Oaklands and Fernwood Connector projects and construct using existing funds in coordination with other planned capital initiatives in 2021.

EXECUTIVE SUMMARY

Go Victoria, the City's Sustainable Mobility Strategy, identifies a vision of *clean, seamless mobility options for everyone*. Key initiatives such as achieving zero traffic fatalities and investing in infrastructure to increase the number of people walking, cycling, and taking public transit, support this vision. The All Ages and Abilities (AAA) priority cycling network is a strategic priority of Council and directly aligns with the goals, policies and targets in Go Victoria.

Since the network was adopted in 2016, 13.5 kilometres of AAA cycling facilities have been completed or are under construction. An additional 8 kilometres is slated for construction in 2021 through the Richardson Street, Kings-Haultain corridor, Government Street North and the Kimta Road / E&N Trail projects.

This report contains recommendations to complete the next 4.8 kilometres of infrastructure through a combination of protected bike lanes and shared use neighbourhood bikeways. When this phase of construction is complete, 81% of the priority AAA cycling network will have been achieved.

The **Fort Street East** corridor is 1.3 km and was one of three priority route options explored for the Jubilee neighbourhoods. A comprehensive alignment analysis has resulted in a recommended design of one-way protected bike lanes on Fort Street from Pandora Avenue at Oak Bay Junction to Foul Bay Road.

The **Fort Street Central** corridor is 1.4 km. The recommended design consists of one-way protected bike lanes from Pandora Avenue at Oak Bay Junction to Yates Street with a transition to a two-way protected bike lane from Yates Street to Cook Street.

The **Oaklands Connector** is 1.0 km and extends from Hillside Avenue to Haultain Street via Doncaster Drive, Pearl Street, and Shakespeare Street. The recommended design is a shared road neighbourhood bikeway which utilizes two existing multi-use pathways.

The **Fernwood Connector** is 1.1 km and extends from Haultain Street to Begbie Street following Avebury, Oregon, and Stanley streets. The recommended design is a shared road neighbourhood bikeway with a short segment of protected bike lanes on Bay Street to support a new road crossing at the offset intersection.

Each project is intended to integrate road safety improvements, asset renewal, add to the urban forest wherever possible and improve accessibility of the built environment. Collaboration and concept refinement with stakeholders, emergency service providers, the City's Active Transportation Advisory Committee, neighboring municipalities, and agency partners have helped inform the recommended designs.

Staff will be bringing forward recommendations related to design, scheduling and funding for the remaining priority cycling network projects in the spring of 2021.

PURPOSE

The purpose of this report is to present the recommended route selection for the Jubilee neighbourhoods as well as associated designs for the next four corridors to support the delivery of the All Ages and Abilities priority cycling network.

BACKGROUND

Council approved the All Ages and Abilities (AAA) bicycle network in May 2016. In February 2019 Council affirmed its direction to complete the 32km priority network by the end of 2022. When complete, more than 90% of the municipality will be within 500m of an AAA cycling route, providing safe and convenient access to employment areas, shopping, parks, recreation centres and schools.

Go Victoria, which was approved by Council in November 2019, identifies several mobility policies that support integrated transportation and land use, emissions reduction, and a multi-modal level of service approach to infrastructure design. The AAA priority network is one of several strategies that the City is implementing to achieve its target of 80% mode share by transit, cycling and walking by 2030.





ISSUES AND ANALYSIS

A) Network Planning and Delivery Update

The Vancouver, Graham and Jackson project, along with associated interventions on Quadra and Cook Streets, is scheduled for completion in April 2021. This timeline reflects coordination with underground infrastructure replacement and road paving projects. This project forms the longest AAA connection through the municipality, extending 4.6 kilometres from Tolmie Avenue at the District of Saanich to Dallas Road. The status of remaining corridors are included in the table below:

Route	Stage
Kings-Haultain Corridor	Detailed design underway. Construction planned 2021. Traffic signals at Blanshard @ Kings and Princess @ Cook completed.
Government Street North	Detailed design underway. Construction in 2021
Richardson Street	Detailed design underway. Construction in 2021
Kimta Road / E&N Regional Trail	Detailed design underway. Construction in 2021
James Bay routes	Alignment and design consultation underway
Gorge Road	Planning and Concept Design
Pandora East	Planning and Concept Design

Network delivery will continue to be assessed in coordination with other capital projects and external initiatives. Staff are planning to bring forward recommendations related to design, scheduling and funding for the Gorge Road Project and James Bay AAA routes in the second quarter of 2021. Coordination of these projects with external partners, notably the District of Saanich (Gorge Road) and the Province of BC / Royal BC Museum (James Bay alignments), offers significant benefits for the City, but may have potential impacts on network delivery timelines and may require consideration of interim design treatments.

Following the BC Human Rights Tribunal ruling in 2020, City crews are preparing to retrofit the four existing floating bus stops on Pandora Avenue. While the bus stop designs are not unique to Victoria and meet provincial and national design guidance, the Tribunal ruled that they do not adequately meet the needs of transit users with vision loss. A modified design with flashing warning lights and accessible push buttons with audible messages, already used on Wharf Street, was found to be a reasonable accommodation. The Pandora Avenue East project (Cook Street to Begbie Street) was delayed while this Hearing was held. Public engagement for the Pandora Avenue East project, which will reflect designs that are consistent with the ruling, is scheduled for summer 2021 with construction anticipated in late 2022.

The focus of this report is to present outcomes and recommendations from the Jubilee alignment consultation process as well as associated design recommendations for this plus three other corridors including the Fort Street Central Project, the Oaklands Connector and the Fernwood Connector (Figure 1, below).



Figure 1: Map of Priority AAA network with subject corridors highlighted.

B) Community Engagement

Designs have been informed by extensive public and agency input with a goal to balance road user needs, maximize safety improvements, and coordinate construction with other capital investments. The COVID-19 pandemic necessitated a shift to the City's traditional consultation approach with, new online tools and virtual events deployed to encourage participation from a wide range of stakeholders from across the municipality.

Public consultation was conducted in two phases between August 15 to November 30, 2020. City staff sought input on both preliminary concepts and full-length designs for Fort Street Central, Oaklands and Fernwood Connectors. The City also engaged the public on designs for three candidate routes in the Jubilee neighbourhoods (Fort Street East, Oak Bay Avenue, and Fort-Leighton). Plain text descriptions of designs were made available for those who needed them.

Opportunities for public participation were directly promoted through:

- Print letters delivered to addresses on corridors.
- Social media advertisements.
- Print advertisements in Victoria News, Oak Bay News and Times Colonist.
- City of Victoria website.
- 'Have Your Say' engagement platform: engage.victoria.ca.
- City E-News: September, October, and November editions.
- Informational notices shared with schools and PACs, neighbourhood associations, community centres, the Intercultural Association, and several other stakeholder groups.
- Direct email notification to City distribution lists.
- Media release promoting the opportunity for public input.

All public feedback submitted online, via email, at virtual meetings, over the phone, and by mail was recorded, compiled, and considered by staff during the design process to best address the needs of the community while achieving AAA design objectives. Appendix E is the detailed engagement summary which includes all community feedback received for these projects. The summary also provides a breakdown of demographics of those who participated in the process. Highlights of the consultation include:

- 6,400 visits to the project page
- 2,700 informed visitors
- 1,198 surveys completed
- 653 new participant registrations
- 2,100 downloads of corridor designs
- 292 pins posted to the route map tool

City staff conducted virtual events and reviewed designs with agency partners between December 2020 and January 2021. Efforts included:

- 3 virtual open houses with neighbourhood associations
- 6 design review meetings with BC Transit, ICBC, Victoria Fire, Victoria Police, and BC Emergency Health Services.
- 4 design review meetings with staff from the District of Saanich and District of Oak Bay.
- 3 stakeholder meetings (business associations, pedestrian / cycling advocacy groups)

C) Jubilee Route Selection

As a part of the network development study in 2016, Oak Bay Avenue was identified as the priority corridor based on road safety improvement potential. Public concerns regarding impacts to on-street parking in Oak Bay Village resulted in direction to staff to continue consultation as well as develop alternative alignment options for consideration.

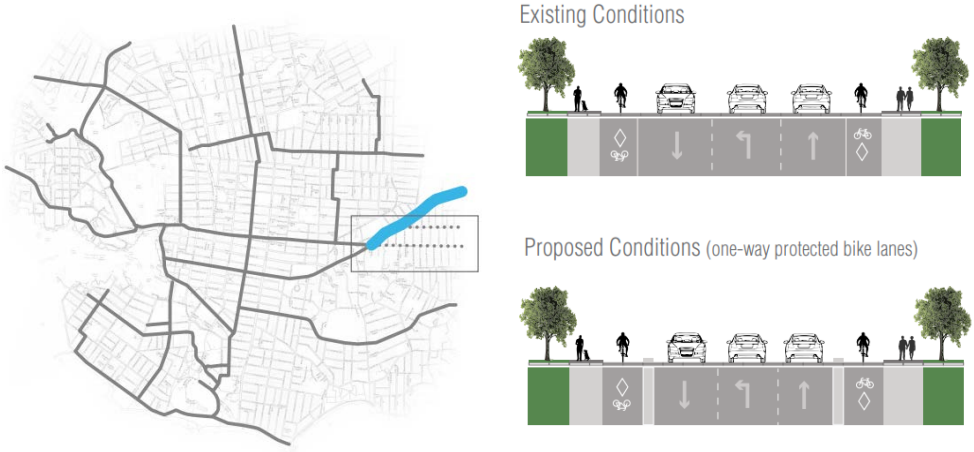


Several themes and attributes informed route exploration. The technical assessment considered network connectivity, trip origins and destinations, neighbourhood coverage, land use designations in the OCP, network gaps, topography, collision history, existing level of traffic stress, compatibility with other planned asset renewal, parking impacts, traffic congestion impacts, and tree impacts.

Three candidate routes were investigated and are described below. All options extend from Pandora Avenue at Oak Bay Junction and continue to Foul Bay Road at the Oak Bay border. The engagement summary, found in Appendix E, provides stakeholder feedback received on each design as well as preferences for priority investment.

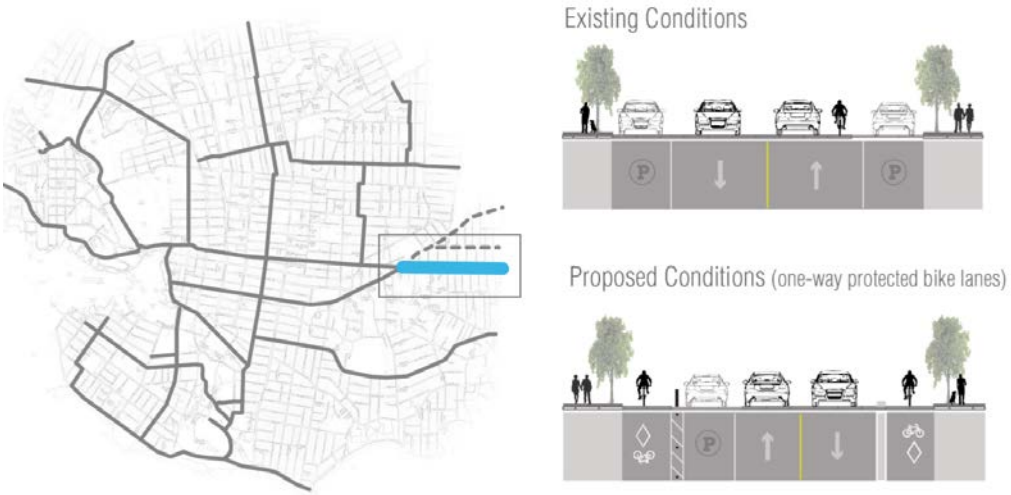
Route 1: Fort Street East (Pandora Avenue to Foul Bay Road) – Recommended Alignment

This design consists of one-way protected bike lanes on each side of the road**.** Key destinations within 200 metres of this route include the Royal Jubilee Hospital District, St. Patrick's School, Fern Street Park, and several commercial shops and services. Over one kilometre of the Fort Street East project is within the *large urban village* designation of City's Official Community Plan. This route connects to existing bike lanes on Richmond Road, Cadboro Bay Road, and Foul Bay Road. Constraints include sections with limited public road right-of-way as well as moderate topography for west bound riders.



Route 2: Oak Bay Avenue (Pandora Avenue to Foul Bay Road)

This design consists of one-way protected bike lanes on each side of the road**.** Key destinations within 200 metres of the route include École Beausoleil Elementary School / Bank Street School, and a direct connection to Oak Bay Village, which is designated as a Small Urban Village within the City's Official Community Plan. Constraints include limited right-of-way to accommodate an AAA design while avoiding the removal of half of the parking along the corridor, including within the main commercial district. There are some underground utility conflicts and no current plans for cycling infrastructure or streetscape improvements east of Foul Bay Road within the District of Oak Bay.



Route 3: Fort Street / Leighton Road (Pandora Avenue to Foul Bay Road)

This design consists of one-way protected bike lanes on Fort Street and traffic calmed neighbourhood bikeway on Leighton Road. Key destinations within 200 metres of the route include École Beausoleil Elementary School / Bank Street School, Fern Street Park, Redfern Park, and some commercial shops and services at the west end. The lack of destinations and connection points at Foul Bay Road (where there is no current cycling infrastructure) was the primary constraint for this route. There were also limited opportunities for further traffic calming to achieve the target of 1,000 vehicles per day or less.



Alignment Summary

To compare corridors, population density and community demographics were assessed alongside several technical components, described earlier in this report. A third-party firm was engaged to review route options and support the assessment of benefits and trade-offs. All options maintain transit service and have potential to introduce placemaking and remove barriers within the built environment for people with disabilities. A high-level summary comparison of the key issues and constraints between corridors is provided in the table below:

	Road Safety Improvement Potential	**Infrastructure and Network Connectivity**	**Current and Future Cycling Demand**	**Vehicle Circulation Retention**	**Parking Retention**	**Synergies with Asset Renewal**
Fort Street East	Moderate	High	High	High	High	High
Oak Bay Avenue	High	Moderate	High	High	Low	Moderate
Fort Street – Leighton Road	Moderate	Low	Moderate	Moderate	High	Low

Based on the best overall balance of all factors, staff recommend that the Fort Street East corridor be selected as the priority AAA cycling route. This route was the preferred alignment from consultation activities, including formal feedback from the District of Oak Bay. The Fort Street East supports transportation demand management goals at one of the largest trip generators in

the region (Royal Jubilee Hospital) and serves several different land uses. The project can be accommodated within available road right of way and is less than a 4-minute bicycle ride, via local streets, to the heart of Oak Bay Village.

The Oak Bay Avenue and Fort-Leighton routes are not being recommended *at this time*. These routes would remain on the City's long-term cycling network.

On Oak Bay Avenue, the City will continue to pursue additional right-of-way through re-development activities to accommodate future AAA infrastructure. As a part of near-term capital planning, the City will pursue crosswalk enhancements at Clare Street and Davie Street and transit shelter upgrades at select locations. A new crosswalk is also planned to be constructed at Redfern Street in association with an approved development project. In the medium-term, painted bike lanes will be added in locations where there is adequate road width to minimize impacts to other curbside uses, such as parking and loading.

Leighton Road currently provides a comfortable local cycling route for residents. The Fort East project enables a safer connection to this route by providing protected bike lanes between Oak Bay Junction and Leighton Road as well as an upgraded crossing at Chestnut Street. Additional features on Leighton Road will be considered as a part of the City's traffic calming program, with a focus on zones adjacent the school.

D) Design Overviews

AAA cycling facilities need to balance many competing road user needs and priorities, within limited rights of way. The goal is to improve road safety, enhance the public realm, improve public asset condition, and remove barriers to accessibility. A complete street design lens has been an important factor in attracting several million dollars in external grants and provides tangible streetscape improvements beyond cycling infrastructure improvements. While this approach adds to project complexity, schedule and budget, it also helps build broad stakeholder support and minimizes future re-work and disruption to the community.

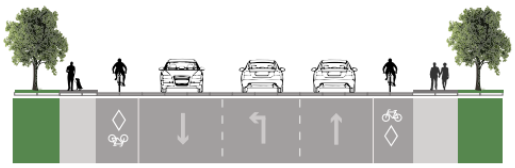
Provincial and national infrastructure design standards help determine which treatments are most appropriate in different contexts to ensure a higher level of safety and comfort for riders of all ages and abilities. As a part of the detailed design process for all projects, staff will work with the Road Safety Engineering team at ICBC and third-party engineering firms on design treatments and approaches.

i) Fort Street East:

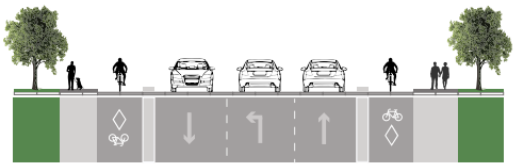
Fort Street East extends from Foul Bay Road and connects directly to the Fort Street Central route at Oak Bay Junction. The traffic volumes and vehicle speeds on this corridor require a protected bike lane treatment.

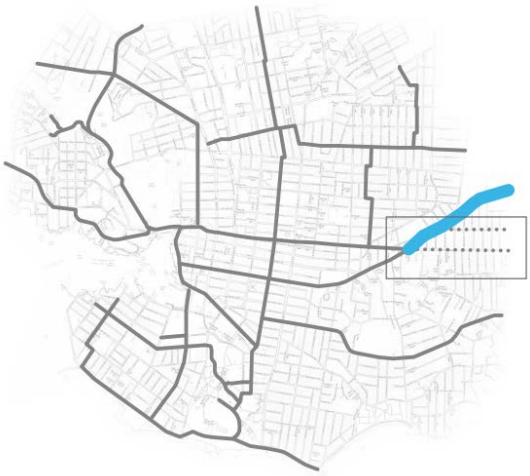
The design approach includes one-way protected bike lanes on either side of the road with pedestrian crossing enhancements, while accommodating frequent transit service. The AAA design is achieved by upgrading existing painted bike lanes to protected bike lanes with associated intersection treatments. The design maintains all existing vehicle circulation, will not significantly impact vehicle travel times and considers asset renewal requirements. The proposed design is found in Appendix A.

Existing Conditions



Proposed Conditions (one-way protected bike lanes)





Consideration	Existing Conditions	Proposed Conditions
Road Classification	Arterial	No change
Traffic Volumes	14,500 vpd	No change
Vehicle Speeds	45 km/hr (posted at 50km/hr)	No change
Vehicle Circulation	Select areas with restrictions	No change
Transit Service	Frequent Transit Corridor	No change
Pedestrian Amenities	Select locations	Crosswalk upgrade at Chestnut Street; curb let down improvements and tactile dome installations at select locations
Landscaping and public realm	Select locations with planted medians	Removal of planted medians at Chestnut Street and Fern Street
Cycling Amenities	Painted bike lanes	Protected bike lanes
On-street parking / loading	8 time-limited parking stalls	No change

Key findings from public and agency feedback include:

- Support for road safety improvements and one-way protected bike lanes.
- Interest in pedestrian safety improvements at Oak Bay Junction and Richmond Road.
- Strong support for new pedestrian crossing at Chestnut Street.
- Interest in transit shelter upgrades.
- Desire for landscaping and place-making features.
- Comments about curbside bus stops, compared to floating bus stops.
- Desire for AAA transition to existing cycling infrastructure on Foul Bay Road.

Designs have been modified to respond to public and agency feedback to:

- Add curb extensions at Bank Street.
- Maintain the left turn lane at Lee Avenue.

Staff will explore the potential for a transit queue jump / at Richmond Road, bus stop consolidation between Ashgrove and Chestnut Streets, and candidate locations for bus shelter upgrades.

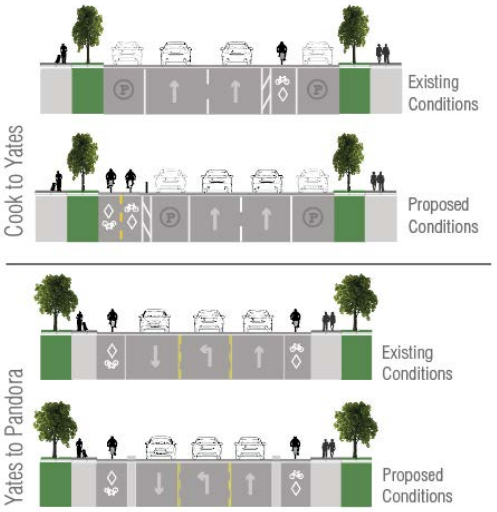
The design includes curbside bus stops which are commonly found throughout the City on conventional painted bike lanes. In this scenario, the bus travels into the bike lane at stop locations to pick up or drop off passengers. A person cycling is required to yield to the bus as it re-enters the vehicle travel lane. The limited right of way does not provide enough space for floating bus stop treatments on this corridor, as additional width is required to provide an accessible passenger landing area between the bus travel lane and the bike lane. As additional space is acquired through private land redevelopment, there may be opportunities to retrofit select locations.

Staff plan to coordinate the intersection design and traffic signal upgrades at Foul Bay Road with the District of Oak Bay and will also further investigate signal timing modifications at Richmond Road to improve pedestrian service and comfort. If this route is approved by Council, the construction of the Fort Street East project will be coordinated with the Fort Central Project and include segments of road re-paving in 2022 subject to financial plan approvals. The segment between Duchess Street and Foul Bay Road is likely to use paint and bollards as an interim treatment until underground infrastructure replacement in this zone is completed in the next decade.

ii) Fort Street Central:

The Fort Street Central Route extends from Cook Street to Pandora Avenue at Oak Bay Junction. The route is on a frequent transit network and connects the downtown AAA network with destinations such as Central Middle School and Stadacona Centre. The traffic volumes and speeds on this corridor require a protected bike lane treatment. The proposed design is found in Appendix B. The AAA design is achieved by reallocating existing road space to accommodate protected bike lanes and associated intersection treatments.

The design features a two-way protected bike lane on the north side of Fort Street between Cook and Yates Street, extending the existing treatment from Wharf Street. Between Yates Street and Pandora Avenue, one-way protected bike lanes on both sides of the road are planned. Should council adopt the Fort Street East alignment, this treatment would continue all the way to Foul Bay Road. The detailed design phase will explore further intersection refinements at Yates Street to support the safe moment of all road users while considering future land use changes.





Consideration	Existing Conditions	Proposed Conditions
Road Classification	Arterial	No change
Traffic Volumes	7,400 VPD west of Yates 12,400 VPD east of Yates	No change
Vehicle Speeds	45 km/hr (posted at 50km/hr)	No change
Vehicle Circulation	Select areas with restrictions	No change
Transit Service	Frequent Transit Network	No change
Pedestrian Amenities	Select locations	Crosswalk upgrades at Yates Street; curb let down improvements and tactile dome installations at select locations
Landscaping and public realm	Select locations with planted boulevards and street trees	Opportunities for additional trees and landscaping in new median islands
Cycling Amenities	Painted bike lanes	Protected bike lanes
On-street parking / loading	136 stalls comprised of time limited metered parking, Residential Parking Only, Passenger and Commercial Loading	99 stalls comprised of time limited metered parking, Residential Parking Only, Passenger and Commercial Loading

Key findings from public and agency consultation:

- Support for road safety improvements and protected bike lane treatments.
- Comments about on-street parking loss.
- Comments about south-bound vehicle restrictions on Fernwood Road and vehicle access to Ormond Street.
- Support for maintaining tour bus loading zone.
- Comments on visibility for vehicles exiting driveways on north side of road.
- Comments about curbside bus stops.
- Desire for landscaping, place-making features and wayfinding to popular destinations.

Designs have been modified to respond to public and agency feedback to:

- Include rapid flashing beacons at the pedestrian and bicycle crossings at Yates Street.
- Maintain two-way circulation on Fernwood Road and explore traffic signal.
- Establish a new location for tour bus loading.
- Modify the parking layout on north side of road to improve sightlines.
- Add a left turn lane at Ormond Street to support motor vehicle circulation.

Staff will also explore the addition of a second pedestrian and bicycle crossing at Moss Street at the existing traffic signal through the detailed design process.

Some on-street parking loss is required to accommodate the proposed design and maintain adequate sight lines between users. While all efforts have been made to minimize impacts, the project will remove 37 of 136 stalls along the entire length of the corridor, retaining 73% of existing on-street supply. Through the detailed design phase, staff will seek to maximize the retention of on-street stalls, while ensuring road safety for all users.

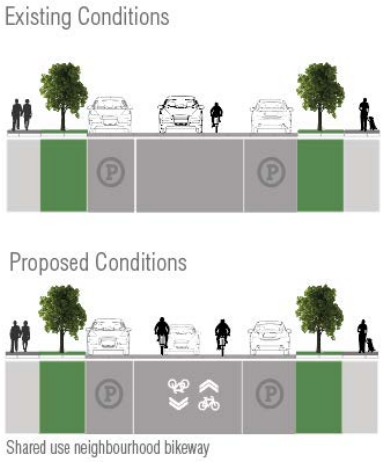
All existing bus stops between Cook Street and Yates Street are on the south side of the street and will not be impacted by the protected bike lanes proposed for the north side of the street. Between Yates Street and Oak Bay Junction, there will be curbside bus stops due to similar road width constraints in the Fort Street East design.

New street trees and landscaping opportunities will continue to be explored where median islands are being proposed but could be constrained by underground utility conflicts or sightline requirements for road safety.

With Council's approval, this project would be coordinated with the Fort Street East project, planned road re-paving and traffic signal renewal subject to 2022 financial plan approvals.

iii) Oaklands Connector:

The Oaklands Connector is a north-south route extending from Hillside Avenue to Haultain Street via Doncaster Drive, Pearl Street, Shakespeare Street and through Oaklands Park. This route will provide a connection between the Haultain Street AAA route and existing painted bike lanes on Doncaster Drive which extend to North Dairy Road.





The proposed design is found in Appendix C. Doncaster Drive, Pearl Street, and Shakespeare Street are quiet residential roads with existing traffic volumes that meet design targets of 1,000 vehicles per day or less. Formalizing this route as part of the AAA network would involve using two existing multi-use pathways, lowering the speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings.

The design approach retains all on-street parking and has minimal impacts to the existing street conditions. This project has no impacts to public transit and retains access for emergency vehicles. Improvements to curb let downs and the installation of tactile domes in select locations will also be a part of the project.

Key findings from public consultation:

- Support for road safety improvements and shared-use neighbourhood bikeway design.
- Support for intersection improvements at Myrtle Street and Ryan Street.
- Desire for crossing enhancements at Hillside Avenue and future bike lane upgrades on Doncaster Drive.
- Comments about increased use of the existing multi-use pathway in Oaklands Park.

- Comments about broader improvements (widening and lighting) on the two existing multi-use pathways.
- Desire for road repaving on Doncaster and Pearl.

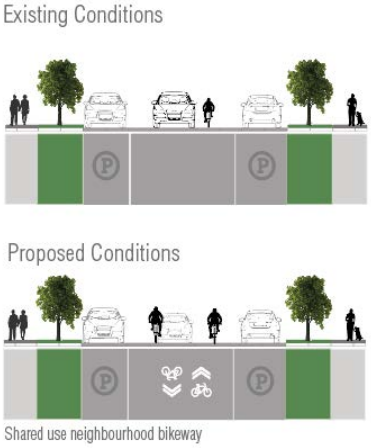
As a part of the detailed design phase, the City will explore future fencing treatments in Oaklands Park that can provide a level of increased separation between the playground and existing multi-use pathway, without blocking access to exercise equipment located on the east side of the park. Current volumes and demand do not warrant extensive treatments on these pathways at this time and as such as light-touch will be considered in these zones.

The project scope does not include widening or lighting on the two existing multi-use pathways as there were cited concerns from the public about light pollution and loss of greenspace. Staff will work to identify locations for additional amenities, such as drinking water fountains or bike racks, within the park.

If approved, this project would be coordinated with road paving on Doncaster Drive and installation of sidewalks on select blocks of Pearl Street.

iv) Fernwood Connector:

The Fernwood Connector is a north-south route that extends from Haultain Street to Begbie Street along Avebury, Oregon, and Stanley Avenues. This neighbourhood route will provide a connection between the Haultain AAA and future Pandora Avenue East AAA routes.





The proposed design is found in Appendix D. Avebury, Oregon, and Stanley Avenues are quiet residential roads with existing traffic volumes that meet design targets of 1,000 vehicles per day or less. Formalizing this route as part of the AAA network would involve lowering the speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings.

In order to accommodate a new road crossing for pedestrians and cyclists at the offset intersection at Avebury and Oregon Avenues, there is an anticipated loss of 6 unrestricted parking stalls on Bay Street. This road crossing will continue to be refined with input from agency partners and will also accommodate appropriate vehicle lane dimensions. This design approach retains vehicle circulation, has no impacts to public transit and retains access for emergency vehicles. Improvements to curb let downs and the installation of tactile domes in select locations will also be a part of the project.

Key findings from public consultation:

- Support for road safety improvements and shared-use bikeway design.
- Strong support for road crossing improvements at Bay Street.
- Support for intersection improvements at Gladstone Street and Walnut Street.
- Desire for enhanced wayfinding to Fernwood Village.
- Desire for a future AAA connection at Begbie Street / Pandora Avenue.

OPTIONS AND IMPACTS

1. **Approve Fort Street East as the priority AAA cycling corridor for the Jubilee neighbourhoods, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan (RECOMMENDED).**

This route provides the best overall balance for meeting road safety objectives within available right-of-way, serves existing and future demand, and connects to established infrastructure within the District of Oak Bay. The designs have been updated to accommodate feedback collected through the consultation period and there is support from both the public and agency partners. Detailed design would be completed in 2021 using existing funds and construction costs will be referred to the 2022 Financial Plan for Council's consideration.

Under this option, Oak Bay Avenue and Leighton Road would remain on the City's long term AAA network. Spot improvements on Oak Bay Avenue and Leighton Road would be achieved over near and medium term through the City's annual capital program.

Council could direct staff to pursue alternate alignments of either Oak Bay Avenue or Fort-Leighton Road as outlined in this report. Both options are technically feasible and can be delivered within the same timeframe as Fort Street East corridor. Additional consultation, however, is not expected to yield further design solutions that will achieve AAA design standards without the trade-offs that are described within this report.

2. **Approve the design for Fort Street Central, direct staff to complete detailed design, and incorporate construction costs into the 2022 Financial Plan (RECOMMENDED).**

This design achieves AAA objectives with some impacts to on-street parking. The design has been updated to accommodate feedback collected through the consultation period. Under this option, detailed design would be completed in 2021 using existing funds and construction costs and will be referred to the 2022 Financial Plan for Council's consideration.

3. **Approve the designs for the Oaklands and Fernwood Connector projects and construct using existing funds in coordination with other planned capital initiatives in 2021 (RECOMMENDED).**

These two designs achieve AAA objectives by using existing multi-use pathways and build on neighbourhood traffic calming initiatives with strategic investments at road crossings. The proposed designs were widely supported through the consultation process. Under this option, detailed design and construction will be completed in 2021 using existing funds.

Accessibility Impact Statement

Improving road safety for vulnerable users, including people with disabilities, is an important objective of all capital projects. All four proposed projects include barrier removal and new accessibility features. Examples include replaced or improved wheelchair let downs, accessible pedestrian signals, sidewalk restoration and installation, public seating, and tactile domes at intersections and crossings. Any new landscaping will consider a range of low-allergen species

selected in coordination with the Parks Department. The City will also seek out candidate locations for new public accessible parking stalls located near village centres and commercial zones.

Impacts to Financial Plan

Detailed design and construction for the Oaklands Connector and Fernwood Connector can be completed using existing funds and will be completed as a part of the Kings-Haultain project, scheduled for 2021.

Detailed design for the Fort Central and Fort Street East projects can be completed with existing funds in 2021. Construction costs will be incorporated into the City's 2022 Financial Plan for Council's consideration with contingency amounts reflective of project complexity and the City's Capital Cost Estimates Policy.

Planned contributions from other applicable capital budgets (such as the Major Roads Program, Traffic Calming program, or Underground Infrastructure Renewal Program) will support complete street elements. Combining and/or sequencing these works wherever possible will reduce the overall construction related impacts to the public in the long term and avoid having to come back to the corridor later, with additional administrative costs. Future costs to maintain and operate these new assets will be included in future operating budgets.

2019 – 2022 Strategic Plan

The AAA Bicycle Network implementation program is an approved Strategic Priority of Council.

Official Community Plan Consistency Statement

The AAA Bicycle Network program supports actions in the Official Community Plan under the following thematic goals:

- Goal 6: Land Management and Development (goals 6A, 6B, and 6C)
- Goal 7: Transportation and Mobility (7A, 7B and 7C)
- Goal 8: Placemaking – Urban Design and Heritage (8A)
- Goal 9: Parks and Recreation (9A)
- Goal 10: Environment (10A)
- Goal 11: Infrastructure (11A)
- Goal 12: Climate and Energy (12A, 12C, and 12E)
- Goal 15: Community Well-being (15F and 15G)

CONCLUSION

Go Victoria, the City's Sustainable Mobility Strategy, identifies key initiatives to achieve Vision Zero and increase the number of people walking, cycling and taking public transit. Implementation of the All Ages and Abilities cycling network is an important strategy to achieve these goals.

After completing a comprehensive design development and stakeholder engagement process between August 2020 and January 2021, City staff have prepared design recommendations for the Oaklands Connector, Fernwood Connector, Fort Street Central and Fort Street East projects. Once constructed, these projects will add an additional 4.8 kilometres of AAA infrastructure and contribute to more than 80% completion of the priority cycling network.

Respectfully submitted,

Sarah Webb
Manager, Sustainable Transportation
Planning and Development

Ross Kenny
Assistant Director, Transportation

Philip Bellefontaine
Director, Engineering & Public Works

Report accepted and recommended by the City Manager.

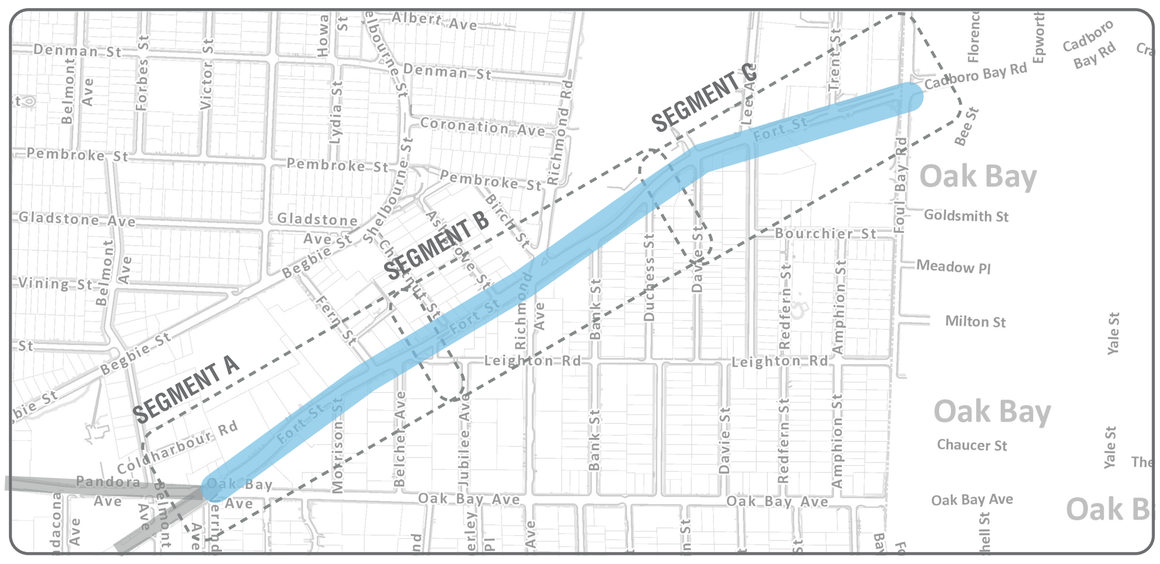
List of Attachments
Appendix A: Design Fort East
Appendix B: Design Fort Central
Appendix C: Design Oaklands
Appendix D: Design Fernwood
Appendix E: Engagement Summary and Email Submissions

2021 AAA DESIGN CONCEPTS

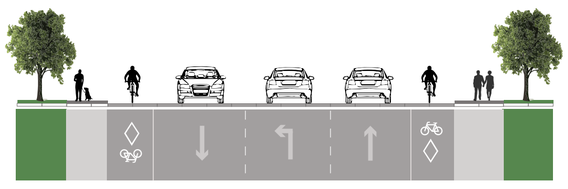
FORT STREET EAST | Pandora Avenue to Foul Bay Road

Corridor Overview & AAA Network Connections

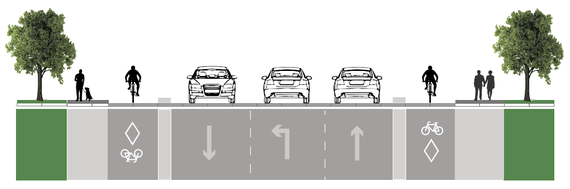




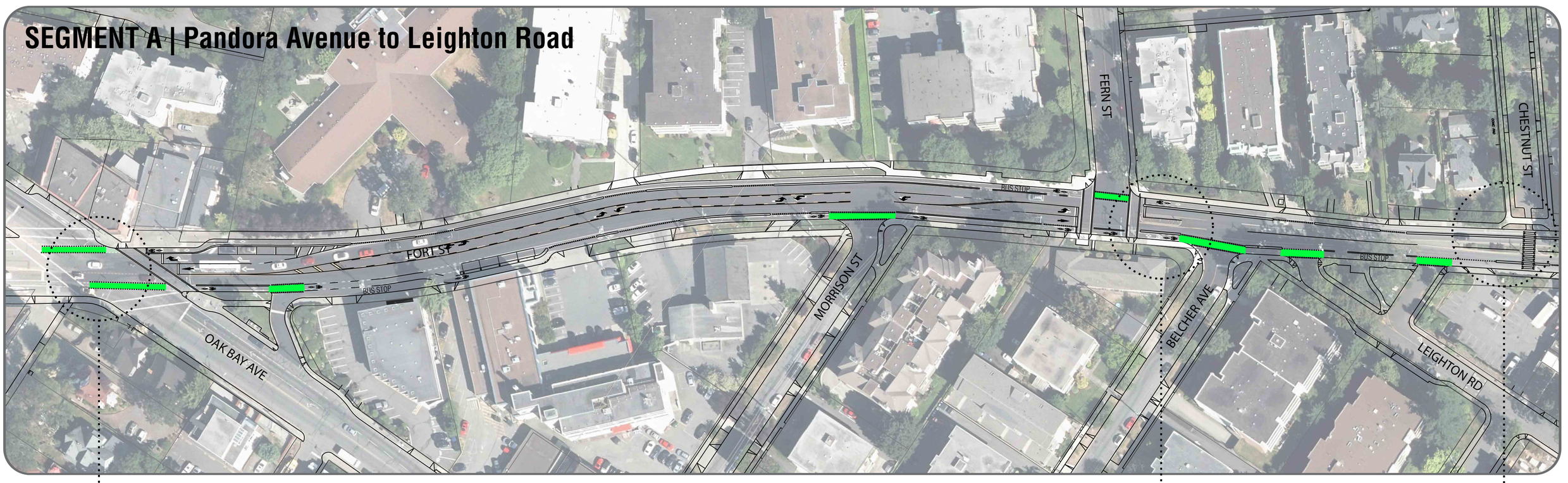
Existing Conditions



Proposed Conditions (one-way protected bike lanes)



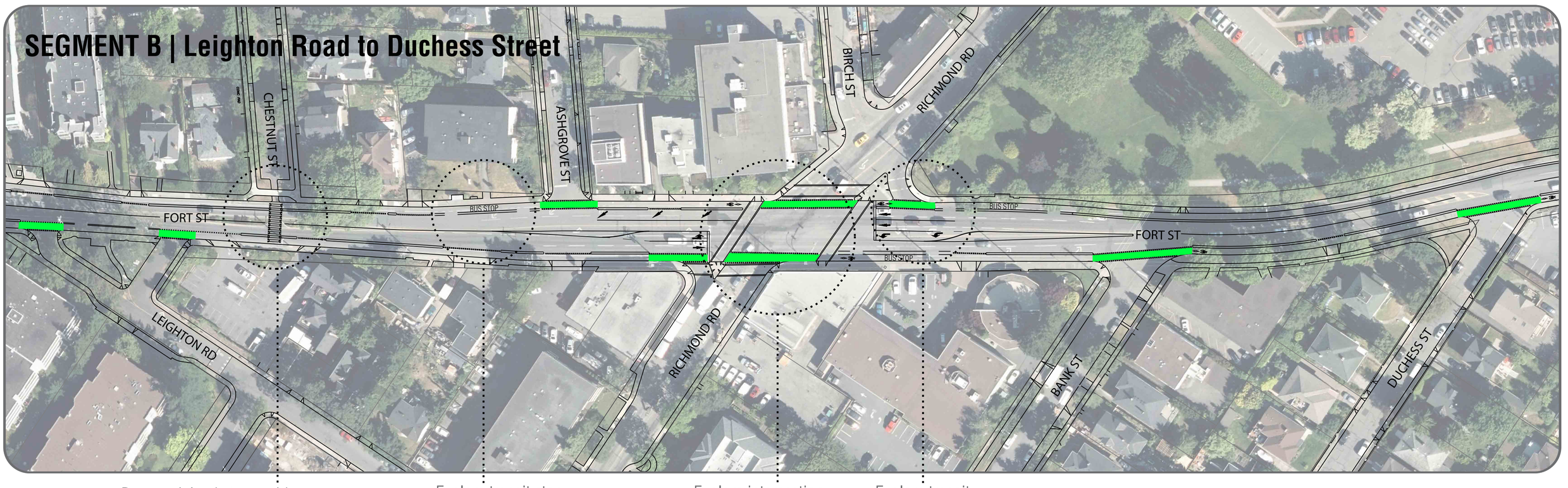
Corridor Segments and Design Considerations



Continue to explore intersection safety improvements

Remove median island to provide space for protected bike lanes and larger vehicle lanes

Remove islands to provide new crossing for pedestrians and cyclists

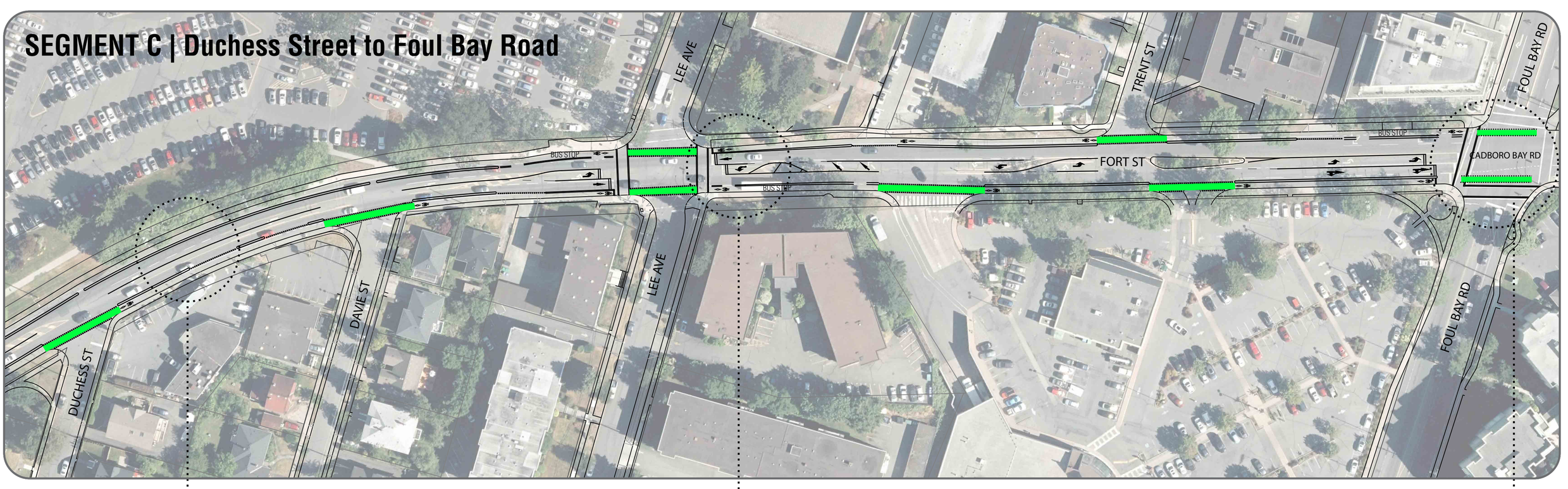


Remove islands to provide new crossing for pedestrians and cyclists

Explore transit stop consolidation

Explore intersection safety improvements

Explore transit queue jump lane and signal modifications



Adjust paint markings to provide more space for protected bike lanes

Retain left turn lane

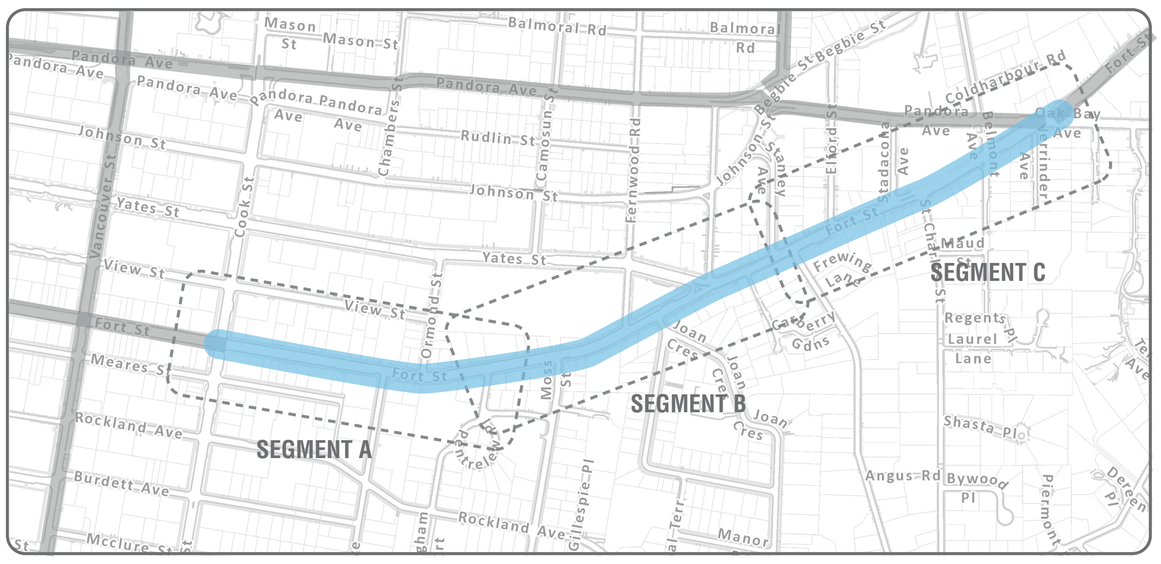
Coordinate signal improvements with Oak Bay

2021 AAA DESIGN CONCEPTS

FORT STREET CENTRAL | Cook Street to Pandora Avenue

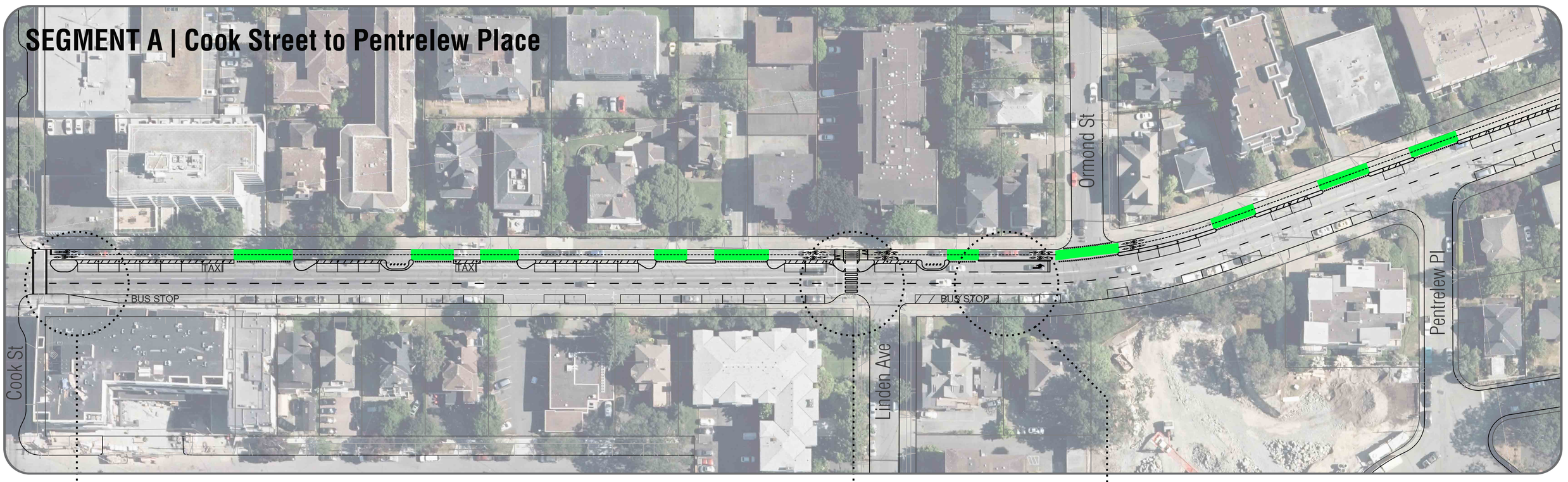
Corridor Overview & AAA Network Connections





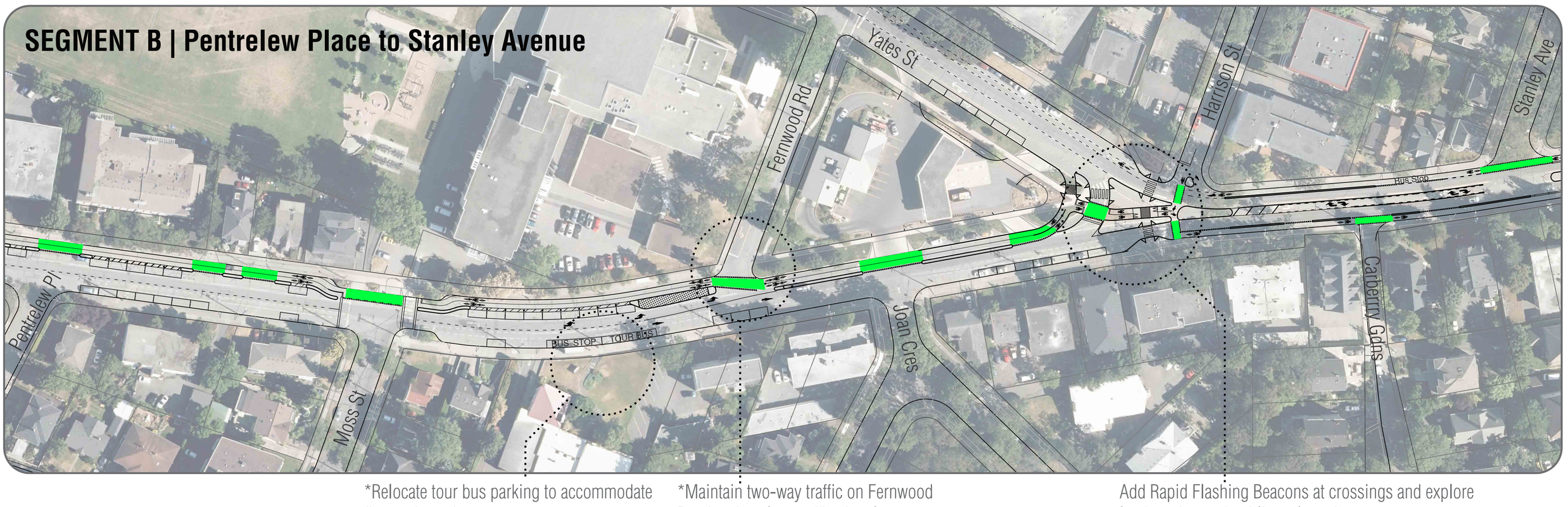


Corridor Segments and Design Considerations



Modify pedestrian crossing

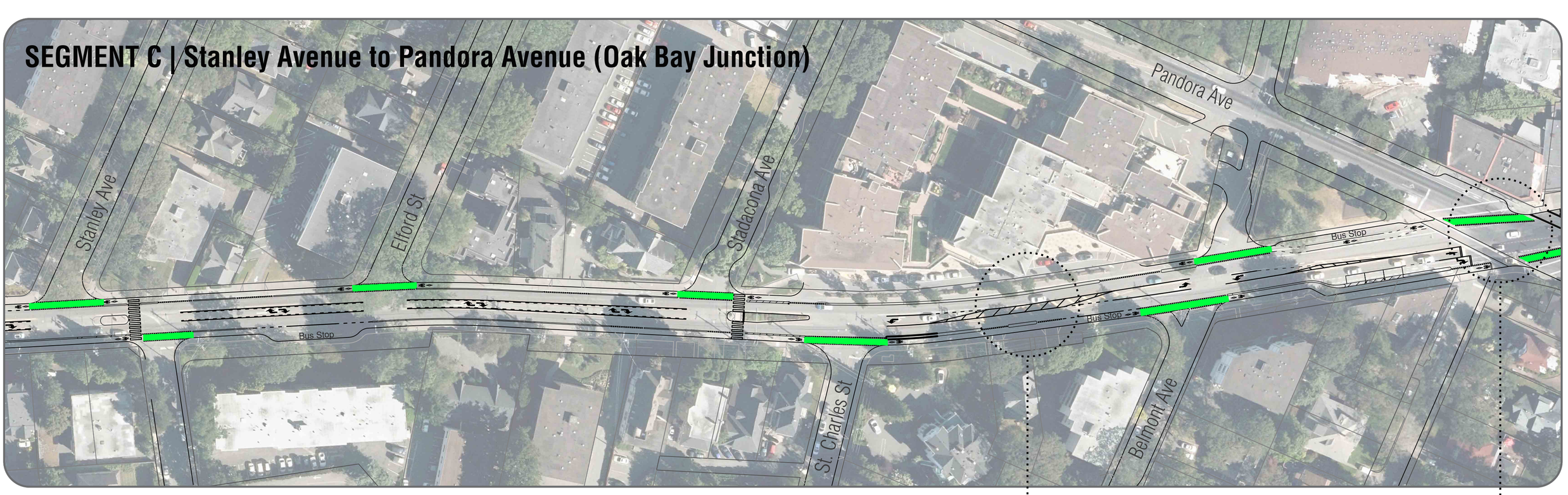
*Add left turn lane at Ormond Street



*Relocate tour bus parking to accommodate fire truck turning movements

*Maintain two-way traffic on Fernwood Road and explore traffic signal

Add Rapid Flashing Beacons at crossings and explore landscaping and public realm enhancements



Explore opportunities for landscaping in centre median islands

Continue to explore intersection safety improvements

2021 AAA DESIGN CONCEPTS

OAKLANDS N/S | Haultain Street to Hillside Avenue

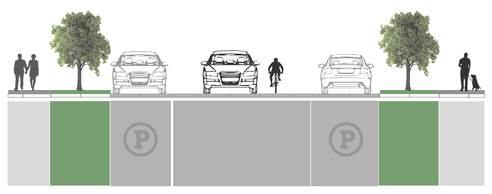
Corridor Overview & AAA Network Connections



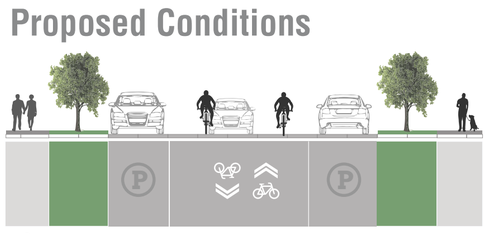
PROJECT OBJECTIVES:

- Reduce vehicle speeds with speed humps and 30 km/hr speed limit
- Utilize existing multi-use pathways through park
- Improve road crossing for cyclists and pedestrians at select crossings
- Improve pedestrian comfort and safety with traffic calming measures
- Explore public realm and lansdscaping opportunities
- Retain on-street parking

Existing Conditions

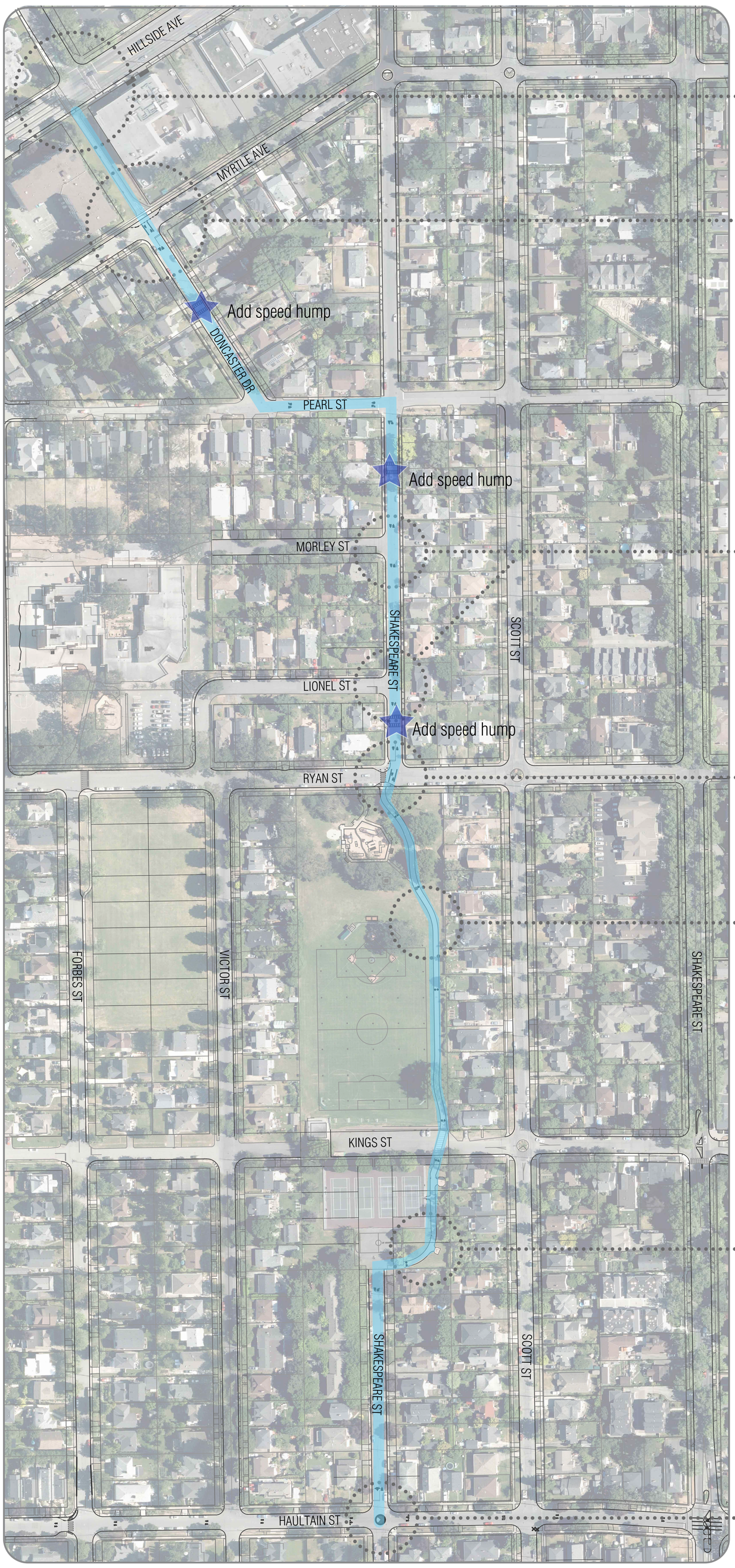


Proposed Conditions



Shared use neighbourhood bikeway

Corridor Overview and Design Considerations | Begbie Street to Haultain Street



Add paint markings for southbound cyclists

Improve crossing for cyclists and pedestrians and explore grade raised intersection treatment

Add stop sign on Morley and Lionel Streets

Improve road crossing for cyclists and pedestrians

Add multi-use paint markings to existing multi-use pathway and explore fencing on west side of pathway

Address transition on to Shakespeare Street

Connect to neighbourhood bikeway planned for Haultain Street

2021 AAA DESIGN CONCEPTS

FERNWOOD N/S | Begbie Street to Haultain Street

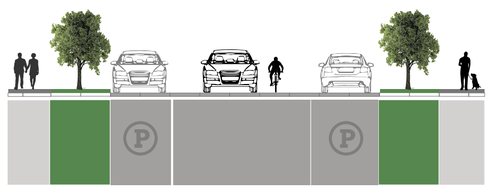
Corridor Overview & AAA Network Connections



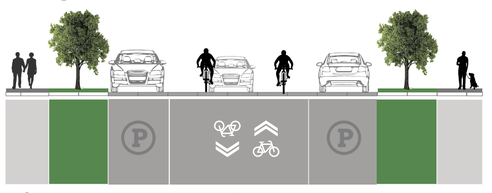
PROJECT OBJECTIVES:

- Reduce vehicle speeds with speed humps and 30 km/hr speed limit
- Improve road crossing for cyclists and pedestrians at Bay Street
- Improve pedestrian comfort and safety with traffic calming measures
- Explore public realm and lansdscaping opportunities
- Retain on-street parking

Existing Conditions

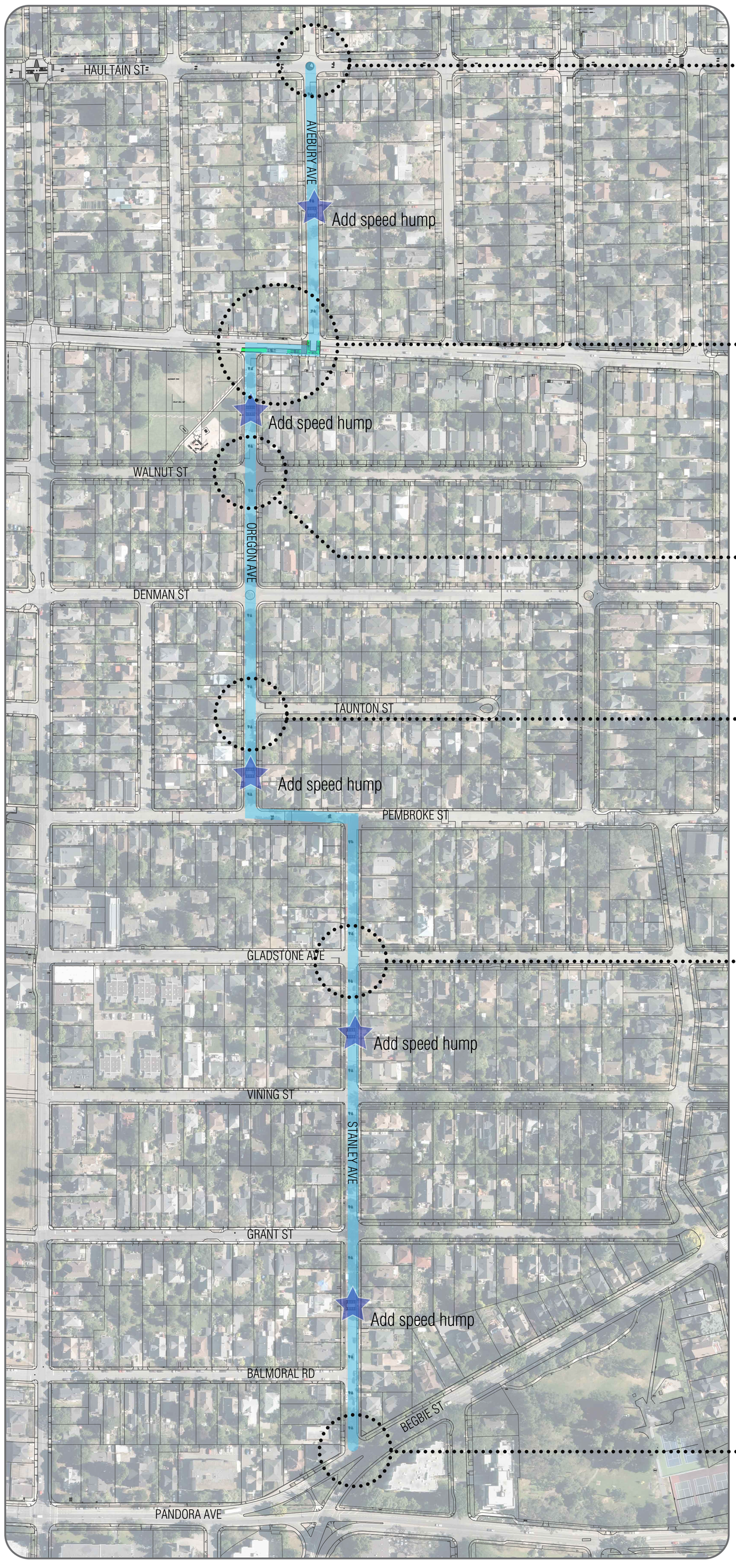


Proposed Conditions

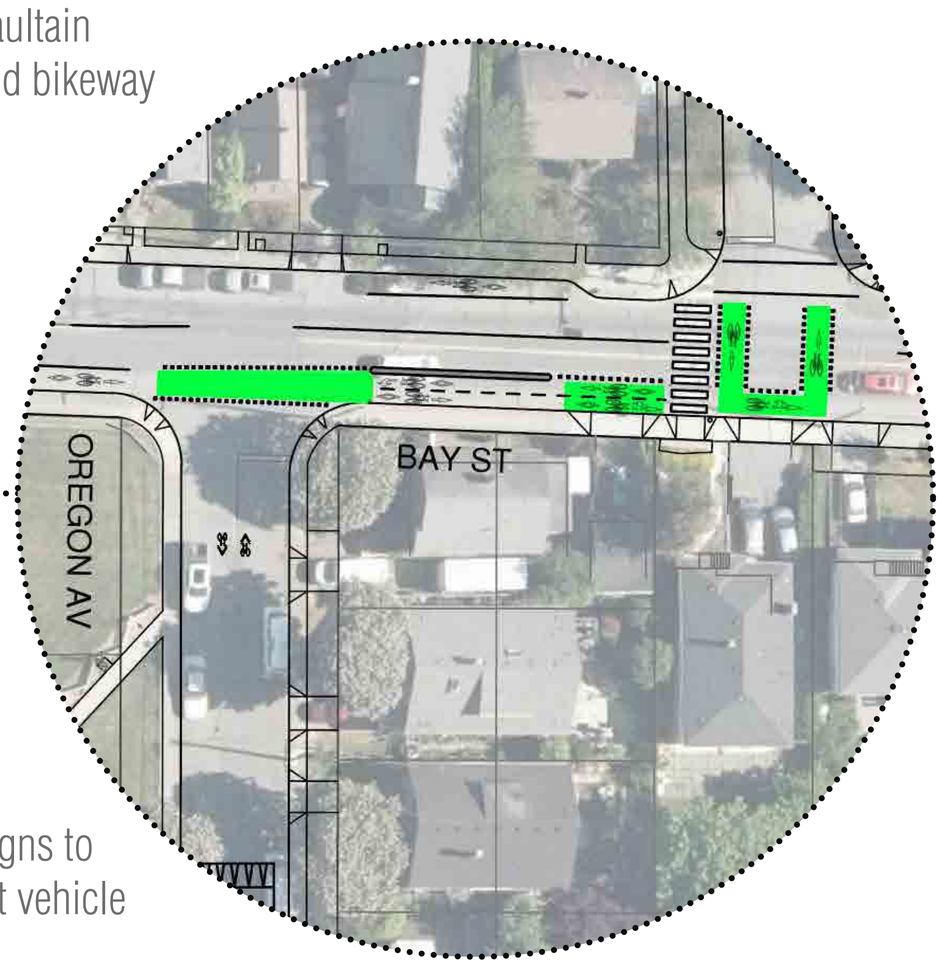


Shared use neighbourhood bikeway

Corridor Overview and Design Considerations | Begbie Street to Haultain Street



Connect to Haultain neighbourhood bikeway



Adjust stop signs to stop east-west vehicle movements

Provide a safe crossing for bikes and pedestrians at Bay Street

Add stop sign

Explore four way stop condition, stop sign orientation adjustment, or traffic circle with landscaping

Connect to future protected bike lanes planned for Pandora Avenue via Begbie Street

Engagement Summary Report
2021 Bicycle Network Projects

Fernwood Connector, Oaklands Connector, Fort Street Central, and Jubilee Route Options

Executive Summary

City staff conducted public engagement activities to inform the design of next phase of All Ages and Abilities Cycling Network including the Oaklands Connector, Fernwood Connector, Fort Street Central, and Jubilee route options.

Online public consultation activities took place in two phases from August 15 to November 30, 2020. More than 780 online surveys and 2,300 comments were collected which included feedback, comments, ideas, and suggestions on preliminary designs. This feedback provided key insights into public preferences on road safety improvement priorities. All feedback received was considered by staff and helped guide the recommended designs for each corridor presented to Council for consideration.

Introduction

Engagement on the 2021 Cycling Network projects sought insights and feedback from the residents, businesses, commuters, and stakeholder groups on proposed design concepts to ensure proposed designs best meet the needs of the community while balancing road safety objectives. City staff conducted a suite of engagement activities through which comments, suggestions, and insights were collected. All public feedback received was considered, together with other technical inputs, in the preparation of recommended designs for Council's consideration. The engagement strategy, activity summary, and findings are shared in this engagement summary.

Engagement Strategy

In February 2019, Council directed staff to streamline the engagement process for the remainder of the cycling network design and implementation to maintain project pace and increase the probability of completing the network by the end of 2022.

The COVID-19 pandemic necessitated a shift in the traditional public consultation approach for this phase of engagement. Though no feedback could be collected in person, new online tools and virtual events were deployed to encourage participation and keep the projects moving forward. Public consultation was conducted in two phases over more than three months (August 15 to November 30, 2020). City staff sought input on preliminary concepts and full-length corridor designs for each project through a variety of online tools and activities.

This engagement approach provided opportunities for public input at different stages of design detail. Responses to an online survey on preliminary design concepts informed the preparation of full-length corridor designs which were presented for public comment in the second phase of public consultation. During the second phase, an online survey, feedback mapping tool, online Q&A forum, and virtual stakeholder and community meetings provided the opportunity for public comment on the proposed full-length designs.

All public feedback that was submitted online, via email, at virtual meetings, over the phone, and by mail was recorded, compiled, and considered by staff to determine what design modifications could best address the needs and desires of the community while improving safety for all users. This approach aligns with the City's Engagement Framework allowing staff to consult the public

on how staff approach delivering on Council direction to build a AAA Cycling Network connecting all neighbourhoods in Victoria.

Engagement Activities

The engagement process included public and targeted stakeholder consultation activities. The public engagement period opened August 15 and ended November 30, 2020. City staff shared a range of online tools and hosted or attended virtual consultation events which are outlined below.

Public activities:

- Online survey
- Online mapping tool
- Q&A forum
- Community meetings with Neighbourhood Associations (virtual)
- Stakeholder meetings (virtual)
- Design drawings posted online providing the opportunity to provide feedback via email

City staff also conducted consultation with targeted stakeholders and agency partners during and after the public consultation period.

Targeted consultation:

- Design review sessions with BC Transit, ICBC, Victoria Fire, and BC Emergency Health Services
- Stakeholder meetings with business and advocacy groups
- Consultation with the Districts of Saanich and Oak Bay

Copies of all survey and route map tool responses, emails received, and a table summarizing feedback recorded from virtual engagement events are included as Appendices in this summary report (Appendix 2 - 4).

Notice of Opportunity to Participate

Opportunities for public participation were directly promoted through:

- City of Victoria website: victoria.ca/aaa-cycling-network
- 'Have Your Say' engagement platform: engage.victoria.ca
- City E-News: September, October, and November editions
- Direct emails to the active transportation distribution list
- Notification letter mailed to all addresses along all six corridors
- Social media advertisements
- Advertisements in print media (Victoria News, Oak Bay News and Times Colonist)
- Notices shared with schools and PACs, neighbourhood associations, community centres, the Intercultural Association, and several other stakeholder groups to share with their members

- Media release promoting the opportunity for public input

Examples of promotional and advertising materials are included as appendices to this engagement summary report (Appendix 1).

Engagement Activity Summary – all corridors

	Activity	Date	No. of participants
1	Meeting with North Jubilee Neighbourhood Association (NA)	Nov. 19	16
2	Meeting with South Jubilee NA	Nov. 21	8
3	Meeting with Oaklands NA	Nov. 24	12
4	Meeting with Fairfield-Gonzales NA	Nov. 25	7
5	Meeting with Fernwood NA	Dec. 3	10
6	Meeting with Jubilee business stakeholders group	Jan. 7	15
24	Public online surveys	Aug 15 – Nov 30	823*
25	Feedback via email, mail, and phone	Aug 15 – Jan 7	24

**unique participants, for total number of surveys completed for all corridors, see stats, below.*

'Have Your Say' platform stats – September 16 – November 30, 2020

6,400 visits to the project page

2,700 informed visitors

653 new participant registrations

1,198 surveys completed (all corridors)*

2,100 downloads of the Corridor Design PDFs

292 pins to the route map tool

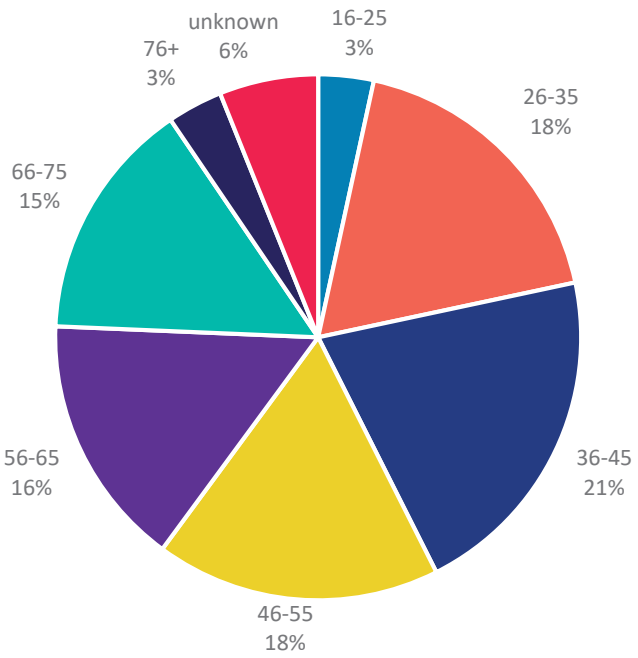
14 Publicly answered questions in the Q&A forum

**Includes 423 surveys completed by 423 unique participants during the 1st phase for Jubilee route options, before 'Have Your Say' platform was launched (Aug 15-Sept 16, 2020)*

Demographics

Once the new engagement platform launched in September, we were able to track some basic demographics of our respondents.

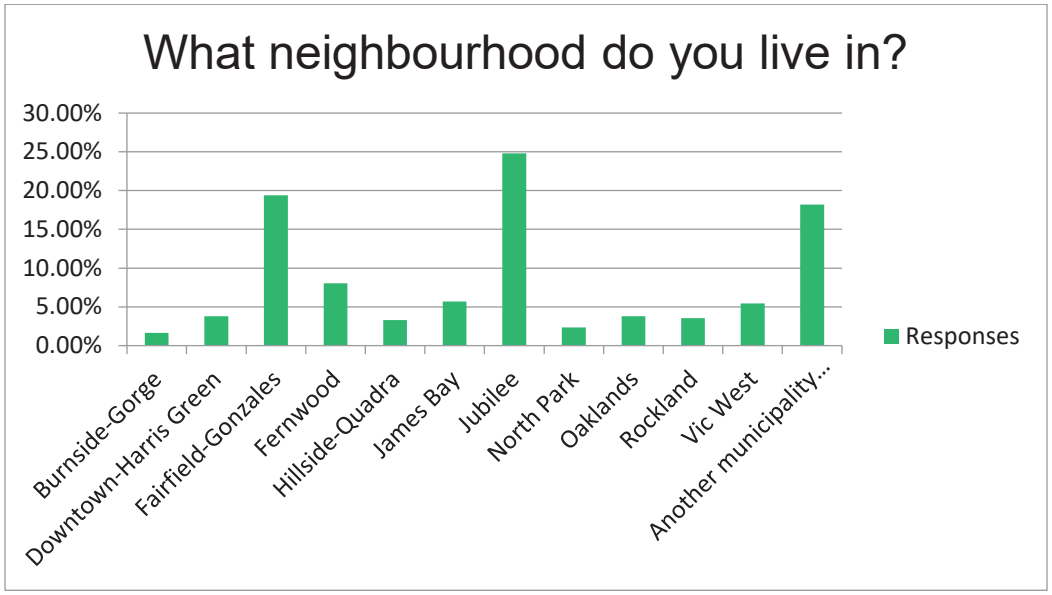
Respondent Age*



**no age demographic data was collected through Survey Monkey results from the preliminary engagement on the Jubilee route options, before the City's new engagement platform was launched (423 respondents).*

Respondent neighbourhood/municipality of residence

Respondents neighbourhood of residence from first phase of Jubilee engagement, on Survey Monkey platform.



Using postal code data collected, we also created an interactive map which allowed us to see response locations for each individual survey or map tool.

https://vicmap.maps.arcgis.com/apps/View/index.html?appid=680b69ed2eb84505a4d6deded12626c4

Engagement Findings

More than 2,700 comments, suggestions, and ideas were submitted by residents, businesses, commuters, and stakeholders through virtual consultation tools and activities. Findings from those inputs were categorized and key insights are summarized for each of the corridors. Many specific suggestions and ideas were submitted through the consultation process. Staff took the time to review all feedback and assessed if and how it could be integrated into the design.

The survey was intentional in not seeking responses on whether or not road safety improvements should be made or if the City should be building a safer cycling network at all. Rather, the engagement process focused on collecting insights on how the designs can best meet the needs of the community while balancing road safety objectives.

There were some people who were not in favour of any changes or pedestrian and cyclist road safety improvements along some or all the corridors.

Oaklands Connector

Survey responses (both phases): 166 respondents
Phase 1 total comments/suggestions: 204
Phase 2 total comments/suggestions: 125

Phase 1:

- 83% of respondents support investments in pedestrian and cyclist infrastructure along this corridor.

Phase 2:

- 90% of respondents support road safety improvements for pedestrians and cyclists, in general.
- 85% of respondents support road safety improvements along the Oaklands Connector corridor (Doncaster, Pearl, Shakespeare, and the existing multi-use path).
- 79% of respondents support the corridor designs, as presented in the full-length concepts.

Key findings from public consultation:

- Support for road safety improvements and shared-use neighbourhood bikeway design.
- Support for intersection improvements at Myrtle Street and Ryan Street.
- Desire for crossing enhancements at Hillside Avenue and future bike lane upgrades on Doncaster Drive.
- Comments about increased use of the existing multi-use pathway in Oaklands Park.
- Comments about broader improvements (widening and lighting) on the two existing multi-use pathways.
- Desire for road repaving on Doncaster and Pearl.

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider alternate route alignment on Shelbourne Street	The Shelbourne route is part of a longer-term AAA network.
Corridor	Consider removing parking from one side to make more space for cars and bikes.	On-street parking supports traffic calming and slower vehicle speeds by narrowing the road and creating a yield condition for oncoming road users.
Doncaster Green	Consider widening existing multi-use path between Myrtle St and Hillside Rd	Limited by property boundaries; consider future plans for Bowker Creek as a part of Blue Print
Myrtle Street	Consider adding speed humps on Myrtle	Low traffic volumes and speeds do not warrant additional speed humps. Crossing enhancements (raised intersection) are being considered through detailed design which would provide additional traffic calming.
Ryan Street	Consider adding speed humps near crossing into park	Ryan Street is already traffic-calmed (speed humps) and new curb extensions at the crossing are proposed to further improve safety at this crossing.

Fernwood Connector

Survey responses (both phases): 164 respondents
Phase 1 total comments/suggestions: 245
Phase 2 total comments/suggestions: 132

Phase 1:

- 88% of respondents support investments in pedestrian and cyclist infrastructure along this corridor.

Phase 2:

- 94% of respondents support road safety improvements for pedestrians and cyclists, in general.
- 82% of respondents support road safety improvements along the Fernwood Connector corridor (Avebury, Oregon, and Stanley Avenues).
- 74% of respondents support the corridor designs, as presented in the full-length concepts.

Key findings from public consultation:

- Support for road safety improvements and shared-use bikeway design.
- Strong support for road crossing improvements at Bay Street.
- Support for intersection improvements at Gladstone Street and Walnut Street.

- Desire for enhanced wayfinding to Fernwood Village.
- Desire for a future AAA connection at Begbie Street / Pandora Avenue.

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider alternate alignment - to avoid grade on Oregon St - be a more direct route downtown - to continue directly from Oaklands connector route (Shakespeare)	The planned connection off Haultain St bikeway (Cedar Hill to Princess) will provide a connection with less grade that is a more direct route downtown. For those not coming from the north and travelling downtown, there is no avoiding the topography in the area. During the network planning process, Shakespeare was not pursued as the Fernwood connector as it is further from destinations in Fernwood village. The Stanley route is only one block from VicHigh, shops, restaurants, and services in Fernwood village.
Corridor	Consider alternate alignment on Fernwood Road	Not enough available space to provide protected bike lanes - not even painted bike lanes in narrower sections of the road, even if all on-street parking was removed. Reducing traffic volumes and speeds isn't feasible along this corridor as it is a collector road serving commercial traffic and transit service.
Corridor	Consider adding stop signs to all intersecting streets	Stop conditions are installed on streets with lower classification and/or vehicle volumes as a safer option.
Pembroke @ Stanley / Oregon	Consider adding stop signs at both intersections for traffic travelling on Pembroke	Pembroke has existing speed humps. New paint near intersections will support parking distanced from corners to improve visibility.

Fort Street Central

Survey responses (both phases): 182 respondents
Phase 1 total comments/suggestions: 274
Phase 2 total comments/suggestions: 170

Phase 1:

- 81% of respondents support investments in pedestrian and cyclist infrastructure along this corridor.

Phase 2:

- 72% of respondents support road safety improvements for pedestrians and cyclists, in general.
- 62% of respondents support road safety improvements along the Fort Street Central corridor.
- 62% of respondents support the corridor designs, as presented in the full-length concepts.

Key findings from public and agency consultation:

- Support for road safety improvements and protected bike lane treatments.
- Comments about on-street parking loss.
- Comments about south-bound vehicle restrictions on Fernwood Road and vehicle access to Ormond Street.
- Support for maintaining tour bus loading zone.
- Comments on visibility for vehicles exiting driveways on north side of road.
- Comments about curbside bus stops.
- Desire for landscaping, place-making features and wayfinding to popular destinations.

<u>Suggestions/ideas that were not implemented:</u>

Location	Description	Rationale for not including in recommended design
Corridor	Consider floating bus stops rather than bus/bike mixing zones	Lack of available road width.
Corridor	Consider keeping 2-way the whole way rather than transitioning	One-way lanes are preferred when there is available road space. Keeping a 2-way design would require several complex transitions and turning restrictions where Fort Street transitions back to two-way vehicle traffic.
Fort @ Stadacona Plaza	Consider adding a sidewalk 	This would be a substantial cost to the project as there is limited space and would result in tree loss. There is an existing sidewalk on the frontage of the Stadacona Centre. A new sidewalk configuration could be pursued as a part of corridor redevelopment.

Fort @ Stadacona Plaza	Consider adding bike parking near destinations at this shopping area	Potential locations for bike parking near destinations in this plaza are on private property.

Jubilee Route Options

Survey responses (both phases): 686 respondents
Phase 1 total comments/suggestions: 1,009
Phase 2 total comments/suggestions: 554

Phase 1:

- 80% of respondents support investments in pedestrian and cyclist infrastructure along one of the corridors.

Phase 1:

Fort Street 1st choice: 54%
Fort Street 1st or 2nd choice: 44%

Oak Bay Ave 1st choice: 30%
Oak Bay Ave 1st or 2nd choice: 32%

Fort-Leighton 1st choice: 16%
Fort-Leighton 1st or 2nd choice: 24%

Phase 2:

Fort Street 1st choice: 39%
Fort Street 1st or 2nd choice: 39%

Oak Bay Ave 1st choice: 33%
Oak Bay Ave 1st or 2nd choice: 38%

Fort-Leighton 1st choice: 28%
Fort-Leighton 1st or 2nd choice: 23%

Key findings For Street East:

- Support for road safety improvements and one-way protected bike lanes.
- Interest in pedestrian safety improvements at Oak Bay Junction and Richmond Road.
- Strong support for new pedestrian crossing at Chestnut Street.
- Interest in transit shelter upgrades.
- Desire for landscaping and place-making features.
- Comments about curbside bus stops, compared to floating bus stops.
- Desire for AAA transition to existing cycling infrastructure on Foul Bay Road.

Key findings Oak Bay Avenue:

- Support for protected bike lane design, greatest safety improvement
- Strong support for access to destinations along the corridor
- Strong support for pedestrian crossing improvements
- Concern about loss of on-street parking in Village Commercial area
- Concern about impact to parking on residential streets
- Concern about number of offset intersections/potential conflict zones
- Concern about cyclist safety/visibility when buffered by on-street parking
- Concern about network connectivity – no plans East of Foul Bay Road (Oak Bay border)

Key findings Fort-Leighton corridor:

- Support for proposed shared-use neighbourhood bikeway design including
    - Traffic calming measures: lower speed limit, speed humps
    - Low impact / light touch / low-cost approach
- Support for protected bike lane design on Fort Street
- Support for route that is off major streets
- Support for and concern about proposed traffic diversion at Richmond Road
- Support for intersection safety enhancements at Richmond Road regardless of chosen route
- Concern about inconvenience of proposed transition to Fort for westbound cyclists (required back-tracking)
- Concern about network connections at eastern extent (Foul Bay Road)
- Concern about lack of destinations along the corridor

Additional Feedback: All corridors

In addition to the corridor-specific feedback received, there were several comments, emails, and questions raised to related topics. The themes are identified below and content is included within this appendix.

- Continued focus on education and enforcement of all road users
- Concern that cycling infrastructure benefits few and ignores the needs of people who do not ride bicycles
- Desire for secure bike parking

Conclusion

COVID-19 pandemic necessitated a shift in the traditional public consultation approach for this phase of engagement. Though no feedback could be collected in person, new online tools and virtual events were deployed to encourage participation and keep the projects moving forward.

Consultation was conducted in two phases and garnered meaningful participation from the public. City staff received thousands of suggestions, ideas, and comments about proposed designs and potential routes. Input from residents, businesses, commuters, and various stakeholders provided valuable insights into priorities around road safety improvements and route preference in the Jubilee neighbourhood.

Staff reviewed and considered all feedback received. Wherever feasible and appropriate staff implemented changes, based on public feedback, to address concerns and suggested

improvements while developing recommended designs that improve road safety and comfort for all users.

APPENDIX 2-A: PHASE 1 SURVEY REPORTS

Oaklands Connector

SURVEY RESPONSE REPORT

16 September 2020 - 10 October 2020

PROJECT NAME:

All Ages and Abilities Cycling Network

SURVEY QUESTIONS

Q1 **Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?**

Screen Name Redacted 9/21/2020 05:22 PM	testing
Screen Name Redacted 9/21/2020 06:03 PM	Just make sure it's easy to cross intersections
Screen Name Redacted 9/21/2020 07:58 PM	No
Screen Name Redacted 9/21/2020 08:32 PM	crosings at Ryan and Myrtle are unsafe, it is hard to see oncoming cars with all the parked cars in the way, both crossings need crosswalks. The path in Oaklands park is too narrow for bikes and pedestrans and is too dark at night with zer park lighting. Cars driving too quickly on Shakespeare north of Oaklands park, into the parking lot for Oaklands park and on Pearl, more speed humps and stop signs are needed. Pearl needs a sidewalk. The bollard on the path for Oaklands park and Kings needs to be replaced with a narrower one and sidewalks need to be installed on Kings.
Screen Name Redacted 9/21/2020 09:35 PM	The roads themselves are not in great shape along some of the route
Screen Name Redacted 9/21/2020 11:40 PM	NO
Screen Name Redacted 9/21/2020 11:55 PM	Crossing the parking lot in oaklands park between the fields and the tennis courts. The visibility is poor between path users and cars.
Screen Name Redacted 9/22/2020 12:20 PM	No
Screen Name Redacted 9/22/2020 07:42 PM	Not really. It’s not entirely clear to me what you were doing to make this more cycle friendly, or whether it already is basically cycle friendly. In that case it’s not clear to me why were focussing on this particular route. I would actually probably prefer if there were some improvements done to Fernwood Road itself given it’s a much more direct straight shot route that people use all the time and is often pretty dicey with cars
Screen Name Redacted 9/22/2020 08:56 PM	NA
Screen Name Redacted 9/23/2020 04:56 AM	Unaddressed speed of drivers due to lack of physical traffic calming elements.
Screen Name Redacted 9/23/2020 10:00 AM	No

Screen Name Redacted 9/23/2020 10:06 AM	Crossing Bay st is an annoying wait, and pretty much the only challenge along this route for my family personally.
Screen Name Redacted 9/23/2020 03:49 PM	Safety concerns as a cyclist crossing kings road and Ryan street as cross traffic has the ROW. Adding stop signs on those cross streets would help.
Screen Name Redacted 9/23/2020 03:54 PM	No.
Screen Name Redacted 9/23/2020 06:27 PM	No particular concerns, and this preliminary plan is so vague as to defy detailed attempts at feedback, frankly.
Screen Name Redacted 9/24/2020 10:58 AM	Pathway through Oaklands park needs to be widened. Connection to Hillside at Doncaster needs to be widened and improved.
Screen Name Redacted 9/24/2020 12:00 PM	As a cyclist: Hillside at Doncaster and along Hillside Mall. Where Shakespeare meets Oaklands Park is also tricky when hauling trailer/cargo bike due to the bollards placed there between the basketball court and the cul-de-sac.
Screen Name Redacted 9/24/2020 12:19 PM	Can be busy on Shakespeare and Pearl during Oaklands School drop off and pick times.
Screen Name Redacted 9/24/2020 01:21 PM	No
Screen Name Redacted 9/24/2020 04:24 PM	no
Screen Name Redacted 9/25/2020 09:54 AM	None
Screen Name Redacted 9/25/2020 11:12 AM	Main roads for commuting
Screen Name Redacted 9/25/2020 11:24 AM	Doncaster is a bit of a concern for cyclists
Screen Name Redacted 9/25/2020 11:47 AM	No
Screen Name Redacted 9/25/2020 01:33 PM	No
Screen Name Redacted 9/25/2020 01:40 PM	no

Screen Name Redacted 9/25/2020 02:54 PM	As a 5-day a week commuter cyclist travelling between my home in Fernwood and UVic, I frequently follow the planned Oaklands Connector route on my way home. In my experience, the locations I find tricky to navigate safely include: crossing Myrtle Street (vehicles travel above the speed limit and don't expect bikes), turning right from Doncaster onto Shakespeare (same comment), and crossing Ryan street to enter Oaklands Park (misalignment between start of pathway and Shakespeare Street).
Screen Name Redacted 9/25/2020 04:09 PM	I have seen drivers anxious to dodge Shelbourne traffic cut onto Shakespeare from time to time. It may be worth some intervention to prevent or limit through traffic in this manner.
Screen Name Redacted 9/25/2020 06:37 PM	N/A
Screen Name Redacted 9/26/2020 08:08 AM	The crossing at Hillside as a cyclist, including up Doncaster up to where traffic turns into Hillside mall parking.
Screen Name Redacted 9/26/2020 09:22 AM	Hillside Ave intersection - fast moving traffic, high traffic intersection is intimidating to cross for pedestrians/cycle traffic
Screen Name Redacted 9/26/2020 12:06 PM	I would like to have a AAA route connecting Lansdown Middle School. Maybe a two-way protected bike lane on the south side of Hillside from Doncaster to Shelbourne? Also, the intersection of Hillside and Shelbourne is dangerous and I am aware of at least one accident involving a cyclist there.
Screen Name Redacted 9/26/2020 03:39 PM	Both as a cyclist and as a pedestrian: The path in Oaklands park feels quite narrow for the usage of both pedestrians and cyclists. Widening it would allow for safer travel. Perhaps replicate the design used on the path beginning at Doncaster Dr and Myrtle Ave where each mode of travel has a separate side of the path. Sections of the Galloping Goose under the Bay St bridge also use this design well. Oaklands park also feels a bit dangerous at night due to a lack of pathway lighting. Higher risk of collisions between pedestrians and cyclists. As a pedestrian: Pearl St feels dangerous as a pedestrian because the sidewalk is missing from both sides of the road. I would think this could also be an accessibility issue for people in wheelchairs. As a cyclist Some of these roads need to be resurfaced or at least remove potholes. Replace the diamond shaped bollards with standard bollards to again allow easier access for cargo bikes and trailers. That said, the bollards are excellent to prevent cars from driving on the trail or in the park.
Screen Name Redacted 9/26/2020 11:14 PM	Crossing Ryan road to Oaklands park can be tricky to navigate during peak hours
Screen Name Redacted 9/27/2020 09:07 AM	30 km is too slow

Screen Name Redacted 9/27/2020 10:17 AM	No.
Screen Name Redacted 9/27/2020 10:40 AM	None
Screen Name Redacted 9/27/2020 11:07 PM	End of path onto hillside poor mixing zone end of path onto Pearl Proximity of Path through Oaklands park to playground Lack of clarity to right of way crossing kings
Screen Name Redacted 9/28/2020 06:58 AM	No
Screen Name Redacted 9/28/2020 02:05 PM	paint some sharrows it will fix everything
Screen Name Redacted 9/28/2020 02:38 PM	Crossing bay can feel dangerous as a pedestrian and cyclist
Screen Name Redacted 9/28/2020 04:59 PM	None
Screen Name Redacted 9/28/2020 05:36 PM	As a motorist, all of the corridor is a concern
Screen Name Redacted 9/28/2020 08:03 PM	As a pedestrian, and cyclist, I find vehicles travel too fast through this neighbourhood (specifically down Pearl as they attempt to bypass the speed bumps around Oaklands Elementary.
Screen Name Redacted 9/28/2020 08:16 PM	Crossing Haultain
Screen Name Redacted 9/28/2020 09:05 PM	I'm at 1560 Oakland, which is off of Doncaster on the other side of Hillside Ave. Love this connection route, and the plan to slow down the route and connect this area to the larger network. It's a neighbourhood that's full of families -- and if a missing middle strategy is successfully developed and properly rolled out, it could stay this way. The slower road and safer route will encourage kids to cycle again around the neighbourhood -- and provide more opportunities for people who work downtown to cycle to and from work from my neighbourhood. I would encourage you as you look at continuing to expand the network to also look at the section of Doncaster road on the other side of Hillside fairly quickly as this route is built. I use my bike as my primary mode of transportation -- and will ride pretty much anywhere -- but I am very concerned about my kids riding their bikes in this neighbourhood and even on Oakland Ave to get to the proposed new connection, as people are comfortable going high rates of speed. I encourage the city to expand this

	route past Hillside mall and look at ways to slow down Doncaster road between Hillside and North Dairy as the road is very straight and its design encourages cars to travel very quickly along this route.
Screen Name Redacted 9/29/2020 09:56 AM	As a motorist turning onto Haultain from Shakespeare, it's VERY difficult to see around the cars parked on Haultain. It's hard to tell if a bike or car is coming from either direction on Haultain.
Screen Name Redacted 9/29/2020 03:47 PM	When I am riding with traffic that is always a concern. If the cars are going slow that might make me feel safer.
Screen Name Redacted 9/29/2020 09:26 PM	No
Screen Name Redacted 9/30/2020 06:31 PM	No
Screen Name Redacted 9/30/2020 07:09 PM	No
Screen Name Redacted 10/01/2020 05:07 PM	No, I haven't ever felt uncomfortable on these streets. If we really want to connect Oaklands, we should look at Bay street or Hillside
Screen Name Redacted 10/01/2020 05:20 PM	No.
Screen Name Redacted 10/01/2020 05:37 PM	As a pedestrian I am very concerned about the number of cyclists who ride on the sidewalk ignoring the bike lanes. This is dangerous to pedestrians and cyclists who do it seem to have absolute impunity.
Screen Name Redacted 10/01/2020 09:02 PM	No plan how to separate cyclists and pedestrians in the park and non-motorist paths.
Screen Name Redacted 10/01/2020 10:50 PM	No
Screen Name Redacted 10/02/2020 10:14 AM	The corner of Doncaster and Myrtle is currently a significant safety concern. As I live on the corner, I have witnessed so many near misses between cars and cyclists that I fear a collision is imminent. Likely it will be one of the Romeos delivery cars that speed along Myrtle, which could be addressed by the City enforcing bylaws that don't permit commercial access from a residential street. The primary issue is that the intersection is uncontrolled, given that their isn't a stop sign in either direction. The cyclist travelling along Doncaster believe they have the ROW while the cars believe the same. Compounding the issue during the busiest times of the day is clients of the daycare, located on the NE corner, continually parking in residential parking. Further, they also park in the designated no-parking areas (highlighted in

	yellow) and on the curve returns; all of which is against local bylaws. This leaves the sight lines for an intersection non-existent. Another fear is that one of the daycare kids, who run back and forth, gets hit by a car or a bike. To date, the City has turned a blind eye to this in the face of much neighborhood input. I appreciate the opportunity to express this safety concern, as a matter of record, if a collision occurs and someone is seriously injured or killed.
Screen Name Redacted 10/02/2020 04:29 PM	Crossing from Oaklands Park onto Shakepeare is dangerous - visibility towards Victor Street is usually obscured by parked cars. Shakespeare is currently a terrible street to bike and walk on between Ryan and Hillside - it is narrow, with cars always parked on both sides; even the sidewalks are too narrow for pedestrians to pass two ways because of poles. Traffic around elementary school drop off and pick up times is horrible with many drivers disrespecting signage re parking/stopping; not yielding to pedestrians or bikes; speeding in the school zones; blocking driveways, etc. Unless bikes are given absolute right of way when present it is not going to feel safe - a bike and car cannot fit side by side in most places but for sure, cars will still always try to pass a bike.
Screen Name Redacted 10/02/2020 08:24 PM	As a citizen, I am concerned that the typical cyclist fails to stop at stop signs, or heed for pedestrians. They often also fail to signal, or signal correctly. I don’t feel safe getting out of my car, as I have always looked both ways, and then out of the backwards direction which I looked first! All of a sudden, there is a cyclist. Just an awareness from the cyclists that there may be pedestrians or dogs ,cats etc. It’s important to me that cyclist pay attention ,and not act like they have the right of way all the time.
Screen Name Redacted 10/02/2020 08:27 PM	No, this area is fairly quiet and I have cycled it often.
Screen Name Redacted 10/03/2020 10:59 AM	Yes, 3: 1) On the corner of Shakespeare and Pearl, cars come around the corner from Shakespeare, onto Pearl very fast and without seeing pedestrians. As there are no sidewalks on Pearl, pedestrians walk on road and the corner is not calmed by a circle or any marking to be cautious of pedestrians and cyclists. This corner needs a physical traffic calmer if the trail will be along this corridor. 2) Also, kids play on the road on Pearl Street at Doncaster. Cyclists will need to be aware of neighbourhood, and yield to kids (and animals) on the road at Doncaster and Pearl. 3) Oaklands Park is a park where children play at the play structure and on field. Cyclists need to be made aware of the nature of mixed use trail and yield to younger users. I saw a woman yell at parents and children playing near the trail because she didn't want to slow down or dismount her bike to ensure the safety of playing children. Signage should make the necessity of yield to younger users very clear. This should be the same on all mixed use trails near playgrounds (same problem at Vic West, Bamfield park). Tickets should be issued to speeding cyclists through mix use trail near playgrounds. Please make bike bells mandatory, and if cyclists disregard make this a ticket-issuing offense as well.

Screen Name Redacted 10/03/2020 11:10 AM	no
Screen Name Redacted 10/03/2020 11:50 AM	The round abouts are great but many drivers, of both cars and bikes seem unaware of the yield to the person already in the circle. rule.
Screen Name Redacted 10/03/2020 02:18 PM	Crossing Hillside at Doncaster. There aren't signals for bikes, just for pedestrians (2 directions) and cars (1 direction). Neither signal is timed appropriately for the speed of a bike. The northbound bike crossing doesn't align, so a desire path has formed, but it get muddy and narrow and sometimes pedestrians walk on it and then you have to ride on the grass. The southbound bike crossing is... just weird? It's on a funny angle and you have to go into the crosswalk (???) in order to get onto the bike path, without any indicators (paint) that this is acceptable. It's nice that this exists, but it could use some tweaking now that it's been in place for a few years and we've had a chance to use it regularly.
Screen Name Redacted 10/03/2020 07:08 PM	I'm concerned people won't use if because it is not a main arterial like the one 2 blocks over
Screen Name Redacted 10/03/2020 09:41 PM	Oaklands Park to Shakespeare crossing at Ryan Street. Bike crossing needs to be straightened. Myrtle Ave crossing, no lines on road or other visual cues for drivers to watch for bikes.
Screen Name Redacted 10/04/2020 10:25 AM	Crossing of Kings at tennis courts, where motorists may not yield to trail traffic.
Screen Name Redacted 10/04/2020 04:08 PM	I don't currently cycle this corridor
Screen Name Redacted 10/04/2020 04:10 PM	No
Screen Name Redacted 10/04/2020 04:43 PM	No
Screen Name Redacted 10/04/2020 05:00 PM	no
Screen Name Redacted 10/05/2020 05:59 AM	in general - all along the route - parked cars pose a threat when they are pulling in/out and opening doors. The streets are narrow so when you have two cars passing each other plus a bicycle, the bicycle is usually forced to ride too close to a parked car to avoid being hit. This increases the chance of dooring. Inexperienced/young cyclists are not confident enough to take the lane; drivers become impatient and can pass unsafely and/or intimidate deliberately, people on bikes. pedestrian bulges at intersections, while good for pedestrians, are not good for cyclists because they force cyclists into the

	main part of the lane. If a car is following a bike, and the bike is to the right, near the curb, they have to swing out to the left to get around the pedestrian bulge, putting them into the path of cars. Experienced cyclists might know to stay in the stream but young or inexperienced cyclists don't. if this is to be AAA this kind of thing needs to be changed. Better to use raised crosswalks - both slows down cars at intersections for pedestrian safety, and gives cyclists straight paths that don't direct them into the line of car travel.
Screen Name Redacted 10/05/2020 11:33 AM	Bay street needs a bike lane, from the bridge to the Jubilee hospital
Screen Name Redacted 10/06/2020 09:27 AM	This is a complete and utter waste of time and resources given the already low traffic volumes and residential nature of the streets. STOP BEING STUPID!
Screen Name Redacted 10/06/2020 11:21 AM	The only one I can think of is heading north through Oaklands Park coming out on to Ryan St. Might be hard for cars to see you.
Screen Name Redacted 10/06/2020 11:32 AM	No
Screen Name Redacted 10/06/2020 02:56 PM	None
Screen Name Redacted 10/06/2020 03:57 PM	It's a bad design, move it to Shelbourne. I strongly feel like nobody who designed this every rides this area. Having done this commute from Saanich to downtown Victoria for entire year a number of years ago I would never consider switching over to a side street for a 1.3km stretch. The city of Victoria has done some great routes, this one is genuinely bad and should be moved to Shelbourne.
Screen Name Redacted 10/06/2020 04:32 PM	without a plan / policy for boulevard plantings, corners of Asquith and Haultain have become overgrown causing sightline challenges for vehicles when dealing with traffic, pedestrians and cyclists. Most intersections on this route have the stop sign back considerably from Haultain meaning edging out into traffic and/or rolling stops into Haultain
Screen Name Redacted 10/06/2020 09:11 PM	No (other than I live on the north side of Hillside at Gosworth so crossing Hillside is difficult for me) - having the light automatic at Gosworth since COVID has helped a lot (to stop traffic once in a while for me to cross) - once the light is no longer automatic (once COVID is gone) it will be harder / concerning for me to cross Hillside to get to this connector. As cars are constantly turning right onto hillside from doncaster (from Thriftys)
Screen Name Redacted 10/07/2020 08:14 AM	Lowering traffic speeds to 30 km/hr over the entire route will enhance biking safety.
Screen Name Redacted 10/07/2020 05:04 PM	The Ryan, Shakespeare interjection, and the roads that lead to Oaklands School off Shakespeare. There are a lot of kids, many unsupervised, walking

	and parents cars driving quickly in and out of the aforementioned arteries to the school. Also it is a very narrow sideway on Shakespeare with lots of hedges that impose onto the sidewalk. There are often a lot of off leash dogs and toddling kids on the Oaklands Park path which sometimes makes it hard to navigate. The parking lot at Oaklands Tennis Courts is frequently pretty sketchy. The south side of the Hillside-Shakespeare intersection is crazy. Cars from both sides of the plaza block the Shakespeare, while waiting to navigate getting in or out, which can then block the intersection.
Screen Name Redacted 10/08/2020 11:02 AM	It's not a busy throughfare so no.
Screen Name Redacted 10/08/2020 09:06 PM	the route near the park - there are lots of kids who play there and I am concerned that some bikers may travel through there at higher speeds
Screen Name Redacted 10/08/2020 09:48 PM	Yes, as a pedestrian, I have concerns about increasing bike traffic through Oaklands park.
Screen Name Redacted 10/09/2020 02:26 PM	no

Mandatory Question (87 response(s))
Question type: Essay Question

Q2 What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?

Screen Name Redacted 9/21/2020 05:22 PM	testing
Screen Name Redacted 9/21/2020 06:03 PM	Make crossing junctions very easy and lots of markings along whole route
Screen Name Redacted 9/21/2020 07:58 PM	Clear, well marked intersections and signs, with properly painted lines.
Screen Name Redacted 9/21/2020 08:32 PM	Speed humps and crosswalks at Ryan and Myrtle. Repave Doncaster and Pearl, they are too bumpy. Sidewalks on Pearl and wider sidewalks on Shakespeare.
Screen Name Redacted 9/21/2020 09:35 PM	N/a
Screen Name Redacted 9/21/2020 11:40 PM	PLEASE MAKE IT SMOOTH, BUMPS HURT

Screen Name Redacted 9/21/2020 11:55 PM	Make the streets alternative one-way.
Screen Name Redacted 9/22/2020 12:20 PM	N/A
Screen Name Redacted 9/22/2020 07:42 PM	Possibly either some blockages of car traffic going one way as you've done on Vancouver Street or Richardson. Alternatively or in addition you could put traffic coming speed bumps or other measures
Screen Name Redacted 9/22/2020 08:56 PM	More public seating, public art installation and better lighting features.
Screen Name Redacted 9/23/2020 04:56 AM	Traffic calming including diversions to limit cut thru traffic.
Screen Name Redacted 9/23/2020 10:00 AM	signage and crosswalks
Screen Name Redacted 9/23/2020 10:06 AM	The design shown for Bay St at 1:25 in the video is very poor. A facility like that just for one route, with it's 2-way design and curb adjustments, concretely eliminates any future potential for a Bay st corridor without demolition. The wise decision would be a protected lane on each side for that stretch, combined with a crossing where bicycles have right-of-way or a similar treatment that gives one time to make the crossing. A permanent channel is a silly idea.
Screen Name Redacted 9/23/2020 03:49 PM	Lighting the path through Oaklands Park for safety and to reduce bike-pedestrian collisions. I submitted a grant application for this and had a local solar company provide a design and estimate for solar lighting. I hope this can happen soon.
Screen Name Redacted 9/23/2020 03:54 PM	The condition for the pavement and/or sidewalks in some areas is in bad condition. Especially on Doncaster between Myrtle and Pearl, and on the Pearl section. Furthermore, there is no sidewalk on Pearl, making it unsafe for pedestrians. Having better quality pavement, especially on streets, makes it better for skateboards. Other than this zone, the quality of pavement is in pretty good shape. One other thing to consider is the width of sidewalks in this corridor, many are narrow and are dotted with telephone poles. It would be beneficial to widen sidewalks in this corridor.
Screen Name Redacted 9/23/2020 06:27 PM	Raised crosswalks (ie crosswalks that are also speed humps) at every side of all intersections. Mid-block speed bumps on every block. Start getting braver about banning street parking. Wayfinding on weird indirect twisty "bike routes" like this one can result in distracted cyclists giving up in disgust when they can't find where the supposed bike route actually goes.
Screen Name Redacted	Traffic diversion.

9/24/2020 10:58 AM	
Screen Name Redacted 9/24/2020 12:00 PM	Better integration of Shakespeare St into the Oaklands Park pathway.
Screen Name Redacted 9/24/2020 12:19 PM	obvious route signs
Screen Name Redacted 9/24/2020 01:21 PM	Looks good
Screen Name Redacted 9/24/2020 04:24 PM	ensure there are bicycle stencils on the pavement and also signs to indicate it's a cycling route.
Screen Name Redacted 9/25/2020 09:54 AM	Nothing
Screen Name Redacted 9/25/2020 11:12 AM	Put them on side streets
Screen Name Redacted 9/25/2020 11:24 AM	Additional traffic calming measures such as speed bumps
Screen Name Redacted 9/25/2020 11:47 AM	Better signage
Screen Name Redacted 9/25/2020 01:33 PM	Doesn't need anything - fine as is
Screen Name Redacted 9/25/2020 01:40 PM	no ideas
Screen Name Redacted 9/25/2020 02:54 PM	Create a four-way stop at the intersection of Shakespeare & Doncaster, Align the start of the pathway across Oaklands Park with Shakespeare Street and/or install a crosswalk across Ryan Street
Screen Name Redacted 9/25/2020 04:09 PM	Traffic calming measures, crosswalks, etc. You don't need me to tell you how to do your jobs though!
Screen Name Redacted 9/25/2020 06:37 PM	N/A
Screen Name Redacted 9/26/2020 08:08 AM	More direct, smooth connection from the north of Oaklands Park onto Shakespeare. Stop signs on Myrtle where it meets Doncaster so cyclists can don’t have to worry about speeding traffic as they come up to or down from Hillside. Smoother pavement in the area generally. Lots of cracked and

	patchy spots.
Screen Name Redacted 9/26/2020 09:22 AM	separate bicycle infrastructure, bulbouts at intersection protected with bollards, curb extensions - see the City of San Jose California
Screen Name Redacted 9/26/2020 12:06 PM	I have no particular comments here...
Screen Name Redacted 9/26/2020 03:39 PM	Widen the path in Oaklands park with separated pedestrian and cycling zones as there is on the pathway between Myrtle and Hillside. Add more lighting to Oaklands park. Add sidewalks to Pearl St to improve accessibility for people in wheelchairs. Replace diamond bollards, will standard bollards to make it easier for wheelchairs and cargo bikes. Add a crosswalk at Belmont and Pearl to improve safe access to this corridor for pedestrians. Add fencing along the path to avoid collisions with off leash dogs.
Screen Name Redacted 9/26/2020 11:14 PM	How about lines on the path in the park? Signage to yield to pedestrians?
Screen Name Redacted 9/27/2020 09:07 AM	Looks fine the way it is.
Screen Name Redacted 9/27/2020 10:17 AM	remove parking spots
Screen Name Redacted 9/27/2020 10:40 AM	None
Screen Name Redacted 9/27/2020 11:07 PM	Clear right of way physical and spacial separation between playground and cycle path
Screen Name Redacted 9/28/2020 06:58 AM	Leave it as is
Screen Name Redacted 9/28/2020 02:05 PM	sharrows for sure
Screen Name Redacted 9/28/2020 02:38 PM	Safer ways to turn left on busy roads
Screen Name Redacted 9/28/2020 04:59 PM	Nothing. This corridor is already basically done in my opinion.
Screen Name Redacted 9/28/2020 05:36 PM	We have enough bike lanes in this area, as a senior, the money should be spent on something constructive, like fixing the streets which are in a terrible state

Screen Name Redacted 9/28/2020 08:03 PM	Perhaps a traffic calming measure such as the roundabout features in the neighbourhood could be added where Doncaster meets Pearl.
Screen Name Redacted 9/28/2020 08:16 PM	As much traffic calming as possible
Screen Name Redacted 9/28/2020 09:05 PM	I'm not really sure, but without fully protected lanes, street parking and driveways will always create a threat for smaller cyclists, particularly children. Consider a mid-street park at the corner of Doncaster and Myrtle that dead ends these streets for cars. There is very limited local traffic that needs to go down this street, so closing it off might reduce the potential conflict and create more green/park space in a unique way.
Screen Name Redacted 9/29/2020 09:56 AM	A cross walk at the north end of Oaklands Park to cross Ryan would be great!
Screen Name Redacted 9/29/2020 03:47 PM	I've seen in some parts of Europe where they have a lot of cyclists that they will make road like this curve or turn, perhaps make it more narrow, in order to force drivers to slow down and pay attention. They have had success with this. So perhaps some "obstructions" that force vehicles to slow down and pay attention more.
Screen Name Redacted 9/29/2020 09:26 PM	Sufficient signage alerting cars about cyclists and more education for drivers
Screen Name Redacted 9/30/2020 06:31 PM	Let's not be so all inclusive. I owned a farm and local gov't wanted to put a foot pathe on "MY" property that would enable two horses to pass comfortably! Come on.
Screen Name Redacted 9/30/2020 07:09 PM	Plans for traffic calming sound reasonable, perhaps ensuring the cross traffic has stop signs.
Screen Name Redacted 10/01/2020 05:07 PM	Making a bike lane on Bay or Hillside
Screen Name Redacted 10/01/2020 05:20 PM	Wherever traffic volumes are greater, create segregated bike lanes.
Screen Name Redacted 10/01/2020 05:37 PM	Enforce the laws against riding bikes on the sidewalks.
Screen Name Redacted 10/01/2020 09:02 PM	Pedestrians and cyclists should be separated going from hillside to Doncaster street and through Oakland’s Park. This is for both users’ safety
Screen Name Redacted 10/01/2020 10:50 PM	Add divots to the speed bumps so bicyclists are not bounced around by them

Screen Name Redacted 10/02/2020 10:14 AM	I reflect back on when the City successfully completed some storm drain work at this very intersection. For several weeks, the intersection was blocked to all vehicle traffic. I propose a permanent block of this intersection could be a excellent solution, as a traffic connection along Myrtle from Belmont to Shakespeare is not required. It would significantly improve the safety of the area and leave it available to the dozens of pedestrians and bicycles who use it daily. Barring that, I recommend controlling the intersection via stop signs and managing the parking issues through bylaw enforcement.
Screen Name Redacted 10/02/2020 04:29 PM	As both pedestrian and cyclist, crossing Ryan Street from Oaklands park to get onto Shakespeare needs markings that give people & bikes both the right of way and protection (i.e. flashing signals, lines for cars to stop at - even a 3-way stop for vehicles would be much better). It is going to take a lot of paint to make Shakespeare feel like a safe bike route. After living in this neighbourhood for over 15 years, I don't know how to envision Shakespeare making a safe choice as the corridor. It is too narrow with a very dense residential population.
Screen Name Redacted 10/02/2020 08:24 PM	Signs for cyclists to pay attention and watch out for cats etc, and opening car doors. To use their bells ahead of time.
Screen Name Redacted 10/02/2020 08:27 PM	Add a crossing light for cyclists at Fernwood and Bay which can be easily accessed by cyclists on the north side of Fernwood.
Screen Name Redacted 10/03/2020 10:59 AM	-a stop sign or yield sign on Doncaster, as traffic turns onto Pearl. In addition, a caution sign to watch for kids playing at this corner. -a wheel chair accessible route around a traffic calmer/or no thru traffic blockade on Shakespeare at Pearl. -Signage to indicate pedestrians and younger users have the right of way, especially at Oaklands Park and near school routes but along the entire route. -Local traffic only signage. -Deer and animal signage, like they have around the golf course in Oak Bay, (the little cute deer with spots). -Benches for the old folks (there is a good spot for one on our property at Pearl and Doncaster, we'd be happy to share). -A clearly marked cyclist route, that is not shared! so pedestrians and kids and cars have a clear indication of their use for the rest of the space, and where to yield etc.
Screen Name Redacted 10/03/2020 11:10 AM	It's fine the way it is.
Screen Name Redacted 10/03/2020 11:50 AM	It looks good. Not sure how it works yet but on Humbolt it seems okay as there is kittle traffic so far. Really, people stppoing to let each other by is already happening, so signage/paint on the syreet would just help for more awareness and patience.
Screen Name Redacted 10/03/2020 02:18 PM	Personally, I'll only be using the top bit (the connector on Doncaster) by bicycle (to visit family and go to the mall). Since I'm coming from the southwest, I use Belmont and Asquith to get there. Using Shakespeare would be overshooting it, and unnecessary given the low traffic volumes of the entire neighbourhood. However, the area suffers from the same thing the

	entire city (world?) does: cars rolling through stop signs without thoroughly looking in BOTH directions (including some sidewalks). You could ensure that there is LOTS of visibility at the corners. Putting a mini-speed-bump or rumble strip on the stop line (or just before it) could be a helpful way to remind drivers that they're moving through someone else's right-of-way space at that moment. This bad behavior would TERRIFY me if I had children.
Screen Name Redacted 10/03/2020 07:08 PM	you could add protected bike lanes to shelbourne as well, because that is a road that is used as a connector and makes it possible yo quickly commute on your bicycle
Screen Name Redacted 10/03/2020 09:41 PM	None
Screen Name Redacted 10/04/2020 10:25 AM	Emphasize bicycle, pedestrian priority at all crossroads
Screen Name Redacted 10/04/2020 04:08 PM	The cycle route you describe
Screen Name Redacted 10/04/2020 04:10 PM	Bike sensors at intersections
Screen Name Redacted 10/04/2020 04:43 PM	No comment
Screen Name Redacted 10/04/2020 05:00 PM	not sure
Screen Name Redacted 10/05/2020 05:59 AM	I like the 30 km/hr speed limit; raised crosswalks at intersections and mid-block. Drop the pedestrian bulges.
Screen Name Redacted 10/05/2020 11:33 AM	A crossing at Cedar Hill and Bay street.
Screen Name Redacted 10/06/2020 09:27 AM	This is a complete and utter waste of time and resources given the already low traffic volumes and residential nature of the streets. STOP BEING STUPID!
Screen Name Redacted 10/06/2020 11:21 AM	Would be nice for this to somehow connect with Saanich's planned bike lane on Shelbourne.
Screen Name Redacted 10/06/2020 11:32 AM	Not sure
Screen Name Redacted	Added signage for cars to watch for cyclists, especially in the fall with dark

10/06/2020 02:56 PM	conditions
Screen Name Redacted 10/06/2020 03:57 PM	Move this to Shelbourne street and make a it a protected bike lane.
Screen Name Redacted 10/06/2020 04:32 PM	I have lived along this corridor for the majority of my 60 years. What you have now is succeeding as a cycling corridor (witness volumes of cyclists)
Screen Name Redacted 10/06/2020 09:11 PM	Looks like a good plan with no issues
Screen Name Redacted 10/07/2020 08:14 AM	Clear markings indicating the route is a bike network connector route (signeage & painted markings on road surface).
Screen Name Redacted 10/07/2020 05:04 PM	Lots of upbeat signage, educating the local community, especially drivers, about new protocols, anything to try to cultivate a new accepting culture for our community, ie a path naming contest, advertising benefits of having this cycling route, ie more people therefore increasing security and safety? along the route, reflectors on path edges or poles, planters, more benches, more supervision/security of the Tennis parking lot bathroom, decreasing speed limit. (Lots of people from outside the neighbourhood leaving Hillside Mall use Shakespeare to cross town to avoid busyness of Shelbourne, Fernwood or Cook.)
Screen Name Redacted 10/08/2020 11:02 AM	Speed bumps to slow car traffic.
Screen Name Redacted 10/08/2020 09:06 PM	ensuring the bike path has some barriers between itself and the park
Screen Name Redacted 10/08/2020 09:48 PM	Cyclists should be routed down Belmont/Forbes/ or Victor St to protect pedestrians in Oaklands park. The path in Oaklands park is used by children, families and dogs everyday, I've seen several collisions and near misses with cyclists and people and pets on this pathway. Keep bikes on the roads, and off sidewalks in parks
Screen Name Redacted 10/09/2020 02:26 PM	nothing

Mandatory Question (87 response(s))
Question type: Essay Question

Q3 What general ideas, comments, or suggestions do you have for this corridor?

Screen Name Redacted	testing

9/21/2020 05:22 PM	
Screen Name Redacted 9/21/2020 06:03 PM	Lots of markings around the route
Screen Name Redacted 9/21/2020 07:58 PM	None
Screen Name Redacted 9/21/2020 08:32 PM	make it easier to get to Oaklands school and the Oaklands community centre from this route. The path needs to be wider and have some lighting in the park, lots of people walk their dogs and ride bikess here, more room would be safer.
Screen Name Redacted 9/21/2020 09:35 PM	Make wayfinding very clear. Consider those moving onto and from the corridor. Often while over design is good, it seems like the wayfinding is not fully thought out from a user perspective
Screen Name Redacted 9/21/2020 11:40 PM	Think of a fast power wheelchair on the route when you design, we'll be there
Screen Name Redacted 9/21/2020 11:55 PM	Road diversions so that cars couldn't travel multiple blocks.
Screen Name Redacted 9/22/2020 12:20 PM	N/A
Screen Name Redacted 9/22/2020 07:42 PM	N/A
Screen Name Redacted 9/22/2020 08:56 PM	I think this is much needed and will be great for the community.
Screen Name Redacted 9/23/2020 04:56 AM	Lots of speed bumps
Screen Name Redacted 9/23/2020 10:00 AM	promote using these roads over shelbourne to keep bikers safe
Screen Name Redacted 9/23/2020 10:06 AM	Whatever is done, I think most people don't want to see an abundance of bright paint and signs on their streets. Haultain could benefit from it's project and this one, but only if it keeps things simple.
Screen Name Redacted 9/23/2020 03:49 PM	Need to do more traffic calming than what is currently on Scott Street. A few traffic circles don’t seem to stop people from using it as a shortcut and residents are worried about the speed of traffic.
Screen Name Redacted 9/23/2020 03:54 PM	Consider skateboarding in planning. Within that, the condition of the pavement is an important aspect of the corridor. From my own personal

	experience, I know that several section of pavement along this connector are in such poor shape that its very difficult to skateboard, so I get off and walk.
Screen Name Redacted 9/23/2020 06:27 PM	Add the PDF project materials as a direct link on these survey pages. Just the video is NOT good enough. Your old survey platform was much better, had more information readily at hand, and did not require registration. Stop throwing up barriers to engagement, disable your registration requirement immediately. See previous reply for actual ideas, comments, and suggestions. This question is pointlessly repetitive.
Screen Name Redacted 9/24/2020 10:58 AM	Need traffic diversion.
Screen Name Redacted 9/24/2020 12:00 PM	The proposed design is good. No need for major infrastructure upgrades. Please enforce the proposed 30 km/h limit along the corridor.
Screen Name Redacted 9/24/2020 12:19 PM	Adding left hand turn green bike box for left turn onto Pearl from Shakespeare
Screen Name Redacted 9/24/2020 01:21 PM	None
Screen Name Redacted 9/24/2020 04:24 PM	same as above
Screen Name Redacted 9/25/2020 09:54 AM	Support simple solution. Good route
Screen Name Redacted 9/25/2020 11:12 AM	Side streets
Screen Name Redacted 9/25/2020 11:24 AM	Please proceed
Screen Name Redacted 9/25/2020 11:47 AM	Parking one side only
Screen Name Redacted 9/25/2020 01:33 PM	Pave these roads - nothing is worse than cycling on a bumpy road - and sign it as a cycle route. Then, ban all cycle traffic along the parts of Shelbourne that parallel this new route, and divert that traffic here: efficiency all round.
Screen Name Redacted 9/25/2020 01:40 PM	good idea so far
Screen Name Redacted 9/25/2020 02:54 PM	I am really excited about the creation of this corridor as I am already a frequent user! However, I would prefer if the pathway through Oaklands Park aligned with Shakespeare Street - there is frequently congestion on the

	pathway near the playground, which would avoid that.
Screen Name Redacted 9/25/2020 04:09 PM	-
Screen Name Redacted 9/25/2020 06:37 PM	N/A
Screen Name Redacted 9/26/2020 08:08 AM	This is an important corridor for the area and the route looks well thought out.
Screen Name Redacted 9/26/2020 09:22 AM	Separate bicycle infrastructure first, sharrows are lazy and don't improve conditions. Sharrows in fact could increase the risk of accidents encouraging riders to ride on a street they normally would avoid. Studies you should review: https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/ https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub https://usa.streetsblog.org/2016/01/14/study-sharrows-dont-make-streets-safer-for-cycling/
Screen Name Redacted 9/26/2020 12:06 PM	No comment
Screen Name Redacted 9/26/2020 03:39 PM	Repaving, widen pathways, add sidewalks, more lighting.
Screen Name Redacted 9/26/2020 11:14 PM	This is a great corridor! Would also love to see safe ways for cyclists to access hillside mall through this route
Screen Name Redacted 9/27/2020 09:07 AM	30 km is too slow. It should be 50 which is an acceptable standard
Screen Name Redacted 9/27/2020 10:17 AM	can the corridor streets have only one side parking?
Screen Name Redacted 9/27/2020 10:40 AM	Straight routes are better. Scott street is just East and it is straight, so bikes can accomplish the route faster. Bikes are already slow. Adding turns/corners slow them down more.
Screen Name Redacted 9/27/2020 11:07 PM	Ensure clear logical connection to future Saanich AAA route on shelbourne
Screen Name Redacted 9/28/2020 06:58 AM	The city's approach to bike lanes is a disaster. Vehicle traffic is badly congested and getting worse, while these expensive, over-designed are scarcely used. Bike lanes should be made of paint and reflectors. They shouldn't be Massey Tunnel-esque capital infrastructure projects.
Screen Name Redacted	build protected bikeways

9/28/2020 02:05 PM	
Screen Name Redacted 9/28/2020 02:38 PM	It will be very pleasant to ride on
Screen Name Redacted 9/28/2020 04:59 PM	Signage at Pearl and Shakespeare to mark the bike route would be good. I sometimes miss the turn.
Screen Name Redacted 9/28/2020 05:36 PM	Don't waste money on this,
Screen Name Redacted 9/28/2020 08:03 PM	Based on the density of street parked cars, and the bushes/trees along the roads, I think the speed signs may be lost in 'backscatter' but hopefully the on-street painted signs in the diagram will clue drivers in.
Screen Name Redacted 9/28/2020 08:16 PM	Parklets would be amazing where possible
Screen Name Redacted 9/28/2020 09:05 PM	Seems like a pretty low cost, low issue plan.
Screen Name Redacted 9/29/2020 09:56 AM	N/A
Screen Name Redacted 9/29/2020 03:47 PM	See answer to question 2. Anywhere that cyclists are on the same road as a car is dangerous. Make it harder for cars to drive here so traffic is limited or they are forced to pay attention more.
Screen Name Redacted 9/29/2020 09:26 PM	I don't think this area really needs any changes, it is not a high risk area as long as drivers getting into parked cars have good education as they are the biggest risk to cyclists.
Screen Name Redacted 9/30/2020 06:31 PM	It is a bike path not a wheelchair freeway!
Screen Name Redacted 9/30/2020 07:09 PM	We Would use this route for commuting, but it is currently slow through the park, etc. The route should permit commuter traffic where it is currently slow through the park.
Screen Name Redacted 10/01/2020 05:07 PM	Making a bike lane on Bay or Hillside
Screen Name Redacted 10/01/2020 05:20 PM	A terrific initiative. I am in support of creating an integrated grid of cycle infrastructure that makes commuting possible from any point to any point.
Screen Name Redacted 10/01/2020 05:37 PM	Separate bikes and pedestrians, and enforce laws against riding on the sidewalk.

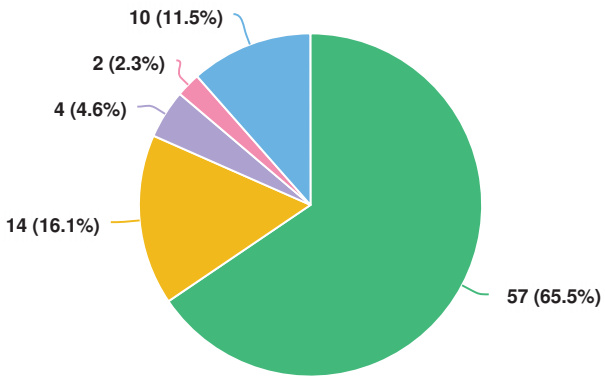
Screen Name Redacted 10/01/2020 09:02 PM	Above
Screen Name Redacted 10/01/2020 10:50 PM	Bicycles should have use of full lane
Screen Name Redacted 10/02/2020 10:14 AM	See above. For below, I don't support the investment in cycling infrastructure over many of the other issues the City faces, most notably the homeless. I'm disappointed that question 4 doesn't include the opportunity for commentary, as it's not a check box type question. The design of the question requires me to answer as opposed, which is 100% representative of my opinion.
Screen Name Redacted 10/02/2020 04:29 PM	It is desperately needed but I am having trouble envisioning how Shakespeare can be made safe. Traffic action around the school is already problematic and it just is a sad truth that a lot of drivers either don't know how or are unwilling to share the road. Maybe the idea is that converting Shakespeare more clearly to shared use will help calm and slow traffic, but it is a risky proposition that could easily have the opposite effect of making drivers impatient. (Nothing like parents rushing because they are late for school drop off or pick up.)
Screen Name Redacted 10/02/2020 08:24 PM	This aspect seems ok. I HATE THE 2WAY BIKE LANES AND NARROWING OF MANY STREETS. HOW MANY BIKE LANES DO WE NEED COMING INTO TOWN AND OUT? There are more seniors that don’t ride bikes than there are that do. We need much better signage on Humbolt. In fact ditch the 2 way one lane . Make it one way. I have seen so much confusion by car drivers. And the signage is deplorable.
Screen Name Redacted 10/02/2020 08:27 PM	No others
Screen Name Redacted 10/03/2020 10:59 AM	It sounds like a great and natural/intuitive idea for this area, I hope it works out. Please make it accessible for all users, not just bikes.
Screen Name Redacted 10/03/2020 11:10 AM	Please leave it alone. Do not change it.
Screen Name Redacted 10/03/2020 11:50 AM	Plan looks good
Screen Name Redacted 10/03/2020 02:18 PM	Other than cross Hillside and maybe getting on/off Haultain, it doesn't feel particularly necessary. There are so many areas of town that are so much worse. I'd prefer if you would save a little money here and spend it on the more dangerous areas.
Screen Name Redacted 10/03/2020 07:08 PM	I suggest you make a protected bike lane on Shelbourne

Screen Name Redacted 10/03/2020 09:41 PM	Provide some separation, physical or visual, to the bike paths from park areas, to discourage people from obstructing the path.
Screen Name Redacted 10/04/2020 10:25 AM	Keep it simple
Screen Name Redacted 10/04/2020 04:08 PM	As it runs from Hillside Mall to Haultain, the corridor provides a relatively flat link that could be extended to Bay St. and linked along Bay St. to the Galloping Goose Trail. This would open up excellent access for cyclists far and wide to Hillside businesses from the corridor to Shelbourne St.
Screen Name Redacted 10/04/2020 04:10 PM	Bike sensors at intersections
Screen Name Redacted 10/04/2020 04:43 PM	Minimal changes
Screen Name Redacted 10/04/2020 05:00 PM	none
Screen Name Redacted 10/05/2020 05:59 AM	I like that the route selected is an existing quiet/low volume route given Shelbourne's narrowness and difficulty parallel to the route. I'm not sure that the added 'treatment' other than better control at intersections will make much difference.
Screen Name Redacted 10/05/2020 11:33 AM	Protected bike lanes are not needed on quiet residential streets that people already ride on, a simple painted lane is sufficient. Bay street needs a protected bike lane, as it is busier.
Screen Name Redacted 10/06/2020 09:27 AM	This is a complete and utter waste of time and resources given the already low traffic volumes and residential nature of the streets. STOP BEING STUPID!
Screen Name Redacted 10/06/2020 11:21 AM	I think this route should be on Shelbourne, rather than wind through Oaklands. Shelbourne is a straight, direct North South route helping cyclists get to Saanich, UVic and other destinations up north. Having this wind through Oaklands goes way out of the way, and takes longer. Why couldn't cyclists going north turn right on Haultain, and left on Shelbourne, and have a bike lane constructed there. It would connect perfectly with Saanich's planned bike lane, and provide a direct route.
Screen Name Redacted 10/06/2020 11:32 AM	None
Screen Name Redacted 10/06/2020 02:56 PM	None
Screen Name Redacted	This is a bad design, there's a perfectly good bike lane along Shelbourne St.

10/06/2020 03:57 PM	that directly connects to the Pandora bike lane as well as the future bike lane on Shelbourne street that Saanich is planning to develop. Put a proper protected bike lane on Shelbourne from Bay to Hillside instead of this mess.
Screen Name Redacted 10/06/2020 04:32 PM	need to patrol speeds. The onset of electric bikes means the corridor is a speedway for cyclists easily going above the posted limits. Vehicles move slowly given the crowded nature of the street already
Screen Name Redacted 10/06/2020 09:11 PM	Looks like a good plan with no issues other than it's hard for me to cross Hillside to get to it
Screen Name Redacted 10/07/2020 08:14 AM	Traffic calming features and supports to enhance bikes safely crossing intersections.
Screen Name Redacted 10/07/2020 05:04 PM	More controlled and planned bike corridors the better. Good for the planet, community and safety! Engage and get support from families with young children, young people without cars and the people who would benefit most from having safe cycling routes. Neighbourhood folks who commute locally by bike. Go to school, PAC, community centre, neighbourhood association etc. Also get them involved in some of the aesthetic elements to allow them to have ownership over the routes and make them feel welcome to use them. Slower users, like families with kids and people using scooters or wheelchairs, often feel pressured or unwelcome on some of the main routes by some of the more "high performance" and faster cyclists.
Screen Name Redacted 10/08/2020 11:02 AM	I would prefer a separate bike lane.
Screen Name Redacted 10/08/2020 09:06 PM	have decent lighting to make it usable all year round and times. It would also add safety for walkers etc
Screen Name Redacted 10/08/2020 09:48 PM	Keep bikes on the roads, not on pedestrian pathways please.
Screen Name Redacted 10/09/2020 02:26 PM	none

Mandatory Question (87 response(s))
Question type: Essay Question

Q4 Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.

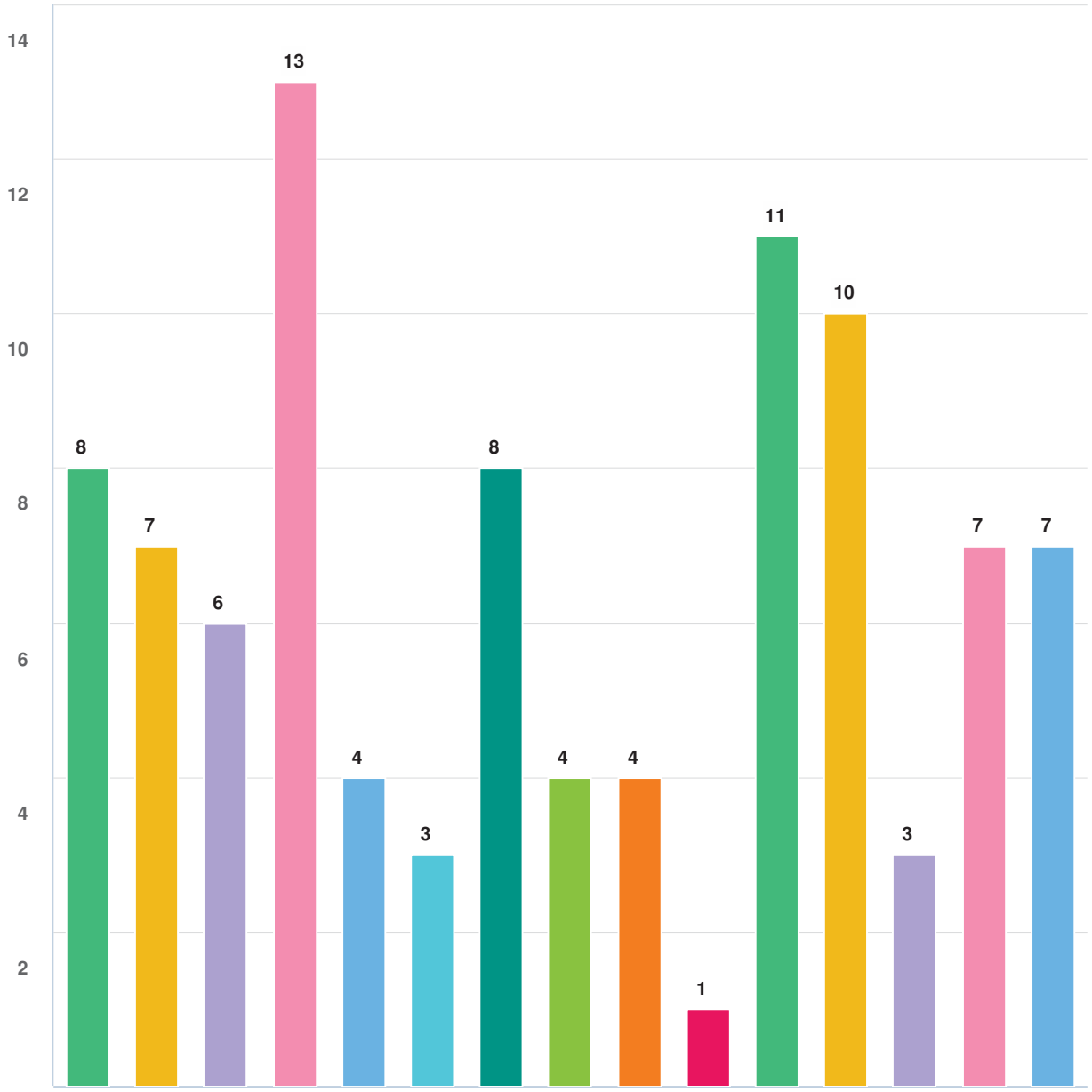


Question options

strongly support | somewhat support | indifferent | somewhat oppose | strongly oppose

Mandatory Question (87 response(s))
Question type: Radio Button Question

Q5 How did you hear about the opportunity to provide input?



Question options

- Newspaper advertisement (Times Colonist)
- Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
- Email from the City
- Email from neighbourhood association
- City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
- Friend/neighbour/family member/colleague
- Email from a stakeholder group
- City E-News
- City Twitter
- City Facebook
- City Instagram
- Letter from the City in the mail
- Other (please specify)

Mandatory Question (87 response(s))
Question type: Checkbox Question

Fernwood Connector

SURVEY RESPONSE REPORT

16 September 2020 - 10 October 2020

PROJECT NAME:

All Ages and Abilities Cycling Network

SURVEY QUESTIONS

Q1 **Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?**

Screen Name Redacted 9/21/2020 05:54 PM	Pembroke is narrow; the corners there could use extra calming or controls to limit interactions with vehicle traffic.
Screen Name Redacted 9/21/2020 05:59 PM	Using Pandora to get to Stanley st - awkward left turn on complex intersection All of Bay street
Screen Name Redacted 9/21/2020 06:08 PM	Nope
Screen Name Redacted 9/21/2020 08:41 PM	no
Screen Name Redacted 9/21/2020 09:40 PM	Speeds of cars turning onto Avebury from Bay. Crossing Bay street is very dangerous at Avebury whether walking or biking, the crosswalk goes unnoticed by drivers a lot, it is too dark to see pedestrians at night or in the rain and there is no safe bike crossing across Bay street there. Crossing Walnut street, while not as busy is also dangerous because there are no stop signs or roundabouts where Walnut crosses Oregon and car speeds can be high. Crossing Pembroke has a similar problem, high car speeds on Pembroke and no stop signs or roundabouts at Oregon to make crossing on foot or bike easier. The painted bike lane on Begbie to connect to Pandora has no protection.
Screen Name Redacted 9/21/2020 09:51 PM	No.
Screen Name Redacted 9/21/2020 10:37 PM	YES!!! A big concern about Stanley and Gladstone corner. In working from home and living at that corner, I regularly hear screeching of tires in near-accidents between cars, or cars with bikes/pedestrians. Often people either assume it's a 4-way and then drive out in front of another car driving quickly down Gladstone, or people speed along Gladstone and almost hit cyclists / pedestrians crossing. I strongly feel a roundabout would be the best thing there.
Screen Name Redacted 9/21/2020 11:37 PM	No
Screen Name Redacted 9/22/2020 07:13 AM	Crossing bay street may require a lighted crosswalk
Screen Name Redacted 9/22/2020 08:19 AM	Crossing Bay St. The speed of cars on Walnut St. crossing Oregon
Screen Name Redacted 9/22/2020 08:21 AM	The intersections with the route at Bay St and at Haultain St.
Screen Name Redacted	Yes, as a pedestrian and cyclist, I have concerns about crossing Bay Street

9/22/2020 08:49 AM	and connecting to Pandora.
Screen Name Redacted 9/22/2020 05:54 PM	The Traffic circles at Belmont and Denman are unsafe/unsuitable as people tend to increase speed or 'commit' to going through/around these traffic circles without slowing or giving much consideration to cross traffic - Also despite density speeds on denman tend to be higher than other streets because of the straight uncalmed design
Screen Name Redacted 9/22/2020 07:55 PM	Crossing Bay Street, and, in general terms, rush hour vehicle traffic interacting with cycling traffic.
Screen Name Redacted 9/22/2020 08:13 PM	Sharing steers with cars if you are a pedestrian or a bicyclist is always dangerous unless you have the absolute right of way as is common in some countries in Europe like Germany.
Screen Name Redacted 9/22/2020 08:45 PM	No
Screen Name Redacted 9/22/2020 08:58 PM	NA
Screen Name Redacted 9/22/2020 09:35 PM	Bay & Begbie St. vehicle traffic... Roundabout - Oregon & Denman
Screen Name Redacted 9/23/2020 04:58 AM	Unaddressed speed of drivers due to lack of physical traffic calming elements.
Screen Name Redacted 9/23/2020 10:09 AM	lack of crosswalks/bike safety to get from the end of stanley to pandora going east
Screen Name Redacted 9/23/2020 06:36 PM	Please explain how paint on a few random residential streets will improve access to the businesses, services, schools, and community amenities that are along Fernwood Avenue. If this "design" is just paint and speed limit signs, in what ways is it at all AAA?
Screen Name Redacted 9/23/2020 08:05 PM	Crosswalk by Vic high
Screen Name Redacted 9/23/2020 09:39 PM	Yes, the intersection of Avebury and Bay St.
Screen Name Redacted 9/24/2020 11:52 AM	Haultain street and Cedar Hill Cross
Screen Name Redacted 9/24/2020 12:15 PM	Riding a bike along Bay St. never feels safe. Between impatient drivers and buses pulling in and out of bus stops, the whole route feels tight, too fast and unnerving. People speed up after the lights, so it is difficult to gauge when it

	is safe to cross Bay St.
Screen Name Redacted 9/24/2020 12:25 PM	Crossing Bay St at most times of the day can be busy as a pedestrian and cyclist.
Screen Name Redacted 9/24/2020 01:25 PM	No
Screen Name Redacted 9/24/2020 03:05 PM	1. Crossing Bay St 2. Accessing Connector from Pandora end: is it assumed that access will be via Fernwood and Balmoral? Seems awkward. 3. How is the jog at Pembroke to be handled?
Screen Name Redacted 9/24/2020 04:28 PM	nope
Screen Name Redacted 9/24/2020 04:55 PM	None
Screen Name Redacted 9/24/2020 09:43 PM	I usually take Fernwood Road - lots of caution needed.
Screen Name Redacted 9/25/2020 09:58 AM	None
Screen Name Redacted 9/25/2020 11:27 AM	As a cyclist, I am concerned about getting doored.
Screen Name Redacted 9/25/2020 12:00 PM	No
Screen Name Redacted 9/25/2020 01:19 PM	Stanley @ Gladstone when cycling is a concern - some vehicles speed excessively
Screen Name Redacted 9/25/2020 01:36 PM	No
Screen Name Redacted 9/25/2020 03:01 PM	Crossing Bay Street on Avebury (vehicles frequently speed along Bay Street even though the speed limit is 40km/hour), Intersection of Stanley & Gladstone
Screen Name Redacted 9/25/2020 06:43 PM	No
Screen Name Redacted 9/26/2020 09:33 AM	All major crossings and intersections
Screen Name Redacted	Exiting Johnston st onto stanley ave.

9/26/2020 12:13 PM

Screen Name Redacted 9/26/2020 03:57 PM	Avebury and Bay: Although Avebury is a very popular cycling and walking road since it has a crosswalk and is a popular route to take to Fernwood and downtown, there is a problem with fast drivers. Consider keeping Avebury and Haultain as a 2-way road, but make Avebury and Bay a 1-way (exit only) to improve safety. It appears that drivers travelling south on Avebury drive at a reasonable speed, but drivers coming off of Bay (having just come off a small highway) travel at insane speeds. Examples of an excellent re-design can be found at Landsdowne Rd & Aldridge St. Or completely close it off and make it a bus stop as seen at Lansdowne Rd and Frechette St. Oregon between Walnut and Denman: There are no lights on this block which makes it quite dark to cycle at night. Oregon and Denman: It feels awkward crossing the road at a roundabout as a pedestrian. Without crossing lines I worry that cars will try to squeeze thorough or not see me. Oregon and Walnut: This really should have a stop sign as traffic calming. Gladstone and Stanley: People drive way too fast along this stretch of Gladstone. Please add a stop sign as traffic calming. Or a diversion for cars to prevent through traffic. Grant and Stanley: Similar to Gladstone and Stanley, this intersection needs a stop sign to slow down the cars which otherwise drive fast due to the fact that the road is wide and straight. Begbie and Stanley: The bike lane is on the wrong side of the parked cars which creates an unnecessary mixing zone. Perhaps this is an old lane? Please adopt the standard pattern of Sidewalk, then Bike lane, then Car zone. This is also a busy road which I would avoid as a cyclist (and I ride to work everyday). If there was a protected bike lane I would use it.
Screen Name Redacted 9/26/2020 11:24 PM	Crossing Bay Street is a nightmare for families - a dedicated light and or traffic calming is needed. Currently, pedestrians need to use Fernwood or Forbes to cross...
Screen Name Redacted 9/27/2020 10:22 AM	parking in both sides of the street does increase the stress to bikers. Parking cars and opening doors can be stressful.
Screen Name Redacted 9/27/2020 10:41 AM	None
Screen Name Redacted 9/27/2020 02:53 PM	No
Screen Name Redacted 9/27/2020 11:12 PM	Connection from Stanley to Begbie
Screen Name Redacted 9/28/2020 02:03 PM	Cyclists prefer Fernwood Road
Screen Name Redacted	Crossing Bay street is a challenge as both a pedestrian and cyclist. As a

9/28/2020 05:06 PM	cyclist the offset intersections mean you often need to turn left across multiple lanes of traffic. Additionally as a pedestrian there are very few marked crosswalks along the whole length of Bay St.
Screen Name Redacted 9/28/2020 08:07 PM	Crossing Bay St is my biggest concern here.
Screen Name Redacted 9/28/2020 08:18 PM	Crossing Bay
Screen Name Redacted 9/28/2020 08:24 PM	nothing significant.
Screen Name Redacted 9/28/2020 09:09 PM	Big fan.... let's connect the city. Start with this and as we see more cyclists, make the route safer.
Screen Name Redacted 9/29/2020 06:16 AM	video has addressed these
Screen Name Redacted 9/29/2020 12:15 PM	Not on this projected route
Screen Name Redacted 9/29/2020 03:55 PM	Anywhere that I am forced to ride in traffic is a big safety concern. If I get hit Its likely to be a life altering or ending event.
Screen Name Redacted 9/29/2020 06:33 PM	No
Screen Name Redacted 9/29/2020 09:29 PM	No
Screen Name Redacted 9/30/2020 09:50 AM	Dont use the street but it is worthwhile. If choices had to made, I would definitely favour building out Vancouver street from Southgate at Beacon Hill Park all the way Hillside.
Screen Name Redacted 9/30/2020 11:51 AM	1. The intersection of Oregon and Walnut is dangerous for pedestrians, cyclists and motorists! There are stop signs on Oregon, but frequently people blow through these without stopping. There are no stop signs on Walnut. Either a traffic calming circle or 4-way stop signs are needed. There is a child's playground and frequently used leash-option park in this area. 2. The intersection of Stanley and Gladstone also needs four stop signs -- cars on Stanley cannot see up and down Gladstone due to the parked vehicles on the latter. The stop signs currently are only on Stanley, and cars and bicycles are cautiously sticking their noses out to see if anything is coming.
Screen Name Redacted 9/30/2020 01:00 PM	Stanley and Gladstone would benefit from switching the stop sign so that Stanley has right of way, or by installing a traffic circle. I have nearly biked

	through this stop sign a few times, likely because I don't expect it so soon after Pembroke. Stanley and Pembroke would benefit from a traffic circle. I seen a few near-accidents with bikes and cars at this corner likely because of reduced visibility turning left on Pembroke from Stanley. Walnut and Oregon would benefit from reversing the stop signs, so Oregon has right of way. Or by installing a traffic circle as there are a lot of pedestrians crossing here with children and dogs going to the park. Also, you really pick up speed going downhill on Oregon towards Walnut on a bike (or toboggan in winter - it's a neighbourhood spot for play on snow days), and I hear a lot of stressed parents calling on their children to "Stop! Stop! Stop!" before the stop sign at Walnut.
Screen Name Redacted 9/30/2020 06:36 PM	No
Screen Name Redacted 9/30/2020 07:18 PM	I have not ridden this route. I ride Fernwood St. as it is a direct route to and from my destinations, although it is narrow and busy. I am therefore unable to say much about the proposed route, other than to question if it is the best long term choice.
Screen Name Redacted 9/30/2020 09:27 PM	As a cyclist, the connection to Bay Street.
Screen Name Redacted 10/01/2020 07:29 AM	very narrow along Fernwood road, lots of school kids
Screen Name Redacted 10/01/2020 11:58 AM	Very narrow street. lots of foot traffic all over the street especially near the square.
Screen Name Redacted 10/01/2020 03:16 PM	No
Screen Name Redacted 10/01/2020 05:22 PM	No.
Screen Name Redacted 10/01/2020 08:41 PM	The corners of Bay Street.
Screen Name Redacted 10/02/2020 04:46 PM	Crossing Bay Street (as both pedestrian and cyclist).
Screen Name Redacted 10/02/2020 08:38 PM	Only crossing Bay St.
Screen Name Redacted 10/03/2020 07:47 AM	As a cyclist connecting to/from the Pandora/Begbie side may be difficult due to the traffic volume.

Screen Name Redacted 10/03/2020 08:02 AM	Yes crossing Bay street
Screen Name Redacted 10/03/2020 11:12 AM	no
Screen Name Redacted 10/03/2020 02:33 PM	1) Crossing Bay St!!! (I cannot put enough exclamation marks there without seeming a little wild.) There needs to be lights that you can RIDE a bike across to (not just the flashing pedestrian signals, which... I don't *think* apply to bikes?). I never take this route, but use Fernwood Rd to get to Haultain, more than anything because it has lights to cross Yates, Johnson, AND Bay. 2) That wacky Johnson/Stanley intersection. Can you even GET to Stanley right now from the Johnson St bike lane?
Screen Name Redacted 10/04/2020 08:28 AM	As a pedestrian I feel unsafe when there are no crosswalks
Screen Name Redacted 10/04/2020 10:29 AM	Crossing Begbie at Stanley, is not intuitive for pedestrians or cyclists
Screen Name Redacted 10/04/2020 04:16 PM	No
Screen Name Redacted 10/04/2020 04:26 PM	I currently do not cycle along this route
Screen Name Redacted 10/04/2020 04:47 PM	NO
Screen Name Redacted 10/04/2020 05:02 PM	no
Screen Name Redacted 10/05/2020 06:05 AM	same as for the Oaklands connector - parked cars; pedestrian bulges at intersections.
Screen Name Redacted 10/05/2020 07:44 AM	All
Screen Name Redacted 10/05/2020 12:12 PM	Stanley Avenue. People on-street park cars on Stanley too close to the cross roads (eg. Grant St.) for drivers crossing Stanley to clearly see if a bike is coming. There should be some yellow curbs to provide better sight lines at the intersections.
Screen Name Redacted 10/05/2020 01:32 PM	Most crossings at Bay Street are precarious. Needs to be safe

Screen Name Redacted 10/06/2020 11:07 AM	The Bay St. crossing is quite nerve-wracking, and if I am heading South on Stanley, I will always turn left on Begbie, as my residence is that direction. However, it can be dangerous, since left turns are not permitted there.
Screen Name Redacted 10/06/2020 11:43 AM	Appreciate any safety improvements. I will be more likely to take this route as a cyclist riding with my kids.
Screen Name Redacted 10/06/2020 02:54 PM	None
Screen Name Redacted 10/06/2020 04:00 PM	This seems fine, it's a good idea but shouldn't think that it removes the idea of putting proper protection on the Shelbourne St bike lanes.
Screen Name Redacted 10/06/2020 10:10 PM	Yes crossing Bay street is extremely difficult as a cyclist
Screen Name Redacted 10/07/2020 08:10 AM	Vehicle speed reduction would help enhance safety over the entire corridor.
Screen Name Redacted 10/07/2020 10:56 AM	Connecting through from south of Fort Street north into Fernwood is tricky on a bicycle due to the one way systems and disjunct street connections. Fernwood is currently the most useful street as it is continuous from fort through to Bay St, but it is very narrow.
Screen Name Redacted 10/07/2020 12:54 PM	Crossings at Stanley/Begbie are currently inadequate for a bike route, encouraging crossing Begbie in an unsafe manner as a pedestrian or cyclist.
Screen Name Redacted 10/07/2020 07:49 PM	Greatest areas of traffic are Gladstone and Bay St- these would be the areas of greatest concern as a motorist and a cyclist
Screen Name Redacted 10/08/2020 11:14 AM	No.
Screen Name Redacted 10/08/2020 09:02 PM	Going across Bay street will be the most hazardous spot
Screen Name Redacted 10/08/2020 09:41 PM	As a pedestrian, crossing Oregon at Bay, I have had some near misses. Motorists turning left onto Oregon from Bay have almost hit me and my dog walking into Alexander park a couple times. Otherwise, no problems as motorist.

Mandatory Question (96 response(s))
Question type: Essay Question

Q2 What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?

Screen Name Redacted 9/21/2020 05:54 PM	Corner widening at key intersections (pedestrian 'bumps' or whatever they are called where the corner is expanded out to the width of the parked cars)
Screen Name Redacted 9/21/2020 05:59 PM	Why is this not on Fernwood road? That's the neighbourhood connector street. Why are cyclists pushed off of Fernwood road? This should be a road that follows OCP road user hierarchy, if there is a conflict. i.e. Put cycling routes on roads with destinations.
Screen Name Redacted 9/21/2020 06:08 PM	Well marked with very safe crossing at intersections
Screen Name Redacted 9/21/2020 08:41 PM	divots in the speed bumps so bicycles are not bumped like cars are
Screen Name Redacted 9/21/2020 09:40 PM	Pembroke has too much parking next to the sidewalks, it needs greenery on the boulevards instead of cars parked on the dirt. Traffic lights at Avebury and Bay street to make it crossable by bike and foot to get over to Oregon safely. Close down a lane on Avebury at Bay to reduce the traffic turning off of Bay street. Install a crosswalk or stop signs on Gladstone at Stanley. Install roundabouts at Walnut and Pembroke at Oregon. Make the bike lane on Begbie protected by the parked cars. Improve bike safety on Chambers, it is already an alright walking and biking route that could use some improvement to slow and reduce car traffic (Caledonia is an overflowing traffic sewer). Install a crosswalk across Fernwood road on Walnut, many people cross there already to get to the park and would link to the route on Oregon. Ditto for adding a crosswalk across Fernwood at Pembroke, connects to the route and the small Gower park that pedestrians and cyclists cross through along Pembroke. Make it so cars cannot be parked in front of the gate into Alexander park on Oregon, its annoying for pedestrians to have to go around vehicles to walk through the park gate. Widen sidewalks on Oregon, they are too narrow with poles in them. Also add street lights along Oregon, the block between Denman and Walnut is too dark. Also add more drainage at Oregon and Walnut, it gets massive puddles in the winter where the curb cuts are to cross that are difficult to cross. Add speed humps along Stanley and Oregon to slow vehicles. Wider sidewalk on Bay street between Avebury at Oregon, its too narrow but needs to be separated from bikes also crossing there.
Screen Name Redacted 9/21/2020 09:51 PM	I would like to see roundabout rather than stop signs along this route.
Screen Name Redacted 9/21/2020 10:37 PM	Roundabouts at all intersections of similar sized smaller streets, with gardens in middle
Screen Name Redacted 9/21/2020 11:37 PM	smooth

Screen Name Redacted 9/22/2020 07:13 AM	I don't know
Screen Name Redacted 9/22/2020 08:19 AM	Bulges at intersections so prevent cars from parking and blocking the view of traffic from the side
Screen Name Redacted 9/22/2020 08:21 AM	slightly wider paved sidewalks in certain areas (eg. Pembroke, hill on Belmont) would be nice
Screen Name Redacted 9/22/2020 08:49 AM	Traffic calming areas to naturally slow down cars, lighting (some parts of route can be quite dark after dusk), something to encourage drivers not to drive through crosswalks (an issue all along Bay St)
Screen Name Redacted 9/22/2020 05:54 PM	upgrade existing facilities on both Denman and Belmont as to lower the speed of cross traffic
Screen Name Redacted 9/22/2020 07:55 PM	Speed humps prior to crosswalks in any main crossings on the 30KPH zones.
Screen Name Redacted 9/22/2020 08:13 PM	Right of way would make it safer for pedestrians and cyclists that means not having to give way or move over for automobiles.
Screen Name Redacted 9/22/2020 08:45 PM	Remove vehicle traffic
Screen Name Redacted 9/22/2020 08:58 PM	More public seating, possibly an art installation and more lighting options/features.
Screen Name Redacted 9/22/2020 09:35 PM	Flashing light xwalk similar to Begbie & Belmont? Speed bump(s)? Visibility? I'm not sure how to make it safer... as long as everyone slows down it'll be fine.
Screen Name Redacted 9/23/2020 04:58 AM	Speed bumps to slow drivers
Screen Name Redacted 9/23/2020 10:09 AM	bike signage, crosswalks for pedestrians and through lanes for bikes
Screen Name Redacted 9/23/2020 06:36 PM	Move this off random residential streets and right onto Fernwood Avenue itself where the schools, businesses, and services of this neighbourhood are located. Your cute little video and one page PDF have no mention of actual traffic calming, traffic diversion of motor vehicles, or anything actually REAL that will protect people and provide the AAA network you're supposedly promising. Add speed humps, raised crosswalks, concrete traffic diverters, and real actual infrastructre on Fernwood Avenue that will let people get to actual destinations safely and comfortably. Do better.

Screen Name Redacted 9/23/2020 08:05 PM	Crosswalks!
Screen Name Redacted 9/23/2020 09:39 PM	Something to facilitate the crossing of Bay St. at Avery. Maybe a pedestrian/cyclist-activated button? And paint on the road to indicate a ped/cyclist crossing. Or a crosswalk like there is at Chambers and Bay St.
Screen Name Redacted 9/24/2020 11:52 AM	Forced speed control and inability to use as a cut through
Screen Name Redacted 9/24/2020 12:15 PM	Again, limit time spent along Bay St. Shifting the whole route over 2 blocks to Belmont would eliminate the need to stop traffic for the whole block between Oregon and Avebury Sts.
Screen Name Redacted 9/24/2020 12:25 PM	Easier crossing at Bay, green painted sharrows at the round about on Denman and Belmont.
Screen Name Redacted 9/24/2020 01:25 PM	Looks good
Screen Name Redacted 9/24/2020 03:05 PM	Crossing Bay St in either direction looks difficult - needs clarification
Screen Name Redacted 9/24/2020 04:28 PM	none
Screen Name Redacted 9/24/2020 04:55 PM	None
Screen Name Redacted 9/24/2020 09:43 PM	Remove parking at corners where it limits visibility. (Can add bulb-outs for green space). Consider separated bicycle lanes where cyclists have to go uphill (e.g. slower than cars). Or, consider a single lane of traffic (one way) with a "contraflow" bicycle lane design.
Screen Name Redacted 9/25/2020 09:58 AM	Nothing
Screen Name Redacted 9/25/2020 11:27 AM	Move the lane to Fernwood Road where people actually travel.
Screen Name Redacted 9/25/2020 12:00 PM	Use painted bike lanes, parking one side only
Screen Name Redacted 9/25/2020 01:19 PM	Make Gladstone one-way traffic for vehicles going east and include a stop sign at Stanley/Gladstone on Gladstone
Screen Name Redacted	None

9/25/2020 01:36 PM	
Screen Name Redacted 9/25/2020 03:01 PM	Absolutely need a crosswalk and cyclist/pedestrian-controlled light where Avebury crosses Bay Street, prefer creation of 4-way stop at Stanley & Gladstone
Screen Name Redacted 9/25/2020 06:43 PM	None
Screen Name Redacted 9/26/2020 09:33 AM	Adding bulb-outs to all intersections to shorten crossings, include island curbs, consider round-about with bicycle pass-throughs, reduce traffic speeds to 30km/h, separate bicycle infrastructure
Screen Name Redacted 9/26/2020 12:13 PM	Make it easy and safe to get onto Stanley Ave from eastbound Johnston or Fort
Screen Name Redacted 9/26/2020 03:57 PM	Protected bike lane on Pandora, add a street light to Oregon between Walnut and Denman, more traffic calming or diversions, close off Avebury and Bay (or make it exit only for cars).
Screen Name Redacted 9/26/2020 11:24 PM	None at this time
Screen Name Redacted 9/27/2020 10:22 AM	Parking on one side of the street only, like oscar st.
Screen Name Redacted 9/27/2020 10:41 AM	None
Screen Name Redacted 9/27/2020 02:53 PM	Blinking crosswalks at key intersections.
Screen Name Redacted 9/27/2020 11:12 PM	Clarity of right of way
Screen Name Redacted 9/28/2020 02:03 PM	Make it a protected bike lane?
Screen Name Redacted 9/28/2020 05:06 PM	And improved crossing at Bay St. Ideally a pedstrian/cyclist controlled intersection.
Screen Name Redacted 9/28/2020 08:07 PM	Clear marking of the Bay st crossing. Even the crosswalks are not enough for many vehicles on this stretch of roadway, they routinely ignore them.
Screen Name Redacted 9/28/2020 08:18 PM	As much traffic calming as possible

Screen Name Redacted 9/28/2020 08:24 PM	maybe traffic calming measures.
Screen Name Redacted 9/28/2020 09:09 PM	Fewer car parking spots would make the route safer. Expanded boulevards too, to create pinch points that actually slow cars down and create more green space. Turning more of the concrete into greenspace and wider pathways generally would make the corridor more pleasant, comfortable and safer for all users.
Screen Name Redacted 9/29/2020 06:16 AM	I like all of your plans in the video
Screen Name Redacted 9/29/2020 12:15 PM	Ensure any busy intersections have flashing light controls.
Screen Name Redacted 9/29/2020 03:55 PM	Obstructions to force vehicles to slow down and pay attention. It's fine to post a speed limit of 30kmh but how will we guarantee they will be going that fast? Make the road çurve of have pedestrian crossing areas that extend out into the road perhaps alternating one side of the street to the other for the next crossing. Force vehicles to pay attention.
Screen Name Redacted 9/29/2020 06:33 PM	Abandon the design and leave the route as is.
Screen Name Redacted 9/29/2020 09:29 PM	signage and driver education are very important, mostly for the parked cars - dooring cyclists.
Screen Name Redacted 9/30/2020 09:50 AM	Consider replacing parking on both sides of street to one side at angle rather than in line with roadway.
Screen Name Redacted 9/30/2020 11:51 AM	As noted in #1, something needs to be done about the intersection of Oregon and Walnut. Four stop signs would probably be the least expensive.
Screen Name Redacted 9/30/2020 01:00 PM	Traffic circle or marked pedestrian crosswalks at Walnut and Oregon where the children's playground and dog park is
Screen Name Redacted 9/30/2020 06:36 PM	Remember - this is for bikes! What about horses? - I am kidding.
Screen Name Redacted 9/30/2020 07:18 PM	No comment
Screen Name Redacted 9/30/2020 09:27 PM	Somehow being able to cross Bay on bike without having to stop and walk your bike or get mixed into the fast traffic on Bay. Perhaps a short protected bike lane on the short stretch of Bay between Avebury and Oregon.
Screen Name Redacted	lower speeds, fewer places for motorists to turn across cyclists and

10/01/2020 07:29 AM	pedestrians
Screen Name Redacted 10/01/2020 11:58 AM	Don't know how you are going to do this one as the #22 bus goes back and forth on this road to and from Hillside Mall. People stepping off a bus should not step into a bike lane.
Screen Name Redacted 10/01/2020 03:16 PM	I'm not sure
Screen Name Redacted 10/01/2020 05:22 PM	Wherever traffic volume is higher, segregate bike lanes. Wherever crossing are difficult, create controlled crossings (lights).
Screen Name Redacted 10/01/2020 08:41 PM	Putting a bike path crossing Bay Street without lights, signs or stops is irresponsible and defeats the purpose of a safe bike path. Especially if cyclist are expected to turn ONTO Bay rather than simply crossing it. This will frustrate motorists at rush hour and make it unsafe for novice or young cyclist. Unless there is a light or painted green path to make the crossing go safe. It would just be best if the crossing at Bay Street was at a cross in the road not an S like the current plan.
Screen Name Redacted 10/02/2020 04:46 PM	Getting from Oregon to Avebury and vice versa is not a 'friendly' bike option unless you are riding alone and comfortable being a 'vehicle' in the road while doing so. On family bike rides we have to dismount and cross as pedestrians. It needs a light - pedestrian/cyclist controlled - to stop traffic before Avebury for traffic heading west and before Oregon for traffic heading east (as in my very frequent crossing of that street, I know that traffic rarely voluntarily stops on Bay, not at Forbes, not at Chambers, and not at Avebury either!) It would also help to permit cyclists to remain riding (i.e. like at Richmond & Lansdowne, or Doncaster at Hillside) over the crosswalks. I think there might be sidewalks on this route missing lowered curbs which should be fixed for people who use mobility aids.
Screen Name Redacted 10/02/2020 08:38 PM	I haven't cycled on these streets but it looks like a better route than the one I presently take which cuts over to Vancouver Street
Screen Name Redacted 10/03/2020 07:47 AM	As part of traffic calming measures near parks, having a place to lock a bicycle would be helpful.
Screen Name Redacted 10/03/2020 08:02 AM	Traffic lights
Screen Name Redacted 10/03/2020 11:12 AM	nothing, it's a good cycling area already.
Screen Name Redacted 10/03/2020 02:33 PM	1) Wayfinding on that jog to Oregon that makes it 100% clear which direction to go and that it is *just* a tiny little jog and the route continues to take you north. Meaning not just an arrow that says "go left", but a literal "jogged"

	arrow that indicates "go left and then immediately right again". Some bikes routes in some cities I'm been in do this badly, and it makes it hard to stay on the route if you aren't familiar with the area. 2) The area suffers from the same thing the entire city (world?) does: cars rolling through stop signs without thoroughly looking in BOTH directions (including some sidewalks). You could ensure that there is LOTS of visibility at the corners. Putting a mini-speed-bump or rumble strip on the stop line (or just before it) could be a helpful way to remind drivers that they're moving through someone else's right-of-way space at that moment. This bad behavior would TERRIFY me if I had children.
Screen Name Redacted 10/04/2020 08:28 AM	Crosswalks. Also making the sidewalks less of an obstacle course would be more pleasant and comfortable, especially for people in wheelchairs. Maneuvering around telephone poles, fire hydrants, trees, etc is something i hate about being a pedestrian in victoria.
Screen Name Redacted 10/04/2020 10:29 AM	Not sure
Screen Name Redacted 10/04/2020 04:16 PM	Bike sensors at key intersections crossing major routes
Screen Name Redacted 10/04/2020 04:26 PM	See comment below re. linking this discrete route to a broader cycling network. Unless there is linking between sections each section alone is of little value. Gorge Rd. is a good example of a bike lane that simply stops at the end of a block. The argument against extending the Gorge Rd. lane is that the road is too narrow. But what is a cyclist to do, get off their bike and walk? a Hodge Podge of discontinuous bike lanes is counterproductive, almost as much as discontinuous roads would be for cars.
Screen Name Redacted 10/04/2020 04:47 PM	No comment
Screen Name Redacted 10/04/2020 05:02 PM	not sure
Screen Name Redacted 10/05/2020 06:05 AM	raised crosswalks at intersections and mid-block crossings - not pedestrian bulges that direct bikes into the path of cars.
Screen Name Redacted 10/05/2020 07:44 AM	Keep bike lanes to a minimum
Screen Name Redacted 10/05/2020 12:12 PM	yellow curbs at the intersections to keep parked cars from being too close.
Screen Name Redacted 10/05/2020 01:32 PM	More letdowns, boulevard space, street trees, etc.

Screen Name Redacted 10/06/2020 11:07 AM	Make sure bikes can safely turn left from Stanley to Begbie. Increased traffic calming on the three streets.
Screen Name Redacted 10/06/2020 11:43 AM	Safety improvements are appreciated and will increase my use of this route with my family.
Screen Name Redacted 10/06/2020 02:54 PM	Warning signs for parked cars to look for cyclists before opening doors
Screen Name Redacted 10/06/2020 04:00 PM	The Shelbourne St bike lanes should be made up to AAA standards. There should also be more car filters on this road.
Screen Name Redacted 10/06/2020 10:10 PM	If there is a way for cyclists to easily cross Bay street, then it would definitely make it more comfortable & I would likely use this route to bike to work (instead of my current route)
Screen Name Redacted 10/07/2020 08:10 AM	Provide clear street markings (signeage, painted markings on road surface) to indicate to vehicles that this is a bike route.
Screen Name Redacted 10/07/2020 10:56 AM	Separated bike lanes (rather than the suggested plan of shared bike-and-car streets) is necessary to be a real difference: low traffic volumes don't eliminate safety problems for bicyclists (even one resentful car driver can create a dangerous or fatal situation on shared paveement). This corridor also needs to connect through to Fort Street.
Screen Name Redacted 10/07/2020 12:54 PM	New bike route with dedicated crossings through the Begbie/Pandora/Johnson junction allowing the use of the Pandora Westbound and Johnson Eastbound bike lanes
Screen Name Redacted 10/07/2020 07:49 PM	I would recommend a cyclist-controlled light in addition to the crosswalk in place on Bay St and Avesbury. As well, I would recommend permanently making the portion of Gladstone between Stanley and Fernwood a one way street off of Fernwood, or at the very least turning that intersection into a 4 way stop.
Screen Name Redacted 10/08/2020 11:14 AM	Speed bumps.
Screen Name Redacted 10/08/2020 09:02 PM	an activated cross walk with lighting at Bay St, similar to what is at haultain and cook would help to increase safety
Screen Name Redacted 10/08/2020 09:41 PM	No left turn onto Oregon from Bay st?

Mandatory Question (96 response(s))
Question type: Essay Question

Q3 What general ideas, comments, or suggestions do you have for this corridor?

Screen Name Redacted 9/21/2020 05:54 PM	Bike racks at key points (near ammenities) and a bench or two would be great!
Screen Name Redacted 9/21/2020 05:59 PM	Move it to Fernwood road. Stop through traffic for motor vehicles on Fernwood road Make the intersections at Begbie and Bay safer by removing turning and travel lanes, adding curb bulbs. As for my rating, I strongly support a corridor in this neighbourhood, just not this one. Maybe provide a why or specify what question 4 is referring to.
Screen Name Redacted 9/21/2020 06:08 PM	Reflective Beams along the road to direct bikes
Screen Name Redacted 9/21/2020 08:41 PM	no right now
Screen Name Redacted 9/21/2020 09:40 PM	Treat it more like a spine network that needs feeder routes with crossings for cyclists and pedestrians to connect to it, otherwise it isn't going to get enough use from people wanting to just exit Haultain and go to Pandora via Stanley. It needs crossings along Fernwood road to connect across the neighbourhood easily to the route (e.g. Walnut, Pembroke) and to encourage the use of this route to connect Fernwood.
Screen Name Redacted 9/21/2020 09:51 PM	This seems like a waste of money. It is hard for me to imagine that cyclists will not take the perfectly straight and more gently graded ute right up Fernwood. Furthermore, there are large stretches of Fernwood that have very little parking--so there is little parking to lose. Most homes have driveways and other off-street parking. So, just tear the band-aid off and put the bike route on Fernwood.
Screen Name Redacted 9/21/2020 10:37 PM	Improvement of sidewalks and road surface. It’s quite pothole-y or uneven at times.
Screen Name Redacted 9/21/2020 11:37 PM	Think of a fast power wheelchair on the route when you design, we'll be there
Screen Name Redacted 9/22/2020 07:13 AM	Looks great
Screen Name Redacted 9/22/2020 08:19 AM	Additional infrastructure on Walnut st as it is a good, flat east-west connector
Screen Name Redacted 9/22/2020 08:21 AM	I like that is using a route that is already a common biking route (and keeps it relatively flat!). However, I worry about the number of parked vehicles pulling out, and the number of driveways where people can't see bikes coming due

	to parked cars. Parking is already busy along these streets, and there are no other options for parking.
Screen Name Redacted 9/22/2020 08:49 AM	Really excited to see this happen. I don't currently ride my bike to work due to safety concerns, especially when days are shorter.
Screen Name Redacted 9/22/2020 05:54 PM	remove some parking and create garden box penisulas or islands to further narrow both denman and Belmont before implimentation/upgrading existing facilities
Screen Name Redacted 9/22/2020 07:55 PM	As regards the point at which Shakespeare Street meets Oaklands Tennis Courts: when approaching from the south, that is, heading to Hillside, there's a tricky and hard right turn onto the path, and some metal bollards to avoid. This chokepoint could use a rethink, to allow for a shallower turn and safer approach and exit. This path gets a little icy in the winter (shaded), so the hard turn is dangerous. Could be a relatively cheap fix. Generally, car and cyclist interactions are tricky in shared spaces, mostly due to differences in speed. Signs are not enough: please consider aggressive speed humps where feasible.
Screen Name Redacted 9/22/2020 08:13 PM	Speed limit so alone are insufficient in Victoria. This is clear if one rides a bicycle on the so-called 30 km zone on fern wood ave. speeding is very common and there is ample traffic coming in the form of a narrow street. This makes the street feel somewhat dangerous at times especially at rush-hour. However, the connecter route proposed is at least a step in the right direction and I support it.
Screen Name Redacted 9/22/2020 08:45 PM	Remove vehicle traffic
Screen Name Redacted 9/22/2020 08:58 PM	Greta for the community!
Screen Name Redacted 9/22/2020 09:35 PM	Design ideas? See #2
Screen Name Redacted 9/23/2020 04:58 AM	Add wayfinding signage as this isn't a common route or well known by people living outside of this neighborhood
Screen Name Redacted 9/23/2020 10:09 AM	Better bike connections at the intersection of stanley, begbie, pandora and johnson.
Screen Name Redacted 9/23/2020 06:36 PM	This should be a protected bike lane up and down Fernwood Avenue itself, not a random cowpath wandering waste of time on random residential streets.
Screen Name Redacted 9/23/2020 08:05 PM	Make sure it's well segregated since there are so many parked cars

Screen Name Redacted 9/23/2020 09:39 PM	As a cyclist, I would still take Fernwood Rd. The grade of Oregon St. is too steep for a cycling route. Although I strongly support the AAA Network, I don't like the City spending money on this particular connector route.
Screen Name Redacted 9/24/2020 11:52 AM	Speed slowing measures
Screen Name Redacted 9/24/2020 12:15 PM	Move the entire route over to Belmont. This would aide people going from Oaklands & Fernwood towards Oak Bay. The Belmont connection to Pandora & Fort would be much more straightforward than the jumble at the Begbie-Pandora-Johnson-Stanley intersection. That intersection is a nightmare for cyclists in the best of times. Moving over to Belmont would mean less lateral movement along Pembroke & Bay
Screen Name Redacted 9/24/2020 12:25 PM	The more green painted boxes for bikes, the better.
Screen Name Redacted 9/24/2020 01:25 PM	Add this and other corridors to the Google Maps bike network so they show up when planning a route
Screen Name Redacted 9/24/2020 03:05 PM	I can understand the route using Stanley southbound onto Pandora, but I cannot see how to get onto Stanley northbound. The intersection with Begbie where it joins Pandora is complex.
Screen Name Redacted 9/24/2020 04:28 PM	I'm concerned more impatient drivers will short-cut down my street, which is Cedar Hill Rd. While I completely support this proposal, I'd like some traffic calming on Cedar Hill Rd as well to deter people from short-cutting and speeding on it.
Screen Name Redacted 9/24/2020 04:55 PM	None
Screen Name Redacted 9/24/2020 09:43 PM	Connect the two Fernwood routes east-west using Pembroke Street (with a crossing at Gower Park).
Screen Name Redacted 9/25/2020 09:58 AM	Supportive of relatively economical solutions and route
Screen Name Redacted 9/25/2020 11:27 AM	Better than nothing
Screen Name Redacted 9/25/2020 12:00 PM	Painted lines only!
Screen Name Redacted 9/25/2020 01:19 PM	Add stop signs going east-west for all intersections.
Screen Name Redacted	None

9/25/2020 01:36 PM	
Screen Name Redacted 9/25/2020 03:01 PM	Great choice - it's a lovely connector!
Screen Name Redacted 9/25/2020 06:43 PM	None
Screen Name Redacted 9/26/2020 09:33 AM	You're PDF document is disapointing, unattractive, and low quality. I would suggest help to provide improved quality diagrams/images. The document looks like something I made in undergrad. Also consider adding a map image to view and easily reference the questions. I shouldn't have to download the map on my own, this is cumbersome and makes for a poor UI/UX experience.
Screen Name Redacted 9/26/2020 12:13 PM	Traffic calming on Bay St and Begbie St where route intersects.
Screen Name Redacted 9/26/2020 03:57 PM	More traffic calming, stop signs for all roads at intersections, close off Avebury and Bay (or make it exit only for cars), protected bike lane on Pandora.
Screen Name Redacted 9/26/2020 11:24 PM	Note / not at this time
Screen Name Redacted 9/27/2020 10:22 AM	parking on one side only
Screen Name Redacted 9/27/2020 10:41 AM	Great route
Screen Name Redacted 9/27/2020 02:53 PM	Good idea.
Screen Name Redacted 9/27/2020 11:12 PM	Clear signage at pembroke
Screen Name Redacted 9/28/2020 02:03 PM	Why engage if you're just going to put some paint on the street. Just paint it already and everyone will keep using Fernwood anyways
Screen Name Redacted 9/28/2020 05:06 PM	Otherwise I think this corridor is good currently and likely requires little additional improvements.
Screen Name Redacted 9/28/2020 08:07 PM	On street painting to bring attention to the nature of the shared laneway.

Screen Name Redacted 9/28/2020 08:18 PM	Parklets are great
Screen Name Redacted 9/28/2020 08:24 PM	markings at intersections to increase visibility of cyclists if they're not all-way stops.
Screen Name Redacted 9/28/2020 09:09 PM	Needs to be done. Let's connect the city! :)
Screen Name Redacted 9/29/2020 06:16 AM	looks like a great plan
Screen Name Redacted 9/29/2020 12:15 PM	Make sure that any street crossings or darker areas are well lit. Enforce helmets and safety gear on bikes and riders.
Screen Name Redacted 9/29/2020 03:55 PM	If cars are going 30kmh that is way faster than many cyclists can move. It is intimidating to be on the road with a car trying to go twice your speed right behind you. This will prevent some slower rider from using cycling routes like this. In order for areas like this to truly be inclusive the speed limit should maybe be dropped further or make the road less attractive for vehicles through things like my suggestions in the last question.
Screen Name Redacted 9/29/2020 06:33 PM	Stop wasting time and taxpayer resources on this foolishness
Screen Name Redacted 9/29/2020 09:29 PM	none
Screen Name Redacted 9/30/2020 09:50 AM	none really I dont use it as much as Vancouver street.
Screen Name Redacted 9/30/2020 11:51 AM	The 1300 block of Pembroke is narrow, with parking on both sides. Vehicles have to wind in and out of spaces to permit two-way traffic, and visibility of oncoming traffic can be challenging. The corridor will have bicycles and cars making the turn from Oregon onto the relatively short length of Pembroke before turning onto Stanley. I'm not sure how you can fix this visibility issue, but attention should be given to it. [Note, I live just at this intersection and watch close calls all the time.]
Screen Name Redacted 9/30/2020 01:00 PM	This is a route I have often taken when biking, and that I recommended to my teens when they were younger. Having it be a designated corridor with some intersection enhancements will be great.
Screen Name Redacted 9/30/2020 06:36 PM	None
Screen Name Redacted	None, other than above

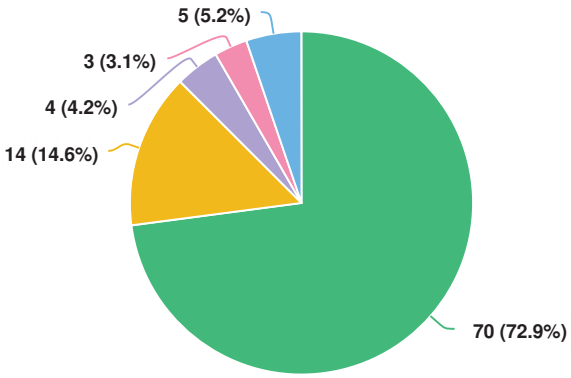
9/30/2020 07:18 PM	
Screen Name Redacted 9/30/2020 09:27 PM	Seems like good placement and well designed for this corridor.
Screen Name Redacted 10/01/2020 07:29 AM	maybe on a minor road rather than Fernwood rd
Screen Name Redacted 10/01/2020 11:58 AM	If you take away the street parking Fernwood will howl. do another street this one is too narrow and busy!
Screen Name Redacted 10/01/2020 03:16 PM	Clear markings on the pavement and on signs that it is a bike corridor
Screen Name Redacted 10/01/2020 05:22 PM	See comment above.
Screen Name Redacted 10/01/2020 08:41 PM	Cross Bay elsewhere where the two cross street aren't so far apart (Belmont, Forbes)
Screen Name Redacted 10/02/2020 04:46 PM	This is the route we always ride anyways to get from Oaklands to Fairfield. However, if the goal is just to get from Haultain to Begbie, assuming bikes and pedestrians are coming from the new Oaklands connection on Shakespeare, why go all the way to Avebury along Haultain? Forbes is a better place to cross Bay and then going west up Pembroke from Shakespeare to Stanley is mostly a more gradual uphill grade than Oregon between Walnut and Pembroke.
Screen Name Redacted 10/02/2020 08:38 PM	None, sorry
Screen Name Redacted 10/03/2020 07:47 AM	Please place share the road signs with the speed limits
Screen Name Redacted 10/03/2020 08:02 AM	The corridor sounds good
Screen Name Redacted 10/03/2020 11:12 AM	Please leave it alone. People have been cycling this neighbourhood for years.
Screen Name Redacted 10/03/2020 02:33 PM	I'll probably stick to using Fernwood Rd rather than this, because of what I said about there being lights on Yates/Johnson/Bay. And it's already 30km/h anyway (so if I hold up any cars by being slow I'm actually helping enforce the speed limit). The fact that this doesn't connect to anything else north/south is somewhat inconvenient.

Screen Name Redacted 10/04/2020 08:28 AM	More crosswalks. Also making the sidewalks less of an obstacle course would be more pleasant and comfortable, especially for people in wheelchairs. Maneuvering around telephone poles, fire hydrants, trees, etc is something i hate about being a pedestrian in victoria.
Screen Name Redacted 10/04/2020 10:29 AM	Good though crossing at major road intersection a concern
Screen Name Redacted 10/04/2020 04:16 PM	No ideas
Screen Name Redacted 10/04/2020 04:26 PM	A bicycle lane from the Fernwood route along Bay Street to the Bay St. Bridge would facilitate access to this north/south route. I believe also extending the lane to Fort St. would allow better access to the route along Fort St. to the Jubilee Hospital. Not sure you have to reduce vehicle speeds to below 30 kmh to achieve adequate safety. 40 kmh would also work, with less complaint from vehicle drivers.
Screen Name Redacted 10/04/2020 04:47 PM	Minimal changes
Screen Name Redacted 10/04/2020 05:02 PM	none
Screen Name Redacted 10/05/2020 06:05 AM	raised crosswalks slow cars down which would help enforce the 30 km/hr zone.
Screen Name Redacted 10/05/2020 07:44 AM	Already congested area for traffic- keep bikes out of this area
Screen Name Redacted 10/05/2020 12:12 PM	remove some on-street parking near the intersections.
Screen Name Redacted 10/05/2020 01:32 PM	I think a connection via Belmont makes more sense as it connects to Haultain corners, Oaklands Elementary, and Doncaster connection better than Avebury.
Screen Name Redacted 10/06/2020 11:07 AM	Generally, it is a good idea. Not a fan of the parking staying there, as that increases the likelihood of being door'd.
Screen Name Redacted 10/06/2020 11:43 AM	Appreciate that the City is investing in safety improvements.
Screen Name Redacted 10/06/2020 02:54 PM	The streets can get pretty narrow so maybe some areas where there’s no Parking so bikes can pull over and let cars by
Screen Name Redacted	It's a good route to connect people that live in Fernwood but doesn't connect

10/06/2020 04:00 PM	people that live in Saanich. I think it should go ahead but shouldn't be considered a finished job when looking at a complete AAA network.
Screen Name Redacted 10/06/2020 10:10 PM	None
Screen Name Redacted 10/07/2020 08:10 AM	Traffic calming features and a shared roadway.
Screen Name Redacted 10/07/2020 10:56 AM	This corridor would be most useful as part of a continuous north-south route. A major reworking of the Pandora-Begbie-Johnson interchange is needed to make the area friendly for bikes and pedestrians. Pandora as a continous two-way street and returning Johnson to the local street it was previously would be the ideal solution. Two way streets are more legible, better for transit, and support calmer traffic; one way systems are exclusively beneficial to car drivers and introduce a freeway-like element into the urban environment.
Screen Name Redacted 10/07/2020 12:54 PM	Improve signage and route-directions, and improve major junctions with priority for pedestrians and cyclists
Screen Name Redacted 10/07/2020 07:49 PM	Highly support the proposed route, along with the traffic changes. Those streets should realistically be 30 km/hr with the number of cars parked on the street, cyclists already using the route, and pedestrians.
Screen Name Redacted 10/08/2020 11:14 AM	None.
Screen Name Redacted 10/08/2020 09:02 PM	adding some speed bumps along the route would help to slow vehicle traffic.
Screen Name Redacted 10/08/2020 09:41 PM	none, everything seems to be working well

Mandatory Question (96 response(s))
Question type: Essay Question

Q4 Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.

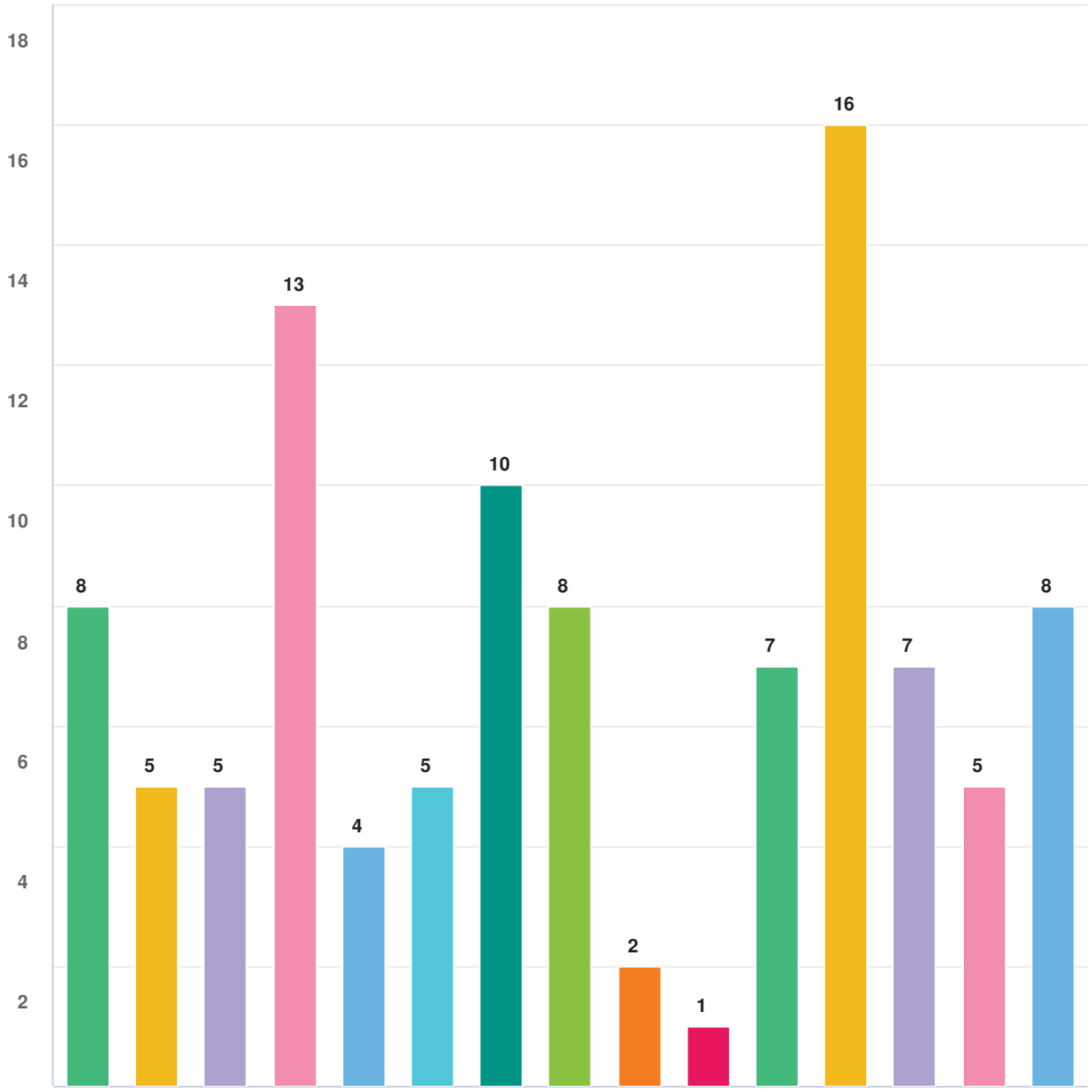


Question options

strongly support | somewhat support | indifferent | somewhat oppose | strongly oppose

Mandatory Question (96 response(s))
Question type: Radio Button Question

Q5 How did you hear about the opportunity to provide input?



Question options

- Newspaper advertisement (Times Colonist)
- Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
- Email from the City
- Email from neighbourhood association
- City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
- Friend/neighbour/family member/colleague
- Email from a stakeholder group
- City E-News
- City Twitter
- City Facebook
- City Instagram
- Letter from the City in the mail
- Other (please specify)

Mandatory Question (96 response(s))
Question type: Checkbox Question

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BANG THE TABLE engagementHQ

SURVEY QUESTIONS

QT vArdwhdrdwcCi wte- cræCgwcteCi whdwerraserwy hdrdwieuwurrdCrti wncvdwgcfdri weC- drCgw0wcg cv6dsdgrracC,wi - tagn,werwp erera gn?

Screen Name Redacted 9/21/2020 06:05 PM	Cook to Yates it too wide and straight. Cars race up the hill at unsafe speeds. Traffic calming and lane narrowing/reductions are required. Also the Fort/Yates intersection is confusing and unsafe.
Screen Name Redacted 9/21/2020 08:15 PM	Crossing Fort street from the north side to the south side of the street after Cook St while traveling east.
Screen Name Redacted 9/21/2020 09:41 PM	Crossing intersections
Screen Name Redacted 9/21/2020 10:13 PM	Crossings at Pandora, and Yates. The amount of traffic and few safe crossings on Fort between Moss and Yates.
Screen Name Redacted 9/21/2020 11:33 PM	Fort Oak Bay junction
Screen Name Redacted 9/22/2020 10:29 AM	The transition from the north side of Fort Street to the south side after the protected bike facility ends at Cook Street is a significant safety concern, particularly given the fact that the bike lane immediately before is presented as AAA.
Screen Name Redacted 9/22/2020 11:33 AM	Fort and Pandora/Oak Bay Ave
Screen Name Redacted 9/22/2020 02:57 PM	Having to cross Fort street to get to the right bike lane after cook St. The oak Bay junction right turn lane from Fort to Oak Bay is unsafe for bikes and pedestrians
Screen Name Redacted 9/22/2020 05:57 PM	Currently having to cross the road is both dangerous and nerve racking for cyclists. please commit to extending the cooridor up the north side of fort street.
Screen Name Redacted 9/22/2020 07:39 PM	The whole Corridor is for a cyclist. I'm especially concerned for how the two way lane switches to a one way at yates. It could be great if done well and if privileges bikes ease and safety but may be awkward if done wrong. The key issue here is switching from the north side of the road to the south after yates.
Screen Name Redacted 9/22/2020 08:59 PM	NA
Screen Name Redacted 9/23/2020 05:05 AM	Transition from left side of street to right. No real great method of doing so for unconfident cyclists. Not enough midblock crosswalks. SPEED of drivers is outrageous as Fort is essentially a highway out of downtown.
Screen Name Redacted 9/23/2020 09:55 AM	I cycle along Fort St nearly every day to school. I feel very comfortable on the roads but not everyone does. Going straight is easy enough but there are plenty of side streets that can't be accessed without riding in the middle of the road.

Screen Name Redacted 9/23/2020 10:13 AM	crossing from the bike lane on the left side of the road to the right side of the road near moss street
Screen Name Redacted 9/23/2020 06:41 PM	The current transition off the protected Fort bike lanes, all the way across Fort and into the unprotected paint only lane is awkward and hazardous. Very glad to see it vanishing.
Screen Name Redacted 9/24/2020 01:02 PM	Crossing at Fort/Yates/Harrison as a pedestrian and cyclist.
Screen Name Redacted 9/24/2020 01:07 PM	The left turn from Ferwood onto Fort, behind Central Middle School is difficult. There is pedestrian traffic crossing towards the school, and it is difficult to see the eastbound traffic on Fort without getting far out into the intersection - blocking the pedestrian traffic, and making it difficult for vehicles turning onto Fernwood from Fort. Even once you turn out onto Fort, the lane then turns immediately left again, around the gas station. Most traffic coming from Fernwood actually wants to continue east along Fort it seems, which basically requires two clear lanes (difficult to see!).
Screen Name Redacted 9/24/2020 01:34 PM	The portion from Cook to Yeates has an area where cyclists have to cross from the north side of the street to the South side. It's difficult when there is traffic.
Screen Name Redacted 9/24/2020 01:52 PM	The current location where cyclists are required to yield to car traffic to cross the road while climbing a hill to get to the bike lane on the south side of the street is incredibly poorly designed. Either there should be a green light for just the cyclists to cross Cook, then cross Fort (while all other traffic is stopped at red lights) in one go, or the protected bike lane should extend all the way up the hill to the point where stopping and starting again is not as physically demanding (i.e., on a flat section or on a downhill slope).
Screen Name Redacted 9/24/2020 03:19 PM	AS A MOTORIST and CYCLIST 1. Access to Central Middle School across bicycle lanes 2. Access to Fernwood Road northbound across bicycle lanes 3. Access to the Shell gas station at Fort and Yates 4. Transfer point at Fort and Yates from/to north side of Fort St AS A PEDESTRIAN 1. Awareness of westbound bike traffic at all three intersections above 2. Tangle of traffic at Fort and Yates
Screen Name Redacted 9/24/2020 04:58 PM	None
Screen Name Redacted 9/24/2020 09:48 PM	Sections where there is no protected bike lane.
Screen Name Redacted 9/25/2020 10:48 AM	At the intersection of Fort Street and Oak Bay Avenue.
Screen Name Redacted 9/25/2020 11:31 AM	Very happy with these safety upgrades

Screen Name Redacted
9/25/2020 11:58 AM

No

Screen Name Redacted
9/25/2020 01:50 PM

1. The existing two-way bike lane is already a serious safety hazard for its entire length; thus extending the two-way section is foolish. It's a one-way street, the cycle lane should also be one-way; and the cycle lane should be on the right side of the street, not the left, so cyclists don't have to cross the street to continue up Fort. 2. The Yates-Pandora part of this corridor is a mess for motorists - narrowing each side to one lane (done some years ago to accommodate the painted bike lanes) spreads traffic out making it much more difficult for traffic from side streets to enter Fort as there are fewer gaps. This tempts people into making unsafe turns into too-small gaps. (and that section is also in very sad need of repaving)

Screen Name Redacted
9/25/2020 04:04 PM

Climbing Fort St. by bike from downtown is a relatively slow process because of the hill. I often find myself competing with buses. I also see many drivers make unsafe maneuvers when surprised by the leftmost lane ending. Fort St. seems a lot wider in general than it needs to be, especially since the cut down to a single lane at the top of the hill.

Screen Name Redacted
9/25/2020 04:49 PM

No

Screen Name Redacted
9/25/2020 06:53 PM

It would be great to extend the protected bike lanes on Fort as the transition once you cross over Cook Street is confusing. The traffic on Yates is also too much and having a protected bike lane would be great.

Screen Name Redacted
9/25/2020 11:07 PM

I have safety concerns at the Fort/Fernwood intersection as a cycling and concerns at the Fort/Pandora intersection as botj a cyclist, pedestrian and motorist. I also note that several of the cross walks along this route can be difficult to safely cross.

Screen Name Redacted
9/26/2020 09:28 AM

All major intersections and crossings for pedestrians and cyclists. Also, if this is about improving safety for AAA networks, then why are you asking about the safety of motorists?

Screen Name Redacted
9/26/2020 10:00 AM

Yes, As a cyclist, when the bike lane ends at one Intersection and starts again on the other side of Fort Street.

Screen Name Redacted
9/26/2020 11:52 AM

Cyclists are on their own to transfer across all lanes of traffic to reach bike lane on other side at Yates street. Not safe during high traffic volumes.

Screen Name Redacted
9/26/2020 04:17 PM

Cyclist: At Fort and Yates how will I safely transition from the two way protected bike lane to the 2x one-way bike lanes. Otherwise, this looks fantastic and if the lanes are protected I have no concerns. Opens up a whole new area of the city to me. Pedestrian: Fernwood and Fort: Often people run across the road here. Perhaps there is a need for a controlled crosswalk? Moss and Fort: Update this to create an audible cross walk.

	Yates and Fort: I don't know what this used to be, but it's not an intersection. Very scary. Please re-do. Belmont and Fort: Consider closing this section of Begbie by the park and re-claim the space (placemaking opportunity). Begbie and Pandora: Add a crosswalk. Often people run across here as its a natural walking corridor. Fort and Pandora - pedestrian: Keep the Covid-19 programming. Permanently remove beg buttons from all intersections. When the light is green and there is sufficient time there should always be a walking symbol to remind drivers to look. Cyclist and Pedestrian: Fort and Pandora - both pedestrian and cyclist: Due to the large size of the intersection and volume of cars add a leading cyclist and pedestrian interval.
Screen Name Redacted 9/26/2020 05:46 PM	Crossing Cook St on Fort (from protected to unprotected lane). Bike lane ends on one side of the road and begins on another part way up to corridor.
Screen Name Redacted 9/27/2020 10:25 AM	no
Screen Name Redacted 9/27/2020 10:45 AM	None
Screen Name Redacted 9/27/2020 02:21 PM	Yes - with the proposed Richardson St changes not yet in place, the traffic patterns/load on Ft Street are not well understood. I am assuming that car traffic will increase and several intersections will get very complex - Fort/Oak Bay, Johnson/begbie/shelbourne and yates/fernwood.
Screen Name Redacted 9/27/2020 10:47 PM	This is an extremely wide one-way road between Cook and Yates, yet the number of traffic lanes is inconsistent. It's confusing for motorists as well as cyclists as the cycle lanes are actually too wide and can be mistaken for vehicle lanes. Between Yates and Pandora - very tricky as the roadway is already very narrow - see suggestion below
Screen Name Redacted 9/27/2020 11:17 PM	Bus interactions throughout RT on red vehicles at Pandora as a cyclist
Screen Name Redacted 9/28/2020 02:10 PM	The safe navigation of vehicles turning left off Fort onto Fernwood through the proposed, protected two-way bike lane at that section
Screen Name Redacted 9/28/2020 02:34 PM	Around the Shell station
Screen Name Redacted 9/28/2020 03:30 PM	1. The area from Cook to Yates, which seems to invite motor vehicles to go quickly (perhaps because it is so wide). 2. The transition onto the eastbound bike lane at or after Cook, which means coming across traffic.
Screen Name Redacted 9/28/2020 05:15 PM	It is currently awkward to have to cross Fort St at Linden to continue on the bike lanes.
Screen Name Redacted	No

9/28/2020 08:05 PM	
Screen Name Redacted 9/28/2020 08:21 PM	The whole corridor
Screen Name Redacted 9/28/2020 08:34 PM	as a cyclist, I would worry about the streets around the Shell gas station where Yates and Fort connect. That's already a stressful area as a driver and I would worry about the traffic from the gas station and the school. As someone who also drives, but less frequently (care share), it's a little confusing around there.
Screen Name Redacted 9/28/2020 09:20 PM	Great to connect protected bike lanes up to Yates, as that's one of the more challenging areas for cyclists to travel from the existing protected lanes (having to cross three lanes twice)
Screen Name Redacted 9/29/2020 02:51 PM	As a cyclist, the largest safety concern is crossing the road during a break in traffic to get to the bike lane on the right side of the road from the protected bike lane on Cook Street. As a pedestrian, I have no concerns walking in this area. As a motorist, I have no concerns in this area.
Screen Name Redacted 9/29/2020 04:00 PM	Crossing the street heading toward oak bay in order to get on the bike lane on the other side of the road. Its awkward.
Screen Name Redacted 9/29/2020 06:31 PM	No
Screen Name Redacted 9/29/2020 09:37 PM	No
Screen Name Redacted 9/30/2020 09:41 AM	The change over from the Fort Street protected lane ending at Cook 2 way up Fort to OB Junction is priority. Bike lane ends and need to Cross over to other side of Fort. a continuous protected lane from Wharf to OakBay at foul Bay would be excellent over the various lanes and no lanes now there.
Screen Name Redacted 9/30/2020 06:55 PM	My god, right now I drive downtown and think the bikelanes have created a confusing and dangerous shits how!
Screen Name Redacted 9/30/2020 09:46 PM	I won’t cycle on this corridor as it is today. Painted lanes are not safe. It’s also an uncomfortable area to walk or cross Fort street. An area you cross through if you have to but not a place anyone would want to spend any time. Need more buffer from cars and perhaps slower speeds.
Screen Name Redacted 10/01/2020 07:27 AM	when the bike lane suddenly switches sides, also the parked cars create a cycling hazard
Screen Name Redacted 10/01/2020 11:50 AM	Yes please, I ride the buses and don't want to step down into a bike lane. I also walk a lot and too many bike riders whiz down the sidewalk and nearly run me over. License bikes so that we can report those who endanger the

people who like to walk.

Screen Name Redacted
10/01/2020 12:34 PM

From the junction at Oak Bay Avenue down to Richmond has parking for a lot of businesses and apartment dwellers. Visibility is very limited already. Would prefer the Fort Street option because there is no parking on that street. Unfortunately the bikes don't stop at the cross walks (Fern and Fort) so when you turn right onto Belcher you cut them off. Maybe cyclists could be made to obey traffic lights just like cars?

Screen Name Redacted
10/01/2020 05:26 PM

The current cycle infrastructure is dangerous, and I do not permit my children to use it. Segregating cyclists from cars will address this.

Screen Name Redacted
10/01/2020 05:46 PM

No

Screen Name Redacted
10/01/2020 05:49 PM

One way streets with 2 way bike lanes make it quite hazardous as a pedestrian to cross the bike lane on foot. i.e. 700 block fort from parkade crossing towards the libray entrance on Broughton

Screen Name Redacted
10/01/2020 07:12 PM

Very busy Traffic around Stadacona centre. Pedestrian crossings are not very visible in this area as well.

Screen Name Redacted
10/01/2020 08:59 PM

Corner of Yates and Fort.

Screen Name Redacted
10/01/2020 11:03 PM

At Yates, the switch from both bicycle direction on the same side of the road to bicycle traffic on opposite sides of the road

Screen Name Redacted
10/02/2020 10:33 AM

Currently, as a cyclist the passing by Moss St and Linden St intersections. Under the proposed condition the intersection with Fernwood Rd and Yates St would pose an issue for cyclists travelling East.

Screen Name Redacted
10/02/2020 08:46 PM

It is unsafe to have to cross over to the other side of the street where the protected bike lane ends.

Screen Name Redacted
10/02/2020 10:17 PM

Having to cross Fort Street where the protected bike lane ends to continue heading east on fort

Screen Name Redacted
10/03/2020 07:55 AM

As a cyclist the connections Fernwood and Fort and Fernwood and Yates intersection.

Screen Name Redacted
10/03/2020 10:50 AM

Yes: as all 3. I live at 1225 Fort street - my condo sits about 15 metres from the street. cars regularly drive the wrong way down this portion of fort street because they misunderstand it’s a one way street. I believe most of it comes from people going the wrong way when approaching fort on Fernwood and on Moss. There is horn honking several times per week, and then I see a vehicle pulling over to the side of the road the wrong way as the horns alert them to the fact they are driving the wrong way. This means they are driving

the wrong way past central middle school, where lots of pedestrians are present and many people jaywalk in that portion of fort between central middle and linden. As a pedestrian, cyclist, and motorist, I always have to scan carefully in both directions despite it being a one way street; I'm always alert to vehicles driving the wrong direction. As a pedestrian and cyclist myself I've waved down vehicles going the wrong way when I've been the first to see them.

Screen Name Redacted
10/03/2020 02:48 PM

1) Every single side street where cars are inching out and waiting for a gap in traffic, and you can't tell (as a cyclist or pedestrian) if they are looking AT you or just THROUGH you, and sometimes drivers just refuse to look in your direction as you try to ride in front of their car that is poised and just *waiting* to leap out into your path... yeah, that's pretty scary. (I live just blocks off Fort, so go this way a lot, but still try to avoid rush hour.) 2) The point where Fort and Yates meet, going westbound. I have to change lanes to the left to get to Fernwood Rod, heading to Moss St, and that's a really awkward place to change lanes while you're riding! (I much prefer a stop, wait, and then cross, but there's nowhere I think I'm legally allowed to do that.) If with the new design you have to change lanes to get to the bi-directional lane on Fort, that could still potentially feel quite unsafe.

Screen Name Redacted
10/03/2020 03:07 PM

I'm an experienced cyclist, and I'm terrified of having to cross from the protected lane on the left (north) side of Fort over to the unprotected lane further up on the right (south) side. This requires a full 180 shoulder check while cycling uphill, and crossing several lanes of traffic ... while drivers behind us are distracted by their own need to get into the proper lanes. It's a mess, and I avoid it by cycling on Johnson instead, where the traffic patterns are much more obvious to everyone.

Screen Name Redacted
10/03/2020 03:48 PM

Turning left on Fern st, turning right on to pandora - light too short

Screen Name Redacted
10/03/2020 05:00 PM

Just past cook where I, as a cyclist, need to cross the street in the middle of a hill. Additionally, coming up Fort from downtown entering the middle lane near Carberry to cross the street feels dangerous

Screen Name Redacted
10/03/2020 10:02 PM

Fort St & Yates St intersection is concerning, as there bikes in both directions will need to cross traffic to reach the separated bike lanes on western part of Fort St. There is a lot of traffic that uses Ormond St as cut through. There may be a significant hazard due to the two way bikes and one way vehicle traffic. Bikes coming down the hill will be be traveling in the opposite direction from vehicles and may be traveling down hill at significant speeds.

Screen Name Redacted
10/04/2020 08:37 AM

As a pedestrian i have safety concerns at intersections where there is no crosswalk. There should be croaswalks at every intersection. As a cyclist I feel unsafe not being separate from cars. Even having the bike lane next to the parking means you could get a door in the face.

Screen Name Redacted
10/04/2020 10:33 AM

Anywhere along the corridor where two way cycle track complicates right turns to head south, which is a frequent and desirable movement

Screen Name Redacted 10/04/2020 10:34 AM	Turning from Moss onto Fort as a motorist during school hours can be challenging.
Screen Name Redacted 10/04/2020 04:52 PM	I like the proposed plans. The cross over from the bike lane as you go up the hill past cook is an ongoing concern
Screen Name Redacted 10/04/2020 04:59 PM	Fort and Yates intersection
Screen Name Redacted 10/04/2020 05:06 PM	no
Screen Name Redacted 10/04/2020 09:03 PM	As a cyclist, going north, it Is uncomfortable to cross over Fort St at Yates where it goes from one way to two way traffic. Also traffic on Fort St is heavy, making unprotected lanes feel dangerous.
Screen Name Redacted 10/05/2020 06:11 AM	yes, cyclists are unprotected from motorists along this route
Screen Name Redacted 10/05/2020 07:42 AM	All
Screen Name Redacted 10/05/2020 11:40 AM	When you have to cross fort street at any random locations to get to the bike lane on the opposite side of the street after Cook St.
Screen Name Redacted 10/05/2020 12:16 PM	Where left side bike lane ends abruptly. Also proposed two way bike lanes on one way streets lead to confusion for drivers and pedestrians.
Screen Name Redacted 10/05/2020 02:42 PM	As a pedestrian, the corner on the north side of Pandora if heading south on Fort feels like I'm going to be struck by a vehicle any day now when trying to cross from that corner. Drivers are not able to adequately see pedestrians sometimes due to the location of the power poles, but they also are quick to turn before looking for people crossing. The road can barely be distinguished from the sidewalk on some of the corners on this intersection, which can put blind and low-vision pedestrians at risk.
Screen Name Redacted 10/05/2020 03:45 PM	As a cyclist and driver, fort street has quite a few areas with extremely bad roads. I don't mean design so much as quality and maintenance is very poor, similar to a developing nation. Potholes, bumps, and shoddy repairs can be found along the entire stretch from where they recently worked on the Oak Bay junction all the way down to the firehall. Potholes and rough roads make biking uncomfortable and sometimes require swerving (potentially into traffic or the sidewalk) to avoid.
Screen Name Redacted 10/05/2020 09:54 PM	Oak bay and Richmond

Screen Name Redacted 10/06/2020 08:03 AM	This is a very busy street and I wish there were no bicycle paths, but left to cars and pedestrians
Screen Name Redacted 10/06/2020 11:13 AM	Heading East on Fort as I pass Cook and leave the protected bike lane on Fort, it can be dangerous to switch to the other side of the street. Also, the current bike lanes are just to the left of parked cars, which makes dooring possible.
Screen Name Redacted 10/06/2020 11:38 AM	It's a busy road to ride on with kids. Protected bike lanes are a good idea.
Screen Name Redacted 10/06/2020 02:45 PM	In it's current state, I feel that bicyclists are forced to make an unsafe maneuver when the separated bike lane ends after cook st. In my opinion, this will be solved when the corridor is completed.
Screen Name Redacted 10/06/2020 02:59 PM	Around drive ways and turns
Screen Name Redacted 10/06/2020 04:13 PM	Connecting to Johnson St. should be considered, I imagine a number of people will be looking to get over there.
Screen Name Redacted 10/06/2020 09:08 PM	Nope.
Screen Name Redacted 10/06/2020 10:13 PM	Yes it is scary on Fort street when the current lane ends (on the left side of the road) & then you have to move to the ride side of the road to get to the bike lane - I currently avoid Fort on my bike ride home because of this reason (especially it is while going up a hill where it is more difficult to make maneuvres)
Screen Name Redacted 10/07/2020 08:04 AM	Yes, I don't feel safe riding on this section of Fort Street without a separated bike lane.
Screen Name Redacted 10/07/2020 10:46 AM	The end of the current protected bike lanes at Cook and Fort; the One Way system, particularly around the Shell gas station near Fort and Yates
Screen Name Redacted 10/07/2020 12:57 PM	The junction at Fort/Fernwood is quite dangerous for cyclists, particularly when turning left, as the bike lanes are on the opposite side of the street, with few opportunities to cross
Screen Name Redacted 10/07/2020 05:23 PM	Crossing Bay Street. Turning left onto Pembroke from Oregon.
Screen Name Redacted 10/07/2020 09:40 PM	I live on Fort near Linden, and frequently see people cycling or boarding down the north side of Fort, going down the hill to Cook against traffic. It looks fun, but it isn't safe with traffic barreling up the hill and putting a protected lane in would fix that. I hope that the protected bike lane will be installed on the North side of the street as this seems to be the natural path

for many people using the route.

Screen Name Redacted
10/08/2020 11:07 AM

From when the protected bike lane ends and all along Fort Street.

McCscreri Qudgrae Cw (102 response(s))
Qudgrae Cwi 6d:w Essay Question

Qb w hcnweutsw dwcssdswewhdwsdgal Cwewp ckdwhagwerraserwp erdw6tdcgcCn,wep fernmtd cCs9erwgcfdwferw6dsdgrracCg,wi - tagrgwerw6de6tdwy ahwsagcmatandg?

Screen Name Redacted
9/21/2020 06:05 PM

Put a protected, one-way bike lane on both sides of Fort. Turning right should be easy for cyclists. The block lengths and traffic speeds will make it hard to exit a two-way lane, turning right from the north side.

Screen Name Redacted
9/21/2020 08:15 PM

Keeping the bike lane on the north side of the street as you go east

Screen Name Redacted
9/21/2020 09:41 PM

Separated lanes are a must. Ensuring lights are sync so cyclist aren't caught at every light would be great.

Screen Name Redacted
9/21/2020 10:13 PM

Flashing crosswalks to cross Fort. A sidewalk on the north side of Fort between Belmont and Stadacona. Add a crosswalk at Fernwood road and Fort. The removal of left turning lane at Fort onto Yates.

Screen Name Redacted
9/21/2020 11:33 PM

SMOOTH ROLLING

Screen Name Redacted
9/22/2020 10:29 AM

A safer transition to the future facility from the existing facility on Fort. If this is to be an AAA facility, it's unreasonable to expect people to comfortably switch from one side of the road to the other.

Screen Name Redacted
9/22/2020 11:33 AM

Use Leighton Road as a bike and walking route

Screen Name Redacted
9/22/2020 02:57 PM

Have a special light at Cook St just for bikes to travel diagonally to get to the right of Fort St. Have a pedestrian and bike scramble crossing at the oak Bay junction so right turning traffic doesn't have to worry.

Screen Name Redacted
9/22/2020 05:57 PM

More traffic calming/wider sidewalks attempts at lowering speeds - also doing something about the corner at fernwood and fort as cars tend to pull really far out when turning left off that street..

Screen Name Redacted
9/22/2020 07:39 PM

I think there is just simply an enormous amount of road space for cars - much of which wither often goes unused or encourages incredible speeds and precarious driving. I've seen it a million times on this route. If you could traffic calm in some substantial way it would really improve the experience of

	riding on the road (wouldn't feel so hostile), would improve livability for residents (there are rental units on the road), and could add trees or foliage to help with shade, carbon, aesthetics.
Screen Name Redacted 9/22/2020 08:59 PM	More public seating, possibly an art installation and more lighting options/features.
Screen Name Redacted 9/23/2020 05:05 AM	Physical separation! Reduce width of car lanes to slow speeds. Get rid of door zone parking.
Screen Name Redacted 9/23/2020 09:55 AM	Building a 2-way path up a hill is a terrible idea. It's not safe to mix people going in both directions with such a speed difference. One way protected lanes are best practice and should be built everywhere possible. The transition can easily happen at Cook if the signalling is done right - such as a dedicated bicycle phase. When Cook St eventually gets protected lanes, it can become a simultaneous green junction.
Screen Name Redacted 9/23/2020 10:13 AM	Two way bike lanes
Screen Name Redacted 9/23/2020 06:41 PM	This looks pretty solid. Please start building sooner rather than later!
Screen Name Redacted 9/24/2020 01:02 PM	Make is very obvious how to get from north side two way lanes to south side single direction lane.
Screen Name Redacted 9/24/2020 01:07 PM	N/A
Screen Name Redacted 9/24/2020 01:34 PM	Resolve the above-mentioned problem
Screen Name Redacted 9/24/2020 01:52 PM	Ensure easy access to the Pandora St bike lane (and future Oak Bay Ave/continuation of Fort St lane); easier access to the Fernwood neighbourhood immediately north of this route, especially at Fernwood Rd; cyclist-only traffic lights that stop other traffic when crossing from the protected, bi-directional bike lane on the north side of Fort (west of Cook) to the south side of Fort (currently at Linden).
Screen Name Redacted 9/24/2020 03:19 PM	Details fo design intent at Fort and Yates
Screen Name Redacted 9/24/2020 04:58 PM	None
Screen Name Redacted 9/24/2020 09:48 PM	Need very good designs for driveway access to keep cyclists safe. Also at intersections where drivers may mistakenly turn when the bike signal turns

	green. How can we prevent this? (maybe little gates for the cars? Or an extra signal?)
Screen Name Redacted 9/25/2020 10:48 AM	Nothing.
Screen Name Redacted 9/25/2020 11:31 AM	Looks good to me
Screen Name Redacted 9/25/2020 11:58 AM	Painted lines work fine!
Screen Name Redacted 9/25/2020 01:50 PM	Two-way bike lanes on a one-way street are outrageously stupid. Putting the existing bike lane on the left side of the street was also a mistake, creating an unnecessary hazard where eastbound cyclists have to cross to the right side to continue their trip up Fort. Extending the left-side lane merely - and literally - pushes this problem up the road.
Screen Name Redacted 9/25/2020 04:04 PM	Protected/separated bike infra is always welcome.
Screen Name Redacted 9/25/2020 04:49 PM	No.
Screen Name Redacted 9/25/2020 06:53 PM	N/A
Screen Name Redacted 9/25/2020 11:07 PM	Push-button crosswalks, protected bike lanes. Traffic calming on Oak Bay Ave for vehicles coming up to the Fort/Pandora/Oak Bay Ave intersection may also be helpful, especially for pedestrians crossing Fort street and cyclists turning from OBA onto Fort.
Screen Name Redacted 9/26/2020 09:28 AM	I think it's important to move all crossings to intersections, install bulb-outs to reduce crossing distances for pedestrians along with island curbs.
Screen Name Redacted 9/26/2020 10:00 AM	A continuous bidirectional bike path from Cook Street to Pandora /Oak Bay intersection beside the sidewalk, ie, protected by the parking lane. I don’t know how this could help people with disabilities as I’ve never had to travel on Fort Street with any physical limitations.
Screen Name Redacted 9/26/2020 11:52 AM	Fort street bike lane transfers from left side to right side of traffic. It should stay one continuous lane.
Screen Name Redacted 9/26/2020 04:17 PM	Completely redesign the intersection of Yates and Fort. Very confusing and unsafe for pedestrians / cyclists. Belmont and Fort: Consider closing this section of Begbie by the park and re-claim the space (placemaking opportunity). This will also reduce vehicle traffic in an unpredictable location. Begbie and Pandora: Add a crosswalk. Often people run across here as its a

natural walking corridor. Yates and Fort: Remove the beg buttons and add leading intervals for pedestrians and cyclists.

Screen Name Redacted
9/26/2020 05:46 PM

Consistent lane on one side of the street. More visibility and protection of the lane.

Screen Name Redacted
9/27/2020 10:25 AM

I like it the way it is

Screen Name Redacted
9/27/2020 10:45 AM

None

Screen Name Redacted
9/27/2020 02:21 PM

This question does not really make sense as part of the Cycling survey. By focussing on the Cycling expansion, the city is prioritizing cyclists over the other groups.

Screen Name Redacted
9/27/2020 10:47 PM

The plan doesn't make it clear whether the 2-way bike lane (between Cook and Yates) is on the north or south side. But I think 2-way is inferior to having separate one-way lanes anyway. If it is 2-way on the north side I have concerns about how the junction of Fort and Yates will be laid out.

Screen Name Redacted
9/27/2020 11:17 PM

True protected intersections

Screen Name Redacted
9/28/2020 02:10 PM

curbs and planters etc to create a physical barrier between cars and bikes

Screen Name Redacted
9/28/2020 02:34 PM

I just think it needs a two way bike lane on both Fort and Pandora up to the Oak Bay junction

Screen Name Redacted
9/28/2020 03:30 PM

Ensure the buffer between parked cars and the bike lane is wide enough that right-side door openings don't end up dooring cyclists. Also, for westbound east of Yates to Fort, a good transition from the north side of the street to the south side. Shouldn't just be using the pedestrian crosswalk, as there may be conflicts.

Screen Name Redacted
9/28/2020 05:15 PM

The plan sounds good. I'm glad the route will be protected the whole way.

Screen Name Redacted
9/28/2020 08:05 PM

Not making a physically separate lane. This endangers cyclists with various abilities. As this route has a hill it is unlikely to be used by people with all abilities.

Screen Name Redacted
9/28/2020 08:21 PM

As much hardscaped infrastructure as possible

Screen Name Redacted
9/28/2020 08:34 PM

the more physical barriers between cyclists and cars the better. Also anything that can help reduce how slippy roads can be in the winter since it's a steep

	incline (even if that's just making sure grates are clear so water doesn't pool). I know green paint is used for intersections, but anything that can improve the visibility of traffic lights. For example, I ride on Pandora a lot and there's a few spots (at Vancouver and Quadra) where tree branches block the bike traffic light.
Screen Name Redacted 9/28/2020 09:20 PM	Green space. Slower speed limits. Let's make the city safer and happier for folks to use alternative transportation,
Screen Name Redacted 9/29/2020 02:51 PM	I find the bike lanes from Yates to Pandora safe to ride in and have no concerns riding there. No need for any changes. Adding a pedestrian controlled light at the crosswalk at Linden would help improve pedestrian safety, but I find it's a visible crosswalk and cars stop.
Screen Name Redacted 9/29/2020 04:00 PM	The separated lanes like proposed would be incredible. I use this route often to visit friends.
Screen Name Redacted 9/29/2020 06:31 PM	Abandon the design and leave the route unchanged
Screen Name Redacted 9/29/2020 09:37 PM	I think the proposed plan makes sense, having Fort St as 2-way for cyclists makes more sense.
Screen Name Redacted 9/30/2020 09:41 AM	Sound signals at crosswalks, bike racks by merchants
Screen Name Redacted 9/30/2020 06:55 PM	Make it simple. How did motorized wheelchairs get into this discussion. I am on Foul Bay Road. Years ago "it was decided" that despite the existence of a "safe" bike lane from Fort St. to Camsun or Uvic (involving Trent St. and Dean Ave.), politicians would make a more visible statement and close off one side of Foul Bay Road to parking and create a "not overly used" bike lane. Now, when guests or deliveries arrive, they have to park on the other side of the road and take their chances. The original "safer" bike route was so much safer and so much less intrusive! AND the biggest problem that I have encountered is bikes coming the wrong way down the sidewalk when I am trying to back out of my driveway, over a bike lane and onto a busy road. I could give you some of the comments that have been yelled at me but being a very polite citizen (hehehe), I will not.
Screen Name Redacted 9/30/2020 09:46 PM	Protected bike lanes are a must here. Generally, adding landscaping and making it a more enjoyable space to walk.
Screen Name Redacted 10/01/2020 07:27 AM	wider, separated from traffic
Screen Name Redacted 10/01/2020 11:50 AM	Do not add a concrete berm. Yellow poles in the road to delineate the bike lane are brighter and taller. A lot of construction on Fort Street, with work trucks parked on both sides of the road - not possible if you add a bike lane.

Screen Name Redacted 10/01/2020 12:34 PM	it's fine the way it is; maybe traffic calming for cyclists!
Screen Name Redacted 10/01/2020 05:26 PM	Ensure intersections are designed to prevent cycle-car conflicts. Keep the bike lanes as straight as possible (do not weave around parking spots, etc). Ensure site lines for driveways, so drivers don't push into the bike lane to see down the street.
Screen Name Redacted 10/01/2020 05:46 PM	Leave it alone. It's fine the way it is. I cycle every day and don't need bike lanes.
Screen Name Redacted 10/01/2020 05:49 PM	on way lanes with painted lines like on Johnson Street
Screen Name Redacted 10/01/2020 07:12 PM	Better lighting, improved sidewalks
Screen Name Redacted 10/01/2020 08:59 PM	There is no indication of how cyclists will cross to the other side of Fort once the bike path meets Yates. There are no lights at that section. Why is the path changing at the most unsafe area. Not only is t there a light, it is after a curve. Visibility will be reduced for motorists.
Screen Name Redacted 10/01/2020 11:03 PM	Keep bicycle separated lanes on one side of the road for the whole length from Cook to Pandora.
Screen Name Redacted 10/02/2020 10:33 AM	Having pedestrian activated lights at the intersection between Fort and Yates.
Screen Name Redacted 10/02/2020 08:46 PM	I think your design makes it safer.
Screen Name Redacted 10/02/2020 10:17 PM	the protected bike lane on fort is great, so continuing that eastward will be a great improvement for those users
Screen Name Redacted 10/03/2020 07:55 AM	Protected bike lanes. Bicycle parking along the way (sames as near the pandora/government intersection)
Screen Name Redacted 10/03/2020 10:50 AM	I'm not sure what the best adjustment is to resolve the previously noted concern. I'm not sure what the optimal design or signage is to ensure that vehicles understand they are approaching a one way street and must go east. But I think that needs to be a priority to make peds/cyclists/PWD more comfortable. There's also lots of people that like to accelerate quickly on the long straight stretch of fort until it merges into a single lane around the Shell Station. Not sure how to prevent this since they're already disobeying the posted limit.
Screen Name Redacted	1) Separation. Green paint at EVERY vehicle crossing, including driveways.

10/03/2020 02:48 PM	2) Please take extra care when designing the cycle lane switchover from bi-directional on one side to single-directional on each side. It needs to be both safe *and* convenient--if you make it too awkward to cross the "proper" way, a lot just won't, and will do unsafe things, undermining the effectiveness of the design.
Screen Name Redacted 10/03/2020 03:07 PM	Painted lane on Fort east of Cook indicating where cyclists have to cross from the left (north) side of street to the right (south). Or better: see #3 below.
Screen Name Redacted 10/03/2020 03:48 PM	barrier
Screen Name Redacted 10/03/2020 05:00 PM	Protected cyclist infrastructure needs to go all the way up Fort on the same side and/or without a need to dismount and use crosswalks at which many vehicles do not stop.
Screen Name Redacted 10/03/2020 10:02 PM	Controlled intersection where needing to cross traffic.
Screen Name Redacted 10/04/2020 08:37 AM	crosswalks at every intersection. Also complete separation from vehicles for the bike lane.
Screen Name Redacted 10/04/2020 10:33 AM	Needs to be convenient also, to allow for continuous flow of bicycle traffic when leaving the corridor to head south.
Screen Name Redacted 10/04/2020 10:34 AM	As a pedestrian on this route I have no concerns. The question about safety below is loaded. I care a lot about pedestrian safety, but bicyclists will already have all of Richardson. I don't see why we need to double up and give them all of Fort as well.
Screen Name Redacted 10/04/2020 04:52 PM	I’m not sure how to improve the fort street cross over west of cook
Screen Name Redacted 10/04/2020 04:59 PM	No comment
Screen Name Redacted 10/04/2020 05:06 PM	not sure
Screen Name Redacted 10/04/2020 09:03 PM	For cyclists, protected lanes are needed. For pedestrians, a buffer between cars and people is needed.
Screen Name Redacted 10/05/2020 06:11 AM	protected bike lanes and controlled intersections
Screen Name Redacted 10/05/2020 07:42 AM	Remove barriers

Screen Name Redacted 10/05/2020 11:40 AM	A bike lane on Quadra, from Finnlayson to beacon hill. It is difficult to ride on Quadra downtown and it is a major artery that you need to ride on to get places.
Screen Name Redacted 10/05/2020 12:16 PM	Current one way bike lanes are excellent.
Screen Name Redacted 10/05/2020 02:42 PM	Find a way to make pedestrians more visible to drivers turning right from Fort onto Pandora. Possibly make right hand turns on red illegal at this crossing, as traffic bound for downtown on Pandora is often heavy and drivers are incentivized to make rushed turns when there is an opening and drivers looking left for traffic may not notice the pedestrian crossing light turning on before they have already started moving. This seems to be the case whenever I'm preparing to walk across from that corner. Tactile paving on the corners for blind and low vision pedestrians.
Screen Name Redacted 10/05/2020 03:45 PM	It would be nice if the whole road could be repaved to a good standard instead of a patchwork of fixes, many of which are falling apart just a few years later. Also if the island near the Stadacona ave could be removed or shrunk, that would be great. As a cyclist I often have drivers pushing into my bike like a bit because it takes up quite a lot of room.
Screen Name Redacted 10/05/2020 09:54 PM	Less traffic; adding a lane on top of a bus stop, short yellow line to turn left on Beverly, just past the intersection if Richmond and Oak Bay ave. and turn these narrow lanes to add a bike lane is dangerous. There are times that I will not cross the road even using the walk lights.I walk my dog several times a day. During these times, I go around the block only. Why? In 2 years, I have had 5 times when using the crosswalk, of having to flag down the car coming straight at me as they turn on the yello light. Oak Bay ave is not a good bike lane option . It is the main place for 2 bus routes, the direct route for Fire and amulance. And, there are joggers , dog walkers and seniors with walkers and scooters. And don't tell me that we need to remove trees to install bike lanes. Wrong on so many levels. Thanks for listening.
Screen Name Redacted 10/06/2020 08:03 AM	Don’t do it
Screen Name Redacted 10/06/2020 11:13 AM	Perhaps and advanced light for cyclists to cross diagonally from the NW corner of Fort and Cook to the SE corner to merge into the bike lane. I don't think it makes sense for bikes to have to wait at another crosswalk up the road, especially at the crest of a hill, where it may be difficult for cars to see them crossing.
Screen Name Redacted 10/06/2020 11:38 AM	I appreciate that the City is added protected bike lanes. I will more likely ride here with my kids as a result.
Screen Name Redacted 10/06/2020 02:45 PM	nothing, it looks good to me

Screen Name Redacted 10/06/2020 02:59 PM	None
Screen Name Redacted 10/06/2020 04:13 PM	Better connection to Johnson and greater separation barriers.
Screen Name Redacted 10/06/2020 09:08 PM	My concern with the proposed two-way protected bike lanes for the Cook to Yates portion is that the uphill here is steep enough that many cyclists (like myself) slow down and weave gently back and forth as they gear down and pedal up the hill. I think the two-way protected bike lane will feel uncomfortably cramped and as other cyclists get stuck behind a slower cyclist who is weaving back and forth and have to negotiate oncoming cyclists while passing. This isn't as much of an issue on flatter areas of Fort because everyone is able to maintain a more-or-less predictable and straight route for others to dodge around.
Screen Name Redacted 10/06/2020 10:13 PM	Having the bike lane stay on the same side of the road will make it a lot safer to continue down Fort
Screen Name Redacted 10/07/2020 08:04 AM	Extend the dedicated bike lane with separation from vehicle traffic from Cook street towards the East.
Screen Name Redacted 10/07/2020 10:46 AM	Eliminate the one-say systems on Yates and Fort. Two-way traffic would be calmer, more convenient for cyclists, better for businesses, and more legible for transit users.
Screen Name Redacted 10/07/2020 12:57 PM	A Bike friendly crossing at Fort/Fernwood and a Bi-directional protected bike lane from cook to Yates.
Screen Name Redacted 10/07/2020 05:23 PM	Good, reflective, community oriented (showcasing character, landscape and history of our community) signage at crossing at Bay, at the Oregon and Pembroke intersection and at Gladstone and Stanley. Maybe a neighbourhood name contest. Community charm, clear instructions and emphasis on safety added to all advertising, education and media around this corridor. Showcase the corridor is for all users not just commuters, including youth, families, seniors, users of scooters and wheelchairs etc. Start creating a culture of inclusion, patience and community and neighbourly connection around the corridor.
Screen Name Redacted 10/07/2020 09:40 PM	Sometimes I see pedestrians need to stop for a bit of a breather at the top of the hill after walking up Fort from Cook St. There isn't anywhere to sit, and a bench may be appreciated by some.
Screen Name Redacted 10/08/2020 11:07 AM	Separate and protected bike lanes.

Mandatory Question (102 response(s))
Question type: Essay Question

Q7 Is there anything else you would like to tell us about the Fernwood to Harbour route?

Screen Name Redacted 9/21/2020 06:05 PM	Make it two one-way protected bike lanes. Reduce car lane to one from Cook street (it ends up being one, anyways!) A bus lane is alright.
Screen Name Redacted 9/21/2020 08:15 PM	It could be challenging to integrate a bike lane at the 'V' where Fort splits into Yates and Fort
Screen Name Redacted 9/21/2020 09:41 PM	Wayfinding - please consider the full route and each entrance/exit from a cyclist perspective. This includes making it very clear where and how to go when separated lanes end or at intersections
Screen Name Redacted 9/21/2020 10:13 PM	Connect this route to the Fernwood connector via Stanley. Or close Belmont between Fort and Pandora and add a crossing across to then link over to the Fernwood connector (would also need to improve the crosswalk across Begbie at Belmont). Looking forward to better bike lanes added here, it will make it more pleasant to walk or bike along Fort.
Screen Name Redacted 9/21/2020 11:33 PM	Think of a fast power wheelchair on the route when you design, we'll be there
Screen Name Redacted 9/22/2020 10:29 AM	If the future bike lane is to be on the south side of the street, consider implementing a protected intersection or infrastructure changes that allow for a safe transition from the north side to the south side. Conversely, if the future bike lane is to be on the north side, some sort of transition at Oak Bay Junction would be required.
Screen Name Redacted 9/22/2020 11:33 AM	Keep arteries for cars, and bikes to secondary streets
Screen Name Redacted 9/22/2020 02:57 PM	A protected bike lane is required but the Pandora model isn't ideal. Too many driveways. Maybe have bikes in the middle?
Screen Name Redacted 9/22/2020 05:57 PM	Please continue the corridor up the north side of fort and do not force cyclists to cross over - or if you do need to force cyclists to cross do it at the fernwood/fort intersection.
Screen Name Redacted 9/22/2020 07:39 PM	Take more road space from cars. There is soooo much there it encourages reckless driving and ruins the route. It’s a trash street because drivers barrel through it like they could care less. On the sinle lane route after yates, Please ensure there’s enough space for passing for bikes . At the point where you have to cross the street at Yates please consider push lights so bikes don’t have to risk accident or wait for traffic to pass
Screen Name Redacted 9/22/2020 08:59 PM	Great land usage!

Screen Name Redacted 9/23/2020 05:05 AM	Move power poles off sidewalks
Screen Name Redacted 9/23/2020 09:55 AM	Please do not construct any more on-road 2-way facilities anywhere. The Netherlands stopped doing them years ago, and cost and parking is not an excuse. We deserve space to ride side by side and pass without worrying about oncoming traffic.
Screen Name Redacted 9/23/2020 10:13 AM	yes to two way bike lanes
Screen Name Redacted 9/23/2020 06:41 PM	Looking forward to being able to bike up a tamed Fort Street Hill once this is done.
Screen Name Redacted 9/24/2020 01:02 PM	Please follow existing templates for transitioning in and out of bike lanes. As the network develops, it seems that each new project has a new set of traffic rules for pedestrians, cyclists and drivers to learn, requiring courses for 'tricky intersections' for cyclists and no course for drivers.
Screen Name Redacted 9/24/2020 01:07 PM	N/A
Screen Name Redacted 9/24/2020 01:34 PM	None
Screen Name Redacted 9/24/2020 01:52 PM	Improved crossing for cyclists from north side to south side of Fort
Screen Name Redacted 9/24/2020 03:19 PM	Make left turn across westbound motorist traffic from Fort by westbound bike lane on Fort at Yates very clear. Looks like a real mishmash.
Screen Name Redacted 9/24/2020 04:58 PM	None
Screen Name Redacted 9/24/2020 09:48 PM	Would love to see more two-way auto traffic. As a commercial street, Fort could be a good place to try this further west.
Screen Name Redacted 9/25/2020 10:48 AM	Cyclists should abide by the rules of the road.
Screen Name Redacted 9/25/2020 11:31 AM	Please proceed
Screen Name Redacted 9/25/2020 11:58 AM	Leave it as is.

Screen Name Redacted 9/25/2020 01:50 PM	Remove the existing two-way bike lane on Fort and then leave it alone. It should never have been built.
Screen Name Redacted 9/25/2020 04:04 PM	Plan looks good to me!
Screen Name Redacted 9/25/2020 04:49 PM	Please don't make the vehicle lanes narrower.
Screen Name Redacted 9/25/2020 06:53 PM	N/A
Screen Name Redacted 9/25/2020 11:07 PM	Love the plan! Already some good traffic calming boulevard infrastructure around shine cafe but more would be great.
Screen Name Redacted 9/26/2020 09:28 AM	I think you should pick one continuous form of infrastructure that flows from the existing infrastructure in places. You should stick with the two-way cycle protected cycle tracks to reduce traffic conflicts. I fully support separated and protected cycle track as they are they only to reduce collisions.
Screen Name Redacted 9/26/2020 10:00 AM	something alongside the bidirectional bike path to improve the visual aspects, especially along some very dreary passages. Not plants as that would involve continuous upkeep, but perhaps a series of colourful signs or banners related to the natural environment (created with input from younger people). Something to remind everyone why more biking and walking is good for the entire population.
Screen Name Redacted 9/26/2020 11:52 AM	Do separated bike lane for Pandora.
Screen Name Redacted 9/26/2020 04:17 PM	More crosswalks, leading pedestrian/cyclist intervals at large intersections, remove beg buttons.
Screen Name Redacted 9/26/2020 05:46 PM	Consider transit - lanes should probably stay on the left side of the road all the way to Jubilee Consider tourists driving who are unfamiliar with intersection patterns (specifically for left turns)
Screen Name Redacted 9/27/2020 10:25 AM	much needed
Screen Name Redacted 9/27/2020 10:45 AM	None
Screen Name Redacted 9/27/2020 02:21 PM	The approach to the cycling network has disenfranchised me from the planning process. It is clear that any input is being used to support the cycling plans at the expense of other modes of transportation.
Screen Name Redacted	Add a short westbound lane between Fernwood and Moss (for vehicles as

9/27/2020 10:47 PM

well as cyclists) so traffic can go both north and south along those roads. There is definitely space! Also, for the difficult Yates-Pandora section, consider avoiding it by detouring the westbound cycle lane to Pandora-> Johnson -> Harrison

Screen Name Redacted
9/27/2020 11:17 PM

Ensure transit service is as good or faster post design

Screen Name Redacted
9/28/2020 02:10 PM

Thank you for proposing protected bike lanes.

Screen Name Redacted
9/28/2020 02:34 PM

Please build these bike lanes!! Love the work you're doing.

Screen Name Redacted
9/28/2020 03:30 PM

Please proceed quickly.

Screen Name Redacted
9/28/2020 05:15 PM

It would be nice to have a connection to Fernwood Ave. While this road isn't part of the AAA cycling network it provides a useful shortcut to places like Vic High and Fernwood Village.

Screen Name Redacted
9/28/2020 08:05 PM

Unnecessary as people with various abilities, children, seniors & disabled, will not use this route due to the hill

Screen Name Redacted
9/28/2020 08:21 PM

Please include parklets here, great opportunity for placemaking

Screen Name Redacted
9/28/2020 08:34 PM

no but I'm glad the cycling network is being expanded.

Screen Name Redacted
9/28/2020 09:20 PM

Slow it down. Make it easier and more fun for people to use bikes -- and more people will use bikes.

Screen Name Redacted
9/29/2020 02:51 PM

I live on the right side of Fort Street in this section, so I am curious which side of the road the new bike lane will be built on. Assuming it will be on the left side (same as the rest of Fort), how will I cross the road to get on and off the bike lane from my residence? I am concerned about the transfer from a two-way protected lane to one lane on each side of Fort Street after Yates Street. I cannot envision how that will be done easily at this point. When cycling, I want a smooth continuous ride and don't want to have to stop to cross the road to keep riding. The intersection at Fernwood and Fort will be an area of concern as cars tend to creep out when they are turning from Fernwood onto Fort. As well, some cars cross the road directly to the gas station from Joan Crescent.

Screen Name Redacted
9/29/2020 04:00 PM

Anything that makes it more difficult for vehicles and forces them to slow down or pay attention more. A separated lañe is fantastic but protections for

crossing turn offs and driveways etc...

Screen Name Redacted
9/29/2020 06:31 PM

Do not waste anymore time or taxpayer resources on these foolish bike lane projects. The city's road networks have eroded horribly in recent years with self-inflicted traffic congestion to install over-designed bike lanes that are hardly used.

Screen Name Redacted
9/29/2020 09:37 PM

More driver education is needed to encourage respect for cyclists. They need to know cyclists don't take away road space, rather they add road space by getting more cars off the road.

Screen Name Redacted
9/30/2020 09:41 AM

This is a main corridor from Oak Bay /Saanich into down town core. Very important connection, and better than the Pandora connection that has no bike lanes from OB junction to almost Cook Street. Haultain is a good route too from Oak Bay/Saanich thru Fernwood to Pandora and Cook.

Screen Name Redacted
9/30/2020 06:55 PM

See above!

Screen Name Redacted
9/30/2020 09:46 PM

Glad to see this end of the route getting completed :)

Screen Name Redacted
10/01/2020 07:27 AM

Busy with schoolkids, should be a priority

Screen Name Redacted
10/01/2020 11:50 AM

DON'T DO IT !! you do not seem very concerned about pedestrian safety!

Screen Name Redacted
10/01/2020 12:34 PM

I wish you would make a cyclists take a license test so they ride more safely.

Screen Name Redacted
10/01/2020 05:26 PM

Excellent initiative - can't wait!

Screen Name Redacted
10/01/2020 05:46 PM

Leave it alone

Screen Name Redacted
10/01/2020 05:49 PM

bikes law is to stay on right-hand; so keep lanes on right side; remove cement divide on fort, have painted lane on right side [wharf to cook] to join right-hand existing lane that goes east towards Oak Bay regarding comment #4 below, the support is very high regarding pedestrian safety, like I mentioned previously, as a walker crossing the bike lanes is tricky/dangerous; seems safer to just shop at uptown or a mall than to come downtown

Screen Name Redacted
10/01/2020 07:12 PM

See 2.

Screen Name Redacted

Keep both direction of bike paths on each side of Fort for the whole length.

10/01/2020 08:59 PM

Screen Name Redacted
10/01/2020 11:03 PM

Make sure doors of parked car that are in the process of opening don't interfere with bicyclists

Screen Name Redacted
10/02/2020 10:33 AM

Have wide enough bike lanes or pull out areas that allow cyclists to easily pass one another since it's a bit of a steeper corridor.

Screen Name Redacted
10/02/2020 08:46 PM

None

Screen Name Redacted
10/02/2020 10:17 PM

No

Screen Name Redacted
10/03/2020 07:55 AM

Make it two direction from Cook until Oak Bay Ave.

Screen Name Redacted
10/03/2020 10:50 AM

Cyclists protected from motorists

Screen Name Redacted
10/03/2020 02:48 PM

Please make sure you can connect to both Moss St and Fernwood Rd, even if there's a bidirectional lane on only one side. These make a good connector right now but *technically* only work in one direction (unless you go through Central School property). It's really important to make this work for students going to the middle school.

Screen Name Redacted
10/03/2020 03:07 PM

The separated lane on the north side of Fort Street was a mistake. Remove that section, build it on the south side of Fort where it belongs, and have it continue all the way north and east along Fort to Foul Bay Road.

Screen Name Redacted
10/03/2020 03:48 PM

longer light at Pandora

Screen Name Redacted
10/03/2020 05:00 PM

Often travelling on the corridor feels slower as the lights are poorly timed with the right turns. This needs to be adjusted as I avoid using the corridor for this reason.

Screen Name Redacted
10/03/2020 10:02 PM

Will this be connected to the Fernwood connector somehow? It is difficult to get from Fort St to Stanley Ave.

Screen Name Redacted
10/04/2020 08:37 AM

put a crosswalk at every single intersection. Do not put the bike lane next to a parking lane.

Screen Name Redacted
10/04/2020 10:33 AM

Would have preferred one way couplet with all of Yates, section from Yates to Oak Bay junction better design

Screen Name Redacted

I have avoided this route because it was busy but with the intent to block

10/04/2020 10:34 AM	Richardson for me this will become an essential route for me as a motorist. Why is this even necessary for bikes now that they will have all of Richardson?
Screen Name Redacted 10/04/2020 04:52 PM	No
Screen Name Redacted 10/04/2020 04:59 PM	make the switch from both lanes on one side to one lane on either side more seemless and safe. Other areas like this are not so good (Wharf at Gov't)
Screen Name Redacted 10/04/2020 05:06 PM	keep up the good work
Screen Name Redacted 10/04/2020 09:03 PM	Will need to make the transition from two way bikeway to one way bike lane when biking north easy and safe...
Screen Name Redacted 10/05/2020 06:11 AM	I like the protected lanes and signalled intersections - not enough detail provided to go any further in terms of suggestions. But these two things are the foundation of a safer route for people on bikes - happy to see this is what is intended for this route.
Screen Name Redacted 10/05/2020 07:42 AM	Don’t do it. Will cause even more congestion and emissions as vehicles idle waiting to get to their destinations. Keep some road bicycle- clear to allow vehicles to go through the city
Screen Name Redacted 10/05/2020 11:40 AM	Plant more trees to compensate for all the logging happening to expand development in Langford.
Screen Name Redacted 10/05/2020 12:16 PM	Please keep bicycle traffic going the same direction as vehicles. Bidirectional bike lanes on one way streets slow down traffic with lights and create an environment where bicycles are seen to have their own set of rules; they should be treated as vehicles.
Screen Name Redacted 10/05/2020 02:42 PM	Leave the pedestrian crossing signals touch-less once this pandemic is over. It's highly trafficked by pedestrians and crossing signals should always have been automatic to begin with. I am immunocompromised and always hated having to touch crosswalk buttons, being saved this trouble has been stress-relieving.
Screen Name Redacted 10/05/2020 03:45 PM	While I understand what the city is trying to do with the AAA, I feel it is sort of misguided when our roads are in such poor condition. Biking on Richmond ave is downright scary with the potholes, gravel, and lack of road maintenance. Then throw in a narrow road with HUGE islands that cause some drivers to make risky passes by me on my bike. I support the idea of the AAA network, but the current implementation has been very poorly done, in my opinion. Also, regarding the Fort st corridor, I have had very few problems with the design, mostly just with the road quality and cleanliness. It would be nice to see the money being poured into these "upgrades" to be spent instead on maintaining and cleaning our current roads.

Screen Name Redacted 10/05/2020 09:54 PM	All above
Screen Name Redacted 10/06/2020 08:03 AM	Don’t do it
Screen Name Redacted 10/06/2020 11:13 AM	Love the idea of protected the protected lane here, as it would be badly needed.
Screen Name Redacted 10/06/2020 11:38 AM	Thanks for the safety improvements!
Screen Name Redacted 10/06/2020 02:45 PM	None
Screen Name Redacted 10/06/2020 02:59 PM	None
Screen Name Redacted 10/06/2020 04:13 PM	It's a good road to do it on, hopefully Johnson St. is next.
Screen Name Redacted 10/06/2020 09:08 PM	I think that given the steeper grade of the Cook to Yates portion, it may be wise to widen the bike lanes (or whatever) to make allowances for the many cyclists (like myself) who slow down and weave gently back and forth as they gear down and pedal up the hill.
Screen Name Redacted 10/06/2020 10:13 PM	none
Screen Name Redacted 10/07/2020 08:04 AM	A dedicated bike lane for both directions of bike traffic to one side of vehicle traffic creates the safest and most appealing conditions for traffic. Currently I won't ride east of Cook street, and use a vehicle to reach these destinations when needed.
Screen Name Redacted 10/07/2020 10:46 AM	Same as question 2: Eliminate the one-say systems on Yates and Fort. Two-way traffic would be calmer, more convenient for cyclists, better for businesses, and more legible for transit users.
Screen Name Redacted 10/07/2020 12:57 PM	Improve signage and lengthen the existing Fort bi-directional bike lane.
Screen Name Redacted 10/07/2020 05:23 PM	I love this route and walk it many times a week. Make it about the community and the already existing sense of place and not just those moving through it.
Screen Name Redacted 10/07/2020 09:40 PM	A lot of tourists walk up Fort on their way to Craigdarroch. I see many stopping to take photos of the heritage houses on the stretch between Cook and the school. It's a lovely walk as it is, but maybe something could be done

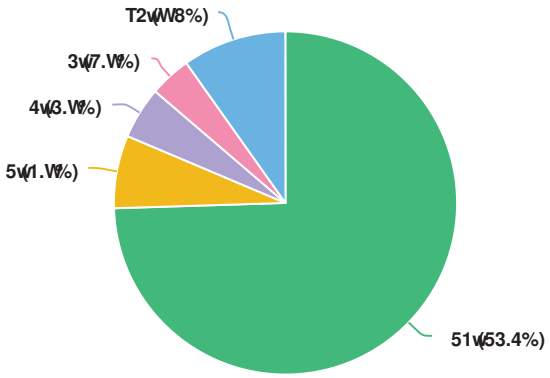
to enhance their experience? Plaques or signs with information about the buildings.

Screen Name Redacted
10/08/2020 11:07 AM

It's a scary section to bike and I would encourage the protected bike lanes. Preferably two: one for east, one for west, rather than a dual one. It's safer.

McCscreri wQudgneCw (102 response(s))
QudgneCwi 6d:w Essay Question

Q3 Wucndwieurwtdvdtwefwgu66ernwferwaCvdgrp dCngwewgu66ern6dsdgnracCwcCswi - tagnwgcfdri weC rhagwerraser.

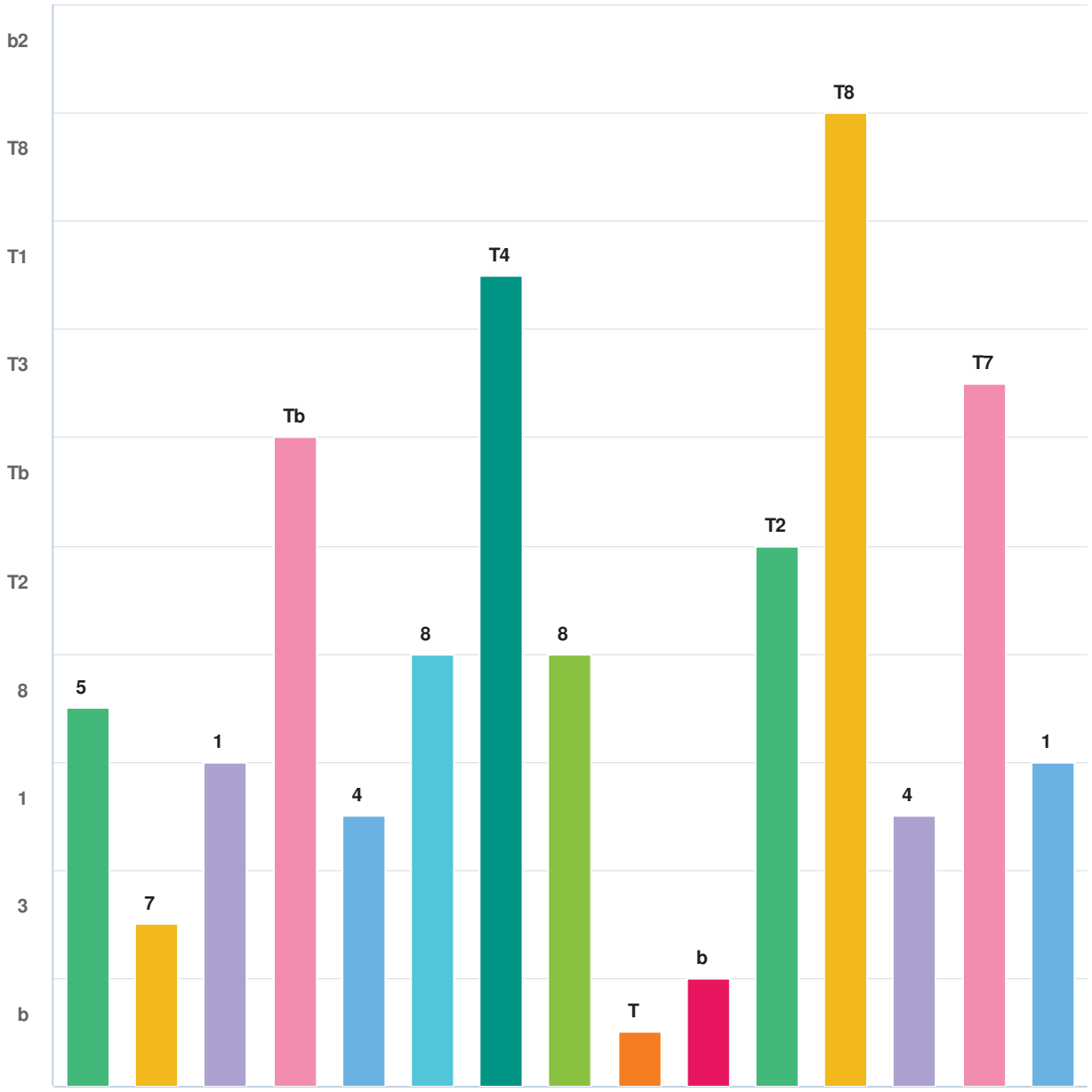


QudgnaeCwe6naeCg

strongly support | somewhat support | indifferent | somewhat oppose | strongly oppose

Mandatory Question (102 response(s))
Question type: Radio Button Question

Q4 wHey wsasiweuwhdcrwcmeunwhdwe66ernuCai wev6revasdwaC6un?



QudgnæCwe6næCg

- Newspaper advertisement (Times Colonist)
- Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
- Email from the City
- Email from neighbourhood association
- City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
- Friend/neighbour/family member/colleague
- Email from a stakeholder group
- City E-News
- City Twitter
- City Facebook
- City Instagram
- Letter from the City in the mail
- Other (please specify)

Mandatory Question (102 response(s))
Question type: Checkbox Question

Jubilee Route Selection

SURVEY RESPONSE REPORT
16 September 2020 - 02 October 2020

PROJECT NAME:
All Ages and Abilities Cycling Network

SURVEY QUESTIONS

Q1 Please rate the corridor options in order of route preference (1 being your first choice).

OPTIONS	AVG. RANK
Fort Street	1.56
Oak Bay Avenue	2.16
Fort-Leighton	2.27

Mandatory Question (85 response(s))
Question type: Ranking Question

Q2 Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?

Screen Name Redacted 9/21/2020 03:14 PM	no
Screen Name Redacted 9/21/2020 05:25 PM	Turn off onto Jubilee at Christie's Carriage House, an often used single lane
Screen Name Redacted 9/21/2020 05:27 PM	Current traffic speed on leighton
Screen Name Redacted 9/21/2020 08:22 PM	All of Oak Bay Avenue from Fort to Amphion. Very dangerous for cycling.
Screen Name Redacted 9/21/2020 08:27 PM	Crossing traffic to the left-hand turn lane for the Fort St/Foul Bay Rd intersection when traveling east.
Screen Name Redacted 9/21/2020 08:56 PM	I have seen near miss accidents at the Intersection of Oak Bay Avenue and Foul Bay rd
Screen Name Redacted 9/21/2020 09:48 PM	Intersections
Screen Name Redacted 9/21/2020 10:03 PM	As a cyclist, I think Fort Street is too busy for cyclists.

Screen Name Redacted 9/22/2020 10:21 AM	As a cyclist, the Richmond/Oak Bay intersection can be a bit stressful due to the right turn lane. Drivers will often speed up to pass as you proceed through the intersection and, due to the parking along Oak Bay, you can get a bit squeezed in. The crosswalk at Clare/Oak Bay is also of concern -- I've lost track of the number of times a driver has proceeded through the crosswalk when there is clearly a pedestrian waiting (or while they're still crossing).
Screen Name Redacted 9/22/2020 10:41 AM	Just being doored by parked cars
Screen Name Redacted 9/22/2020 01:17 PM	intersections
Screen Name Redacted 9/22/2020 03:02 PM	The whole length
Screen Name Redacted 9/22/2020 08:07 PM	Fort Street left lane becomes quite congested where vehicles line up to make a left turn at intersections (on a red light).
Screen Name Redacted 9/22/2020 09:01 PM	NA
Screen Name Redacted 9/22/2020 10:29 PM	Yes! When the current fort bike lane ends and you have to merge onto traffic to cross to the other side of the street.
Screen Name Redacted 9/23/2020 05:08 AM	The entire corridor. Street width is ridiculous and encourages high speeds by motorists. Not enough midblock cross walks which encourages jaywalking.
Screen Name Redacted 9/23/2020 12:00 PM	As a motorist Richmond and Foul Bay Road are busy intersections. But with proper signage, directional signals etc. will be ok.
Screen Name Redacted 9/23/2020 12:11 PM	Where things get right and cars are squeezing past cyclists
Screen Name Redacted 9/23/2020 02:27 PM	That cyclists observe and follow the highway code as other users of roadways do.
Screen Name Redacted 9/23/2020 02:54 PM	not so far
Screen Name Redacted 9/23/2020 06:25 PM	Vehicle speed which would be moderated by the change in width
Screen Name Redacted 9/23/2020 06:47 PM	Fort north of the OB Ave/Pandora Junction is a mess, northbound and southbound. Oak Bay Avenue is an underdesigned joke of a road, crazily

	wide, and should have had bike lanes decades ago.
Screen Name Redacted 9/23/2020 06:48 PM	For Leighton, Fort Street turning onto Leighton from the other side.
Screen Name Redacted 9/23/2020 07:53 PM	no
Screen Name Redacted 9/24/2020 12:05 PM	Yes, the major intersections. Clear green boxes will need to be created.
Screen Name Redacted 9/24/2020 12:33 PM	As a cyclist the turn off of Pandora Ave to Fort can be hard to manage to get into the left hand turn lane and maneuver around vehicles from the Pandora bike lane into the motor vehicle lane
Screen Name Redacted 9/24/2020 12:38 PM	Crossing at Richmond and Fort as pedestrian and cyclist because of the wide roads and diagonal angles, crossing at Foul Bay and Fort for the congestion and many businesses being accessed.
Screen Name Redacted 9/24/2020 01:01 PM	No
Screen Name Redacted 9/24/2020 01:45 PM	I have used Leighton many times. It has a good connection to RJS by turning north on Lee Av. The disadvantage of Leighton is that it dead-ends at FoulBay Rd. Foul Bay does not have good biking qualities.
Screen Name Redacted 9/24/2020 02:00 PM	Yes. I have been hit on my bike at the intersection of Fort and Richmond while I was cycling in the bike lane. That could have been avoided if the lanes were protected
Screen Name Redacted 9/24/2020 02:19 PM	No major concerns along Fort from Pandora-Foul Bay
Screen Name Redacted 9/24/2020 02:28 PM	No
Screen Name Redacted 9/24/2020 03:26 PM	1. junction of Fort and Oak Bay Avenue/Pandora 2. Access entrance to businesses on north side of Fort just west of this intersection
Screen Name Redacted 9/24/2020 09:38 PM	An street but Leighton is uncomfortable. I sometimes take Oak Bay Avenue and it is difficult watching out for cars (parked and moving), dealing with topography.
Screen Name Redacted 9/25/2020 08:18 AM	Yes, Oak Bay Avenue is very busy with traffic.... dangerous for cycling.
Screen Name Redacted 9/25/2020 08:38 AM	All bus stops

Screen Name Redacted 9/25/2020 09:50 AM	Every opportunity for vehicles to turn right are a worry for riders. Signing , education, and green surface paint help.
Screen Name Redacted 9/25/2020 10:48 AM	No
Screen Name Redacted 9/25/2020 11:35 AM	Proposal seems very safe
Screen Name Redacted 9/25/2020 11:57 AM	No
Screen Name Redacted 9/25/2020 01:27 PM	Turnoff from Fort to Leighton going east should be a slip lane to keep traffic (cycle and vehicle) moving efficiently; this is true even if the cycle corridor is not built
Screen Name Redacted 9/25/2020 03:59 PM	The Save-on-foods complex has a lot of car traffic, and sometimes people aren't watching out for bikes. A friend of mine was hit on his bike by a car turning into the parking lot at the entrance nearest to Lee ave.
Screen Name Redacted 9/25/2020 04:38 PM	No
Screen Name Redacted 9/25/2020 06:29 PM	Most of Oak Bay Avenue.
Screen Name Redacted 9/25/2020 10:54 PM	Traffic speeds on this segment of Oak Bay Ave are very fast. I have personal safety concerns when using all forms of transport here. The crosswalk at Rockland Ave is a specific location where I see drivers not wanting to slow for pedestrians, or not seeing pedestrians crossing north across the street because of parked cars.
Screen Name Redacted 9/26/2020 09:38 AM	Fort St and Oak Bay intersection is large crossing for pedestrians and cyclist. How is this section dangerous for motorists, enlighten me please?
Screen Name Redacted 9/26/2020 12:01 PM	Fort and Richmond. Some traffic goes into right lane, speeds up to merge into left lane where right lane ends. This creates a hazard for cyclists and pedestrians.
Screen Name Redacted 9/26/2020 04:38 PM	The main one is the bus stop on Fort just down from the turn onto Leighton Road. When a bus stops there for passengers essentially traffic is backed up past the pedestrian light just west on Fort St. This bus stop could be eliminated since there is a bus stop just up from Shoppers Drug Mart and another one across Richmond on Fort near the post office.
Screen Name Redacted 9/27/2020 10:50 AM	None

Screen Name Redacted 9/27/2020 11:17 AM	Oak Bay Avenue
Screen Name Redacted 9/27/2020 11:40 AM	Generally, traffic speed and density, and the dangers of parked car door openings
Screen Name Redacted 9/27/2020 02:35 PM	The proposed Richardson St cycling lanes will result in more vehicle traffic on Oak Bay Ave and Ft Street, it is not clear that this increased traffic is being taken into account in this planning. I am concerned about the entire project and all modes of transport being at risk.
Screen Name Redacted 9/27/2020 02:49 PM	Side walk on both sides of Leighton Street for pedestrians.
Screen Name Redacted 9/27/2020 06:18 PM	Oak Bay is very narrow and busy route. The businesses will suffer without the current Limited parking
Screen Name Redacted 9/27/2020 07:40 PM	Pedestrian crossing at slight hill on oak bay avenue near Rockland. Fort and Richmond - uncomfortable intersection.
Screen Name Redacted 9/27/2020 10:01 PM	Eastbound east of Richmond, the cycle lane is inconsistent, and both ways especially just west of Foul Bay
Screen Name Redacted 9/28/2020 01:55 PM	no
Screen Name Redacted 9/28/2020 02:58 PM	Not particularly
Screen Name Redacted 9/28/2020 05:29 PM	Biking on Oak Bay Ave right now is not ideal. Traffic and lots of turning vehicles make it difficult.
Screen Name Redacted 9/28/2020 08:10 PM	No
Screen Name Redacted 9/28/2020 08:23 PM	The whole corridor
Screen Name Redacted 9/28/2020 09:14 PM	It's challenging to navigate, for cyclists and motorists, when the AAA bike lanes end... cyclists continuing to go straight need to cross three lanes of busy traffic, which can be challenging sometimes. I take the Fernwood exit off of Fernwood, and it's a little too far not to cross to the right side of the road... which means I have to cross over three lanes and cross back the three lanes in order to make my turn. It's a challenge and can annoy motorists and injure riders.

Screen Name Redacted 9/28/2020 10:57 PM	Yes the Oak Bay- Fort St intersection would need added safety measures.
Screen Name Redacted 9/29/2020 12:27 PM	Oak Bay and Fort offer a volume of dangerous traffic.
Screen Name Redacted 9/29/2020 01:44 PM	Fort and Foul Bay intersection
Screen Name Redacted 9/29/2020 03:38 PM	As a cyclist yes I have concerns riding directly next to fast loving traffic with no barrier. As oak by route was said to offer the most safety that is my primary concern.
Screen Name Redacted 9/29/2020 05:00 PM	Leighton is very narrow and it can be nerve wracking when cars are turning from side streets. There is very limited space for pedestrians on the sidewalks.
Screen Name Redacted 9/29/2020 06:36 PM	No
Screen Name Redacted 9/29/2020 09:41 PM	No.
Screen Name Redacted 9/29/2020 09:55 PM	Yes, the Fort St Commercial Services area, containing Christie Carriage House, is a huge issue for cyclist safety. We live there and have witnessed multiple accidents caused by cars turning into or coming out of commercial properties like Christie without regard to cyclists. This is particularly true for Christie Carriage House, as people are more than likely to be drinking alcohol and while they may be within legal limits that doesn't mean they are thinking about cyclists.
Screen Name Redacted 9/30/2020 09:14 AM	no bike lane on fort Street approaching Foul Bay Road from Lee Avenue
Screen Name Redacted 9/30/2020 01:33 PM	Fort St. just east of Richmond - there have been a few cyclists hit by cars turning into the Jubilee Centre parking lot.
Screen Name Redacted 9/30/2020 04:02 PM	As a cyclist - yes, using bike lanes! It is much safer to be part of the traffic flow. Cars turn in to bike lanes all the time. ""Protected" bike lanes are even worse. They are not intuitive. Cars park beside them and passengers get out and cross the lanes without looking. Happened to me many times. Cars don't look when crossing these lanes as they exit driveways. Happened to me many times. Wharf street is a nightmare. And whose idea was it to put a two way bike lane on one way streets. Talk about counter intuitive.
Screen Name Redacted 9/30/2020 04:14 PM	Entrance to the shopping centre (save on Foods) eastbound on Fort just after Lee. For motorists cyclists and pedestrians. Motorists exiting and turning left westbound are problematic without traffic signals.

Screen Name Redacted 9/30/2020 09:35 PM	No
Screen Name Redacted 9/30/2020 09:57 PM	As is, I wouldn't cycle on this route. Painted lanes aren't safe and it's generally unpleasant area to ride. Outside of the village, it feels like a lot of open space and concrete - generally unpleasant.
Screen Name Redacted 9/30/2020 10:17 PM	1. Corner of Fort and Foul Bay 2. 18 T intersections on Oak Bay Ave, Getting out of bike lane to cross over to T side street. Sight lines for drivers to see bikes while making right turns. Cyclist wanting to make a left turn forced into taffic to get out of the bike lane.
Screen Name Redacted 10/01/2020 11:49 AM	No Concerns
Screen Name Redacted 10/01/2020 12:16 PM	None
Screen Name Redacted 10/01/2020 02:41 PM	The junction of Fort and Oak Bay is a traffic mayhem
Screen Name Redacted 10/01/2020 05:29 PM	The entire length of Oak Bay from Pandora is dangerous for cyclists. I use it to connect to the bike lane on Pandora, but I would never let my children cycle there. Car-dooring and car-bike interactions are a problem here.
Screen Name Redacted 10/01/2020 07:06 PM	Yes, as a cyclist and pedestrian, the 5 way intersection at fort/oak bay avenue is always a bit scary. Within the new bike lane I am regularly cut off when travelling east by cars turning right off fort. Sidewalks here are very narrow. Also, the presence of lots of buses is challenging. The angle of the street lights to the bike lane Is not very good as you frequently cannot see what colour they are. Heading west, the driveway in and around Shoppers Create conflict.
Screen Name Redacted 10/01/2020 09:07 PM	No
Screen Name Redacted 10/01/2020 11:13 PM	Leighton option dumps onto Foul Bay Rd, which is narrow (and no bicycle lane) and not optimal for bicycling
Screen Name Redacted 10/02/2020 09:02 AM	The entire corridor leading to OB village is very dicey as a cyclist and motorist. Sight lines are often blocked for turning vehicles and drivers often creep into the lane without fully stopping. Dooring is a major concern on certain sections as many motorists do not shoulder check here. Vehicle speeds and volumes are a big barrier for many people on this route.

Mandatory Question (85 response(s))
Question type: Essay Question

Q3 What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?

Screen Name Redacted 9/21/2020 03:14 PM	barrier between bike lanes and cars
Screen Name Redacted 9/21/2020 05:25 PM	Nothing, most of the infrastructure exists
Screen Name Redacted 9/21/2020 05:27 PM	Traffic calming on leighton. Take out the cut through option.
Screen Name Redacted 9/21/2020 08:22 PM	changes as recommended. dedicated bike lanes in both directions.
Screen Name Redacted 9/21/2020 08:27 PM	Barrier similar to the existing barrier between the bike lane near the Oak Bay junction when traveling on Fort St towards downtown.
Screen Name Redacted 9/21/2020 08:56 PM	Reduce speed limits along Fort st
Screen Name Redacted 9/21/2020 09:48 PM	Separated lanes are a must. Clear traffic signals and wayfinding
Screen Name Redacted 9/21/2020 10:03 PM	Please avoid making more lane changes on Fort Street.
Screen Name Redacted 9/22/2020 10:21 AM	Crosswalk improvements, dedicated (and protected) cycling facilities that continue through intersections, utility pole adjustments so people using mobility aids aren't squeezed on the sidewalk (ie. southside Oak Bay/Chamberlain).
Screen Name Redacted 9/22/2020 10:41 AM	Separated lanes would be better for cyclists and people using mobility scooters
Screen Name Redacted 9/22/2020 01:17 PM	dedicated bike lanes
Screen Name Redacted 9/22/2020 03:02 PM	wider sidewalks
Screen Name Redacted 9/22/2020 08:07 PM	The proposed barriers along the Fort Street bike lane would be a good addition.

Screen Name Redacted 9/22/2020 09:01 PM	More public seating, possibly an art installation and more lighting options/features.
Screen Name Redacted 9/22/2020 10:29 PM	Protected barriers for cyclists.
Screen Name Redacted 9/23/2020 05:08 AM	Physical separation! Remove parking. Reduce crossing distances by extending curbs.
Screen Name Redacted 9/23/2020 12:00 PM	ensure there is adequate shade for pedestrians, (trees, overhangs) shelters for bus stops, garbage cans for refuse, crosswalks for crossing wide streets. Signage for Hospital along Fort and Richmond indicating location of "Wings' of Jubilee Hospital. ie Parking, Cancer, Front door, Palliative??? Signage at Fort and Richmond and Oak Bay and Richmond indicating which direction Jubilee Hospital is. Improved outdoor signage at Hospital for pedestrians and drivers too.
Screen Name Redacted 9/23/2020 12:11 PM	Separation for dedicated cycling
Screen Name Redacted 9/23/2020 02:27 PM	I am not able to offer any insights to this question. However, I would advocate first and foremost and above all else.... for any means possible in which those with disabilities and those on foot are considered and cared for ahead of any measures taken to secure the comfort of cyclists. Whilst I favour this route, I am most mindful of the location of the Royal Jubilee Hospital and Hospice.
Screen Name Redacted 9/23/2020 02:54 PM	none
Screen Name Redacted 9/23/2020 06:25 PM	Little needed
Screen Name Redacted 9/23/2020 06:47 PM	Build both Fort St and OB Ave, not just one or the other! The Leighton Rd nonsense is idiocy that does nothing useful and goes nowhere.
Screen Name Redacted 9/23/2020 06:48 PM	Not sure
Screen Name Redacted 9/23/2020 07:53 PM	n/a
Screen Name Redacted 9/24/2020 12:05 PM	The plan presented is a good one to upgrade the painted lines to AAA separated lanes.
Screen Name Redacted 9/24/2020 12:33 PM	Barriered biking lanes with better markings

Screen Name Redacted 9/24/2020 12:38 PM	Making left turn onto residential streets or crossings easier.
Screen Name Redacted 9/24/2020 01:01 PM	N/A
Screen Name Redacted 9/24/2020 01:45 PM	See above
Screen Name Redacted 9/24/2020 02:00 PM	protecting the bike lanes with barriers or poles would help protect the cyclists.
Screen Name Redacted 9/24/2020 02:19 PM	Physically separated bike lanes for the whole section and signage to alert drivers to cyclists' presence at all major intersections. Excellent connections are needed to Oak Bay, Uplands, and future connectivity along Pandora and Fort central section
Screen Name Redacted 9/24/2020 02:28 PM	Nothing. Why do you mention pedestrians & people with disabilities? They will not be using the bike lane.
Screen Name Redacted 9/24/2020 03:26 PM	More detailed description of the Fort/Pandora/Oak Bay Ave intersection
Screen Name Redacted 9/24/2020 09:38 PM	Complete at least 2 of the three routes, plus a Brighton route. Fort Street and Oak Bay Avenue go different places, access different facilities.
Screen Name Redacted 9/25/2020 08:18 AM	Try to put cycling routes on streets that aren't busy with traffic.
Screen Name Redacted 9/25/2020 08:38 AM	Reflective road paint & clear line markings
Screen Name Redacted 9/25/2020 09:50 AM	Enact laws that reduce vehicle exhaust and noise from straight pipes land poor mufflers
Screen Name Redacted 9/25/2020 10:48 AM	Nothing
Screen Name Redacted 9/25/2020 11:35 AM	Looks good to me
Screen Name Redacted 9/25/2020 11:57 AM	Sufficient space for vehicles

Screen Name Redacted 9/25/2020 01:27 PM	it's fine as is
Screen Name Redacted 9/25/2020 03:59 PM	Protected/separated bike infra is always welcome.
Screen Name Redacted 9/25/2020 04:38 PM	Make sure that the BC Transit buses can pull right up to the curb, so people with disabilities have easy access.
Screen Name Redacted 9/25/2020 06:29 PM	Protected bike lanes.
Screen Name Redacted 9/25/2020 10:54 PM	Protected bike lanes! Also traffic calming devices like boulevard plantings and additional crosswalk infrastructure. There are also several segments of sidewalk where telephone poles partially block the way, or bus infrastructure is quite close to the road/on the sidewalk.
Screen Name Redacted 9/26/2020 09:38 AM	Bulb outs, curb bumps, island curbs, pedestrian crossing priority, protected bicycle intersections with curbs/bollards. All this in addition to separated bicycle infrastructure.
Screen Name Redacted 9/26/2020 12:01 PM	separated bike lane after intersection of fort and richmond.
Screen Name Redacted 9/26/2020 04:38 PM	A blinking light on Oak Bay Avenue for the crosswalk by the Oak Bay chapel and the White Heather restaurant. Also, a speed indicator posted in both directions on the portion of Richmond Avenue between Oak Bay Avenue and Fort St.
Screen Name Redacted 9/27/2020 10:50 AM	None
Screen Name Redacted 9/27/2020 11:17 AM	The lights at Oak Bay and Richmond are dangerous. There is a pole that obstructs the view of people standing to cross. It is safer to cross at the cross walks (except some cyclists don't stop) then it is to cross at the light. The cars turning onto Oak Bay are trying to get across and do not consider pedestrians. The light configuration at Foul Bay and Oak Bay would be better suited to Oak Bay and Richmond.
Screen Name Redacted 9/27/2020 11:40 AM	Bicycle pump station.
Screen Name Redacted 9/27/2020 02:35 PM	clarity on the traffic assumptions being used to propose the plans - are thee based on pre-covid traffic? current? forecasted traffic?
Screen Name Redacted 9/27/2020 02:49 PM	see above

Screen Name Redacted 9/27/2020 06:18 PM	Putting the bike lane down residential streets with more vegetation makes for a more pleasant riding experience
Screen Name Redacted 9/27/2020 07:40 PM	Ways for kids to cross major roads not at major intersections since as parents we don't want them riding on major roads.
Screen Name Redacted 9/27/2020 10:01 PM	remediate as above
Screen Name Redacted 9/28/2020 01:55 PM	a crosswalk crossing Fort at Leighton would be a nice addition, I see a fair number of people attempting to cross there instead of walking down to Richmond
Screen Name Redacted 9/28/2020 02:58 PM	Not sure...
Screen Name Redacted 9/28/2020 05:29 PM	Protected bike lanes and more marked crosswalks.
Screen Name Redacted 9/28/2020 08:10 PM	Keep parking to one side of the street and the bike route to the other.
Screen Name Redacted 9/28/2020 08:23 PM	As much hardscaped infrastructure as possible
Screen Name Redacted 9/28/2020 09:14 PM	Protected lanes... more trees. Green space. More density with smaller setbacks to capture attention and interest! Let's make our city more livable!
Screen Name Redacted 9/28/2020 10:57 PM	A similar bike turning light like the ones downtown.
Screen Name Redacted 9/29/2020 12:27 PM	Nothing it appears to be quite safe and minimal traffic.
Screen Name Redacted 9/29/2020 01:44 PM	I don't know
Screen Name Redacted 9/29/2020 03:38 PM	Fully separated lane for bikes
Screen Name Redacted 9/29/2020 05:00 PM	More accessible sidewalks for pedestrians and designated bike lanes.
Screen Name Redacted 9/29/2020 06:36 PM	Abandon the design and leave the routes as they are.

Screen Name Redacted 9/29/2020 09:41 PM	Lots of separation between cyclists and cars with physical barriers.
Screen Name Redacted 9/29/2020 09:55 PM	SIGNAGE before the entrances and exits of all commercial parking off Fort St. Larger fines and penalties for hitting cyclists on protected cycling lanes.
Screen Name Redacted 9/30/2020 09:14 AM	Where possible add planting and hard landscaping separation like barriers , sitting places , I like the two way deign on one side of road, versus on both sides. Where possible near businesses and merchants, add bike racks.
Screen Name Redacted 9/30/2020 01:33 PM	can't think of anything
Screen Name Redacted 9/30/2020 04:02 PM	Don't make the bike lanes protected, as a cyclist they scare the crap out of me. As a pedestrian and motorist they are counter intuitive and are dangerous to everyone. The way Fort St is right now works well. I cycle it often and many times with my school age children.
Screen Name Redacted 9/30/2020 04:14 PM	Similar treatments as on Fort downtown.
Screen Name Redacted 9/30/2020 09:35 PM	Best to keep bike lanes on already calm streets.
Screen Name Redacted 9/30/2020 09:57 PM	Protected bike lanes are a must. There are large stretches of this route without pedestrian crossings, so some should be added.
Screen Name Redacted 9/30/2020 10:17 PM	Fort as main conduit, which helps connevt to Foul Bay to access Camosun and UVIC. Safer than using Richmond for North/South access. Leighton is still available to access side streets and Oak Bay VAe.
Screen Name Redacted 10/01/2020 11:49 AM	Retention of left turn lane from Fort St eastbound onto Fern Street.
Screen Name Redacted 10/01/2020 12:16 PM	None
Screen Name Redacted 10/01/2020 02:41 PM	better synchronized traffic flow
Screen Name Redacted 10/01/2020 05:29 PM	Segregate cycle lanes from traffic. Simple as that.
Screen Name Redacted 10/01/2020 07:06 PM	Allow for improvements after implementation.
Screen Name Redacted	Cyclist and pedestrian specific lights separate.

10/01/2020 09:07 PM	
Screen Name Redacted 10/01/2020 11:13 PM	If Leighton option is chosen then please make sure there is an AAA bicycle crossing of Fort St. at Royal Jubilee Hospital. In any event please make sure there is plenty of protected bicycle parking at Royal Jubilee Hospital
Screen Name Redacted 10/02/2020 09:02 AM	OB is build for drivers and I think aiming for complete street designs leading up to the village will help shop owners see how accessible walking and cycling can be. I would like to see considerations for elderly populations using wheelchairs and walking assistances. Adding in wayfinding signage with estimated walking distances/times to key locations would help encourage people to break out of driving habits.

Mandatory Question (85 response(s))
Question type: Essay Question

Q4 What general ideas, comments, or suggestions do you have for this corridor?

Screen Name Redacted 9/21/2020 03:14 PM	none
Screen Name Redacted 9/21/2020 05:25 PM	Bike lanes already exist, keep costs down! Shorter construction time and less inconvenience to an already busy area
Screen Name Redacted 9/21/2020 05:27 PM	Excited to have the access to the network. Lots of kids and demand for safe cycling.
Screen Name Redacted 9/21/2020 08:22 PM	Putting in bike racks in commercial areas may make this idea more palatable for businesses that worry about losing parking spaces.
Screen Name Redacted 9/21/2020 08:27 PM	N/A
Screen Name Redacted 9/21/2020 08:56 PM	I am a renter along the Oak Bay route, and need to own a car for work. I also am not able to use off street parking, so removing the parking on Oak Bay Avenue would affect me greatly. I may need to move.
Screen Name Redacted 9/21/2020 09:48 PM	Why is it a choice of Fort or Oak Bay? Why not both? They do not serve the same areas and both are destinations not really accessible for cyclist in a safe manner currently. Leighton is an unacceptable choice as it doesn't provide safe access to destinations on either Fort or Oak Bay
Screen Name Redacted 9/21/2020 10:03 PM	Bicycles should use quieter streets wherever possible. Buses and bicycles don't mix well. Dedicated bicycling streets (away from truck and bus routes) work best.
Screen Name Redacted	Protected cycling facilities, please.

9/22/2020 10:21 AM	
Screen Name Redacted 9/22/2020 10:41 AM	This route AND the Fort St route should both be done, as they diverge significantly, and either one or the other is going to create inconvenience. Leighton is okay as it is, and because I live just off Leighton, I use this (cycling) almost daily. No problems. The Leighton route would be too indirect for most cyclists
Screen Name Redacted 9/22/2020 01:17 PM	dedicated bike lanes
Screen Name Redacted 9/22/2020 03:02 PM	Just do it
Screen Name Redacted 9/22/2020 08:07 PM	The proposed Fort Street route towards the Hospital would serve a greater volume of cyclists and support health care workers with their daily commute.
Screen Name Redacted 9/22/2020 09:01 PM	NA
Screen Name Redacted 9/22/2020 10:29 PM	I think the Fort option is the most logical as it would connect a straight corridor to downtown.
Screen Name Redacted 9/23/2020 05:08 AM	Oak Bay Avenue is extremely important as Oak Bay Village is a key destination. Don't make cyclists have to use an indirect route (they won't!).
Screen Name Redacted 9/23/2020 12:00 PM	Fort is the best choice. It creates a direct route from downtown. When looking on a map it is a DIRECT route, no zigzagging. It is not a stop/start type of street for shopping, like Oak Bay Ave is. Given the types of small businesses on Oak Bay Ave, pedestrians are crossing constantly to access each side of the street. Better access to Jubilee Hospital by bike. Width of road can accommodate bike lanes more easily. Less disruption to small business. Better for riders, access to side streets and links to other bike networks. Drivers are familiar with bike lanes on Fort already, it will be a continuation of the same. Leighton is best left alone, it can be accessed from Fort if wanted. Oak Bay Ave is best left alone, it can be accessed from Fort as needed. Noted in video average motorist speed along Fort, 45 kph on Oak Bay Ave. 60 kph.
Screen Name Redacted 9/23/2020 12:11 PM	If there’s common space shared by car/bike speed limits might be lowered so all traffic is moving congruently
Screen Name Redacted 9/23/2020 02:27 PM	See above
Screen Name Redacted 9/23/2020 02:54 PM	none

Screen Name Redacted 9/23/2020 06:25 PM	Widest street accommodates changes more readily, direct route to Oak Bay Village, makes most sense
Screen Name Redacted 9/23/2020 06:47 PM	Looking forward to seeing both Fort St and OB Ave turned into complete streets. OB Ave should be easy, it's enormously wide and underdeveloped at present. You probably won't even have to get rid of more than a few parking spots, which will make the avid drivists happier. Fort will be more of a challenge but is badly needed for access to the hospital campus and commercial areas at Fort/Foul and onward. In closing, build BOTH Fort and OB Ave, they are both needed for different reasons and will be valuable routes out toward the CoV border with Oak Bay itself.
Screen Name Redacted 9/23/2020 06:48 PM	Ensure parking isn't hindered too much as it is currently.
Screen Name Redacted 9/23/2020 07:53 PM	n.a
Screen Name Redacted 9/24/2020 12:05 PM	It would be good to use something a bit more substantial between car traffic and cyclists than just a line of bollards, a running curb, possibly with vine supports would be better looking if more costly. I've seen this done in other cities and it is both narrow and with the training of the vine over time requires minimal holes in the ground.
Screen Name Redacted 9/24/2020 12:33 PM	This was chosen as my top selection based on the fact that bike lanes exist and it seems like minimal impact and disruption to update
Screen Name Redacted 9/24/2020 12:38 PM	Adding obvious or advanced crossing signals for pedestrians and cyclists.
Screen Name Redacted 9/24/2020 01:01 PM	N/A
Screen Name Redacted 9/24/2020 01:45 PM	See above
Screen Name Redacted 9/24/2020 02:00 PM	Riding down Fort, It is difficult as a cyclist to turn left at Lee Avenue (towards Royal Jubilee and BC Cancer) due to high flow of traffic.
Screen Name Redacted 9/24/2020 02:19 PM	Both the Oak Bay Ave alignment and the Fort St alignment are needed for an excellent network, as they serve different purposes.
Screen Name Redacted 9/24/2020 02:28 PM	The bike lane is already established, why change? It is straight forward and has access to many areas without any disruption.

Screen Name Redacted 9/24/2020 03:26 PM	I prefer to stay well clear of Fort St east on my bike.
Screen Name Redacted 9/24/2020 09:38 PM	Complete the Fort Street route AND either the Leighton and Brighton, or Oak Bay Avenue, routes.
Screen Name Redacted 9/25/2020 08:18 AM	I agree with more cycling routes. This is another issue. Do not change Richardson Street. We cycle it daily. It is safe the way it is.
Screen Name Redacted 9/25/2020 08:38 AM	n/a
Screen Name Redacted 9/25/2020 09:50 AM	Encourage municipalities to carry on with bike routes
Screen Name Redacted 9/25/2020 10:48 AM	like it as it is
Screen Name Redacted 9/25/2020 11:35 AM	This is a route that I frequently use to get to Oak Bay. High degree of concern re: dooring and vehicle interactions on this route. Please prioritize.
Screen Name Redacted 9/25/2020 11:57 AM	Painted bike lanes best option. They work (I am a cyclist) and are inexpensive
Screen Name Redacted 9/25/2020 01:27 PM	see above, otherwise no changes are required
Screen Name Redacted 9/25/2020 03:59 PM	A two-way bike path on the north side of foul bay would avoid many business driveways -- I can't think of a single one between the hospital and pandora.
Screen Name Redacted 9/25/2020 04:38 PM	Please don’t make the vehicle lanes narrower.
Screen Name Redacted 9/25/2020 06:29 PM	Two way protected bike lanes on one side of the street (like Pandora) so that a majority of car parking is retained.
Screen Name Redacted 9/25/2020 10:54 PM	I would love to see more bike lanes in this neighbourhood and am proud of my city for making it happen! I look forward to seeing a protected route on either Fort or Oak Bay Ave. I am less enthusiastic about the route along Leighton because this road is already safe for local bike traffic, is further from commercial centers and ends on a busy, more narrow road with no cycling infrastructure.
Screen Name Redacted 9/26/2020 09:38 AM	Keep the separated cycle tracks, only proven to reduce conflicts, and will increase cycling among less confident users. I would also make sure bus stops are placed closer to the curb to reduce conflicts. See the City of San

	Jose for example. They moved bus stops to curb, raised their on-street cycle tracks to sidewalk level and re routed it behind the stop.
Screen Name Redacted 9/26/2020 12:01 PM	Separated bike lanes would be good.
Screen Name Redacted 9/26/2020 04:38 PM	First, I have biked in the recent past for primarily health reasons, personal exercise. I then consciously use routes that have limited intersections and lights. I believe that if a person chooses to bike for general personal purposes or as an alternative to other forms of transportation then it is also incumbent on bike riders to be considerate of those who choose to utilize a different form of transportation including a vehicle. Second, I think it is important to place a high priority on the need to support our local businesses. This means, for example, with the example of the Oak Bay Avenue route that is a possible corridor that parking on one side of the street would be eliminated which will definitely impact local business since parking is limited anyways since most of the side streets are "Residents Only". This leads to the third point which the last question in this survey. The choices provided should also include the place for a comment so that a brief explanation can outline the reason for the choice. For example, I could also select "somewhat support" but I also wanted to select "somewhat oppose" for different reasons. Finally, I recognize the value and importance of improving transportation alternatives, ie bike lanes, but I have been disturbed, in my view, the overemphasis on implementing these various bike lanes in Victoria. For example, my wife and I, both seniors, would enjoy driving to Beacon Hill park for an enjoyable outing but since the city significantly reduced the possibility of driving into the park, and now I understand even considering eliminating all together, we have not been to the park. What a shame! A jewel in Victoria that we cannot be enjoy.
Screen Name Redacted 9/27/2020 10:50 AM	None
Screen Name Redacted 9/27/2020 11:17 AM	A lot of cross walks on Oak Bay Avenue and find that some of the cyclists do not stop for crosswalks.
Screen Name Redacted 9/27/2020 11:40 AM	Look forward to it.
Screen Name Redacted 9/27/2020 02:35 PM	1 Stop with the steady pushing of motorist restriction without clarity of the impact of currently proposed plans. I have been turned into a Victoria resident that is not interested in going to the downtown core in any fashion. 2. The long term impact of cutting off residents from shopping downtown does not appear to be considered as part of this planning. Nothing in this survey or in the proposed plans seems to address this issue. I do not intend to use a bicycle for shopping downtown at anytime in the future. If the city continues to choke vehicle traffic, shopping trips will simply increase the move to shopping in Saanich.

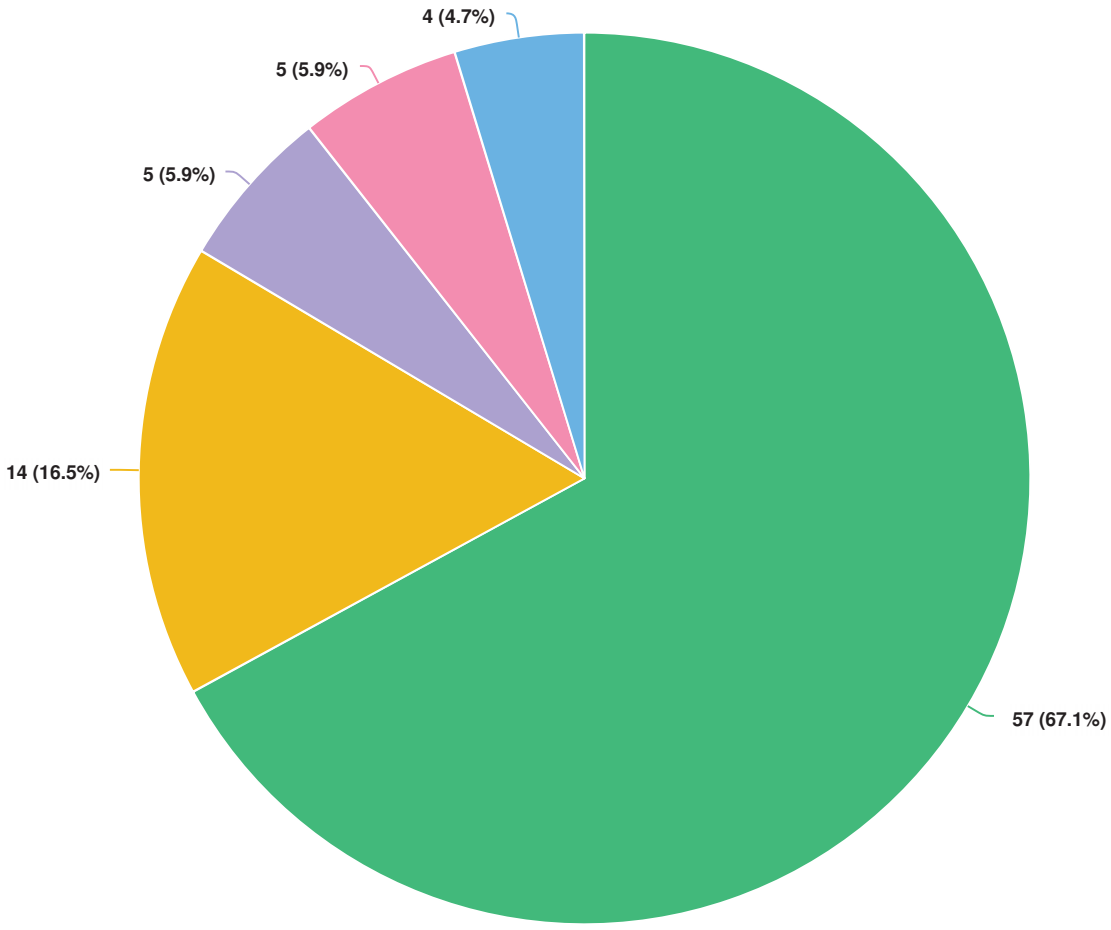
Screen Name Redacted 9/27/2020 02:49 PM	Best option as cyclist would have best thoroughfare without competing with heavier trucks and buses.
Screen Name Redacted 9/27/2020 06:18 PM	Do not over engineer with concrete abutments And signaling devices. etc. Using paint for the Painting the Designated biking areas, signage, and slowing the speed limit for cars is adequate, cheaper and less invasive along the smaller residential roads.
Screen Name Redacted 9/27/2020 07:40 PM	A way for kids to get across fort at Lee and up the street with St Pats. School safely - currently all having to ride/walk on sidewalk.
Screen Name Redacted 9/27/2020 10:01 PM	Since Fort St used to be 4-lanes, there should be ample room for one-way bike lanes. If the separation is not to be physical (eg raised kerb) then the divider should be much wider than a single painted line. I like the double lines about 20-30cm apart.
Screen Name Redacted 9/28/2020 01:55 PM	Seems like a good option overall, complementing existing cycling patterns
Screen Name Redacted 9/28/2020 02:58 PM	Could this be made a two-way bike lane on one side and preserve the on street parking?
Screen Name Redacted 9/28/2020 05:29 PM	I would prefer this option over the others since currently I find the painted bike lanes on Fort Street fine safety wise and I don't think Leighton Rd is a great option since it doesn't really go anywhere. Having a cycling connection directly to Oak Bay Village without needing to use side roads would be wonderful.
Screen Name Redacted 9/28/2020 08:10 PM	Not necessary as current bike lanes more than adequate. This route will not attract new riders of various abilities.
Screen Name Redacted 9/28/2020 08:23 PM	Parklets would be a great add here
Screen Name Redacted 9/28/2020 09:14 PM	Fort seems to be the best to me as it continues the route and connects the parts of the city that actually wants to support cyclists (Victoria and Saanich)
Screen Name Redacted 9/28/2020 10:57 PM	This corridor could be used all the way down Oak Bay Ave and would attract more people into the village. I live on Jubilee Ave and I think this would be a great addition to our community.
Screen Name Redacted 9/29/2020 12:27 PM	Leighton is a very narrow one way street and having barriers would even make the road more narrow.
Screen Name Redacted 9/29/2020 01:44 PM	Please make it all very clear visually for everyone: signs, colours, markings/cues

Screen Name Redacted 9/29/2020 03:38 PM	Perhaps improvement on a side street that connects to fort street as well. Safe seperate bike lanes are my top priority and desire though.
Screen Name Redacted 9/29/2020 05:00 PM	Distinction of access so it's visible
Screen Name Redacted 9/29/2020 06:36 PM	Stop wasting time and taxpayer resources on this foolishness
Screen Name Redacted 9/29/2020 09:41 PM	None.
Screen Name Redacted 9/29/2020 09:55 PM	More driver education about respect for cyclists and more emphasis on the penalties and fines for hitting cyclists.
Screen Name Redacted 9/30/2020 09:14 AM	The Fort Street option affords the most useful addition connecting to th downtown and also Oak Bay corridor. It is a direct route from Oak Bay and Saanich that I use often to enter the down town core and return
Screen Name Redacted 9/30/2020 01:33 PM	can't think of anything
Screen Name Redacted 9/30/2020 04:02 PM	I work and shop in the Fort St corridor and use Fort St as a cyclist, pedestrian and motorist and find it to be very safe as is.
Screen Name Redacted 9/30/2020 04:14 PM	Fort provides the best connectivity. Oak Bay Ave could be reconsidered when Oak Bay decides what it wants to do with its section of Oak Bay Ave.
Screen Name Redacted 9/30/2020 09:35 PM	Best option.
Screen Name Redacted 9/30/2020 09:57 PM	Connecting to Oak Bay village is huge. Makes for a lovely afternoon trip from one of the other Neighbourhoods around downtown. Design looks really good.
Screen Name Redacted 9/30/2020 10:17 PM	1. I have raised the 18 T intersections on Oak Bay before, but have never heard of a solution. Biketoria was a disaster when they presented. They had no senseof the reality of Oak Bay Ave. 2. Lower the speed limit to 40 km on Oak Bay Ave between Foul Bay and Richmond. It is 40 km on the Oak Bay side, and the traffic on Oak Bay, on the Victoria side, is often tangled up, so the 40km limit wouldn't be a big nuisance for drivers .
Screen Name Redacted 10/01/2020 11:49 AM	Minimal impact on existing infrastructure. Royal Jubilee Hospital is a major employer and needs enhanced route.
Screen Name Redacted 10/01/2020 12:16 PM	Fort street - good. NOT Oak Bay Avenue! Too difficult to park as it is for seniors, and side streets are residential parking only. NOT ALONG OAK BAY

	AVENUE!
Screen Name Redacted 10/01/2020 02:41 PM	none
Screen Name Redacted 10/01/2020 05:29 PM	Add controlled crossings for cyclists at Fort/Pandora intersection.
Screen Name Redacted 10/01/2020 07:06 PM	Perhaps this is beyond the scope but we bike 2-4 times every day to Oakland's elementary and oak bay high from Redfern park with young children. The connections to oak bay across Foul Bay and to Haultain across Richmond are appalling. These are both municipal border areas and are seriously lacking.
Screen Name Redacted 10/01/2020 09:07 PM	Path must not be narrowed to accommodate protective barrier. This will prevent cyclists from being able to pass eachother
Screen Name Redacted 10/01/2020 11:13 PM	Please consider the added business that bicycle riders bring to business districts.
Screen Name Redacted 10/02/2020 09:02 AM	Partner with OB to work with shop owners in the village to invest in secure, covered parking to encourage cycling.

Mandatory Question (85 response(s))
Question type: Essay Question

Q5 **Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.**

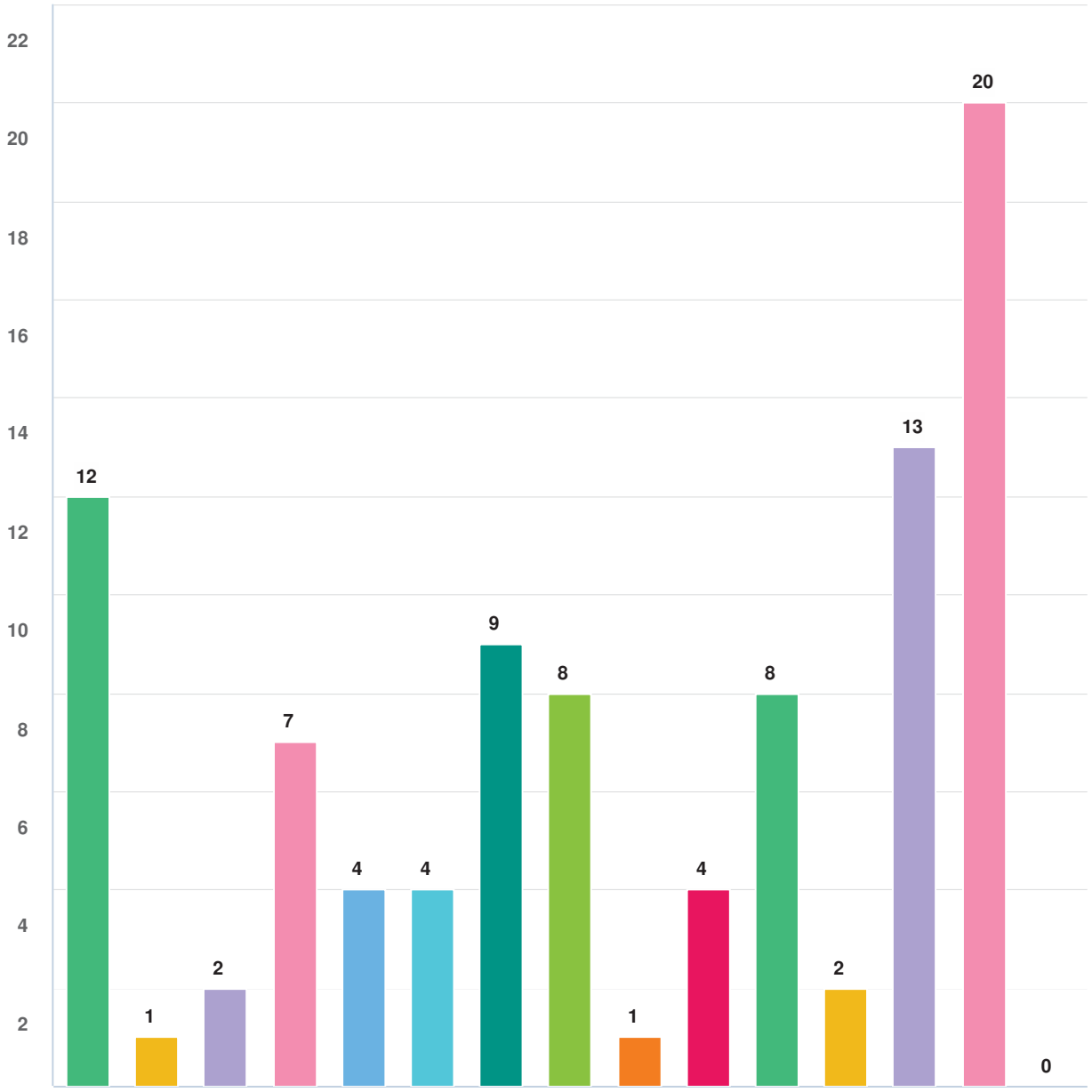


Question options

strongly support | somewhat support | indifferent | somewhat oppose | strongly oppose

Mandatory Question (85 response(s))
Question type: Radio Button Question

Q6 How did you hear about the opportunity to provide input?



Question options

- Newspaper advertisement (Times Colonist)
- Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
- Email from the City
- Email from neighbourhood association
- City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
- Friend/neighbour/family member/colleague
- City E-News
- City Twitter
- City Facebook
- City Instagram
- Letter from the City in the mail
- Other (please specify)
- Email from a stakeholder group

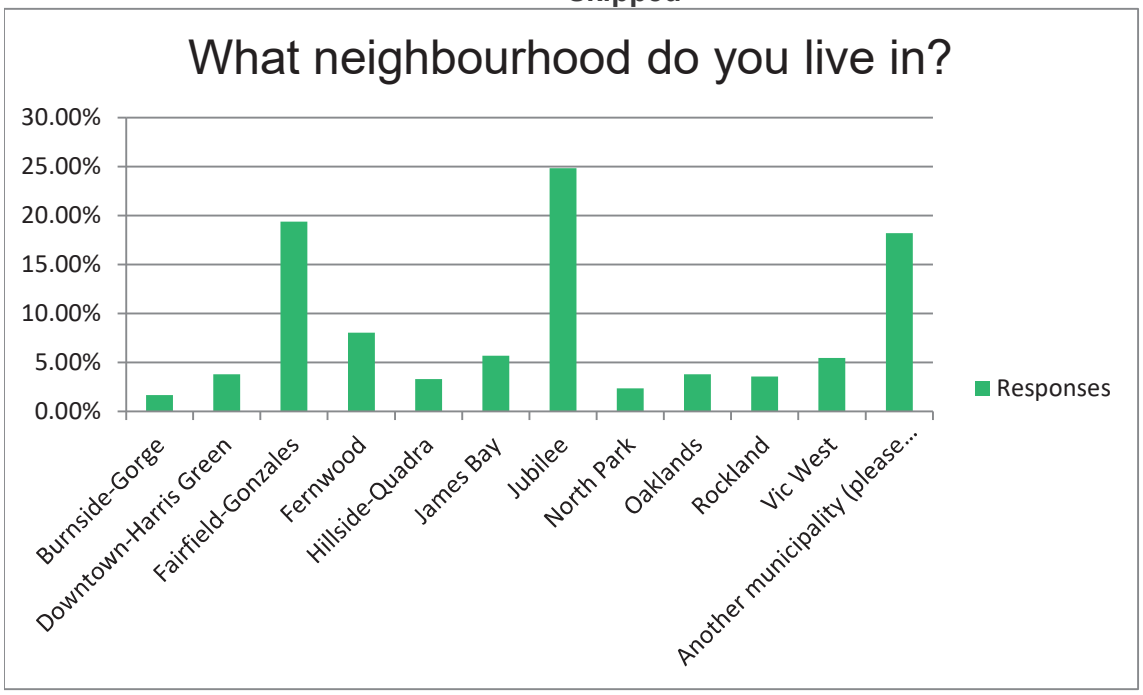
Mandatory Question (85 response(s))
Question type: Checkbox Question

JUBILEE PHASE 1 SURVEY RESULTS (Survey Monkey)

Jubilee Route Alignment

Q1: What neighbourhood do you live in?

Answer Choices	Responses	
Burnside-Gorge	1.65%	7
Downtown-Harris Green	3.78%	16
Fairfield-Gonzales	19.39%	82
Fernwood	8.04%	34
Hillside-Quadra	3.31%	14
James Bay	5.67%	24
Jubilee	24.82%	105
North Park	2.36%	10
Oaklands	3.78%	16
Rockland	3.55%	15
Vic West	5.44%	23
Another municipality (please specify)	18.20%	77
	Answered	**423**
	Skipped	**0**



Respondents	Response Date		Another municipality (please specify)
1	Sep 17 2020	0	Oak Bat
2	Sep 16 2020	0	Saanich
3	Sep 16 2020	0	Uptown
4	Sep 16 2020	0	Saanich - North Quadra
5	Sep 16 2020	0	View Royal
6	Sep 16 2020	0	Colwood
7	Sep 16 2020	0	Colwood/Langford
8	Sep 16 2020	1	Sooke

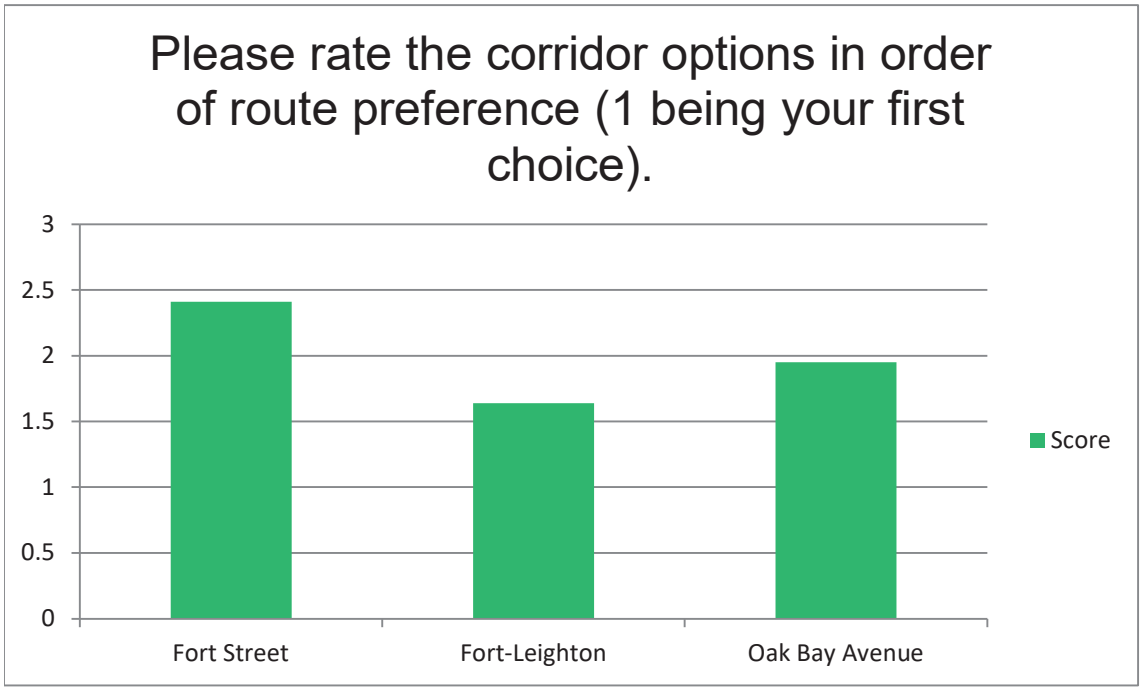
9	Sep 15 2020	0	Oak Bay	
10	Sep 15 2020	0	Oak Bay	
11	Sep 14 2020	1	Saanich	
12	Sep 14 2020	1	Saanich (South Panhandle)	
13	Sep 14 2020	1	View Royal	
14	Sep 14 2020	0	Gordon Head	I own commecial property on OB Ave. This survey ignores input from such
15	Sep 13 2020	0	interested parties!	
16	Sep 13 2020	0	North Saanich	
17	Sep 13 2020	0	Oak Bay	
18	Sep 12 2020	0	Gonzales	
19	Sep 11 2020	0	saanich	
20	Sep 11 2020	0	Shawnigan Lake	
21	Sep 10 2020	0	Saanich panhandle	
22	Sep 09 2020	1	Oak Bay	
23	Sep 08 2020	1	Saanich	
24	Sep 08 2020	1	Oak Bay	
25	Sep 08 2020	0	Oak bay	
26	Sep 08 2020	0	Oak Bay	
27	Sep 08 2020	1	Esquimalt	
28	Sep 07 2020	0	Saanich	
29	Sep 07 2020	0	Royal oak	
30	Sep 06 2020	0	Oak Bay	
31	Sep 06 2020	0	Oak Bay	
32	Sep 06 2020	0	Oak Bay	
33	Sep 06 2020	0	Oak Bay	
34	Sep 05 2020	1	Oak Bay	
35	Sep 05 2020	0	Oak Bay	
36	Sep 05 2020	0	Oak Bay	
37	Sep 05 2020	0	Oak bay	
38	Sep 05 2020	0	Oak bay	
39	Sep 05 2020	0	Oak Bay	
40	Sep 05 2020	0	Oak Bay	
41	Sep 05 2020	0	Oak Bay	
42	Sep 05 2020	0	Saanich	
43	Sep 05 2020	1	Saanich	
44	Sep 04 2020	1	Saanich	
45	Sep 04 2020	0	oak Bay	
46	Sep 04 2020	0	Westshore	
47	Sep 04 2020	0	Saanich	
48	Sep 04 2020	0	Oak Bay	
49	Sep 04 2020	0	North Saanich	
50	Sep 03 2020	0	Oak Bay	

51	Sep 03 2020	0	Oak Bay
52	Sep 03 2020	1	Oak bay
53	Sep 03 2020	0	Oak Bay
54	Sep 03 2020	0	Saanich
55	Sep 02 2020	0	Oak bay
56	Sep 02 2020	0	Oak Bay
57	Sep 02 2020	0	Oak Bay
58	Sep 02 2020	0	Saanich
59	Sep 02 2020	0	Oak Bay
60	Sep 02 2020	0	Saanich
61	Sep 02 2020	0	Oak Bay
62	Aug 31 2020	0	Oak Bay
63	Aug 28 2020	0	Oak Bay
64	Aug 28 2020	0	Esquimalt
65	Aug 27 2020	0	Mayfair
66	Aug 26 2020	0	Saanich on the border with Victoria (Tolmie Ave)
67	Aug 25 2020	0	Oak bay
68	Aug 25 2020	0	oak bay
69	Aug 25 2020	0	Oak Bay
70	Aug 25 2020	0	Esquimalt
71	Aug 25 2020	0	Saanich
72	Aug 25 2020	0	Saanich
73	Aug 24 2020	0	Langford
74	Aug 23 2020	0	Oak Bay
75	Aug 18 2020	0	Saanich
76	Aug 17 2020	0	Esquimalt
77	Aug 14 2020	1	Esquimalt

Jubilee Route Alignment

Q2: Please rate the corridor options in order of route preference (1 being your first choice).

	1		2		3	
Fort Street	53.93%	199	33.33%	123	12.74%	47
Fort-Leighton	15.72%	58	32.52%	120	51.76%	191
Oak Bay Avenu	30.35%	112	34.15%	126	35.50%	131



Total	Score
369	2.41
369	1.64
369	1.95
Answered	**369**
Skipped	**54**

Jubilee Route Alignment
Q3: Please provide a comment on why you selected your top choice (ex: "helps me get to Oak Bay Village", "I work at the Jubilee Hospital", etc.).
Answered: 369
Skipped: 54
Responses
I live at the corner of Amphion and Leighton. I'm also a professional land use planner. I ride to work every day (to View Royal) and feel that the Fort St route would benefit the most people (hospital, Oak Bay High, Save On Foods). Leighton is already quite traffic-controlled and safe. It doesn't need much intervention and is already a good route option. Oak Bay Ave doesn't really have a high-demand destination through Foul Bay. I feel it would be high cost, high impact, low utility.
Helps me get to the Jubilee and also helps me get from home to Oak Bay
This is a NO BRAINER! You already have established bike lanes on both sides of Fort St., which have been there for several years and are working well. DO NOT mark it with white poles.....if you need to, use a concrete curb to mark and protect the bike lane. Remember this is an ESTABLISHED bike lane system that is used by cyclists who feel comfortable and safe using it.
actually NONE OF THE ABOVE YOU FUCKIN POS! You have more fires to deal with before you even think of this horseshit.
I'm a driver and don't want to unexpectedly have someone on a bike show up when I am not expecting it as they tend to do when they make turns after I have already shoulder checked. I have already had this problem. I was signally right on a red light. When I got the green to turn, a bike behind didn't respect that there was no bike lane. Instead as I turned he kicked my car. I pulled over immediately in panic and hyperventilated on the sidewalk with pedestrians trying to calm down. He kicked my car and then road across the sidewalk.
Can access both Fort St and Oak Bay Ave from central route.
I live on the corner of Leighton and Duchess St., and Leighton is actually a lot more congested in terms of space and how it's being shared. It's a one lane, shared road, that also serves as parking, and has a sidewalk. There is a park for the elementary school that would be affected by the traffic, or it would cut into or highly alter the surrounding properties, including my own. I know Oak Bay Ave has local businesses that would be more affected than Fort Street would be, and I believe that higher-traffic areas, Like Fort Street, are better suited for bike lane efficiency.
Already uses existing setup, minimal changes required
I work at Jubilee Hospital and promotion safer biking would be excellent. However, biking parking at Jubilee needs to be addressed. However, I tend to bike more on Oak Bay, and the safety of that road is sub par to the rest of victoria. Drivers tend to routine run red lights and don't respect cyclists.
Live in jubilee neighborhood and best to have it on leighton
Least amount of traffic, I live along Leighton and feel it would help with road infrastructure and traffic calming. Easy to access both Cadboro Bay and Oak Bay avenue from this route.
I see more cyclists on this route than the other two. It is also the busiest and not as safe for them so would benefit from designated lanes.

The Fort Street route would increase the safety of my cycle commute.
I live and WALK in the neighbourhood. There are fewer small businesses on Fort and many have parking. The small businesses on Oak Bay (and I've heard this second hand) would probably close if parking on Oak Bay Ave. is lost.
it is the widest route to accommodate all traffic
I work at RJH
Not fair to businesses on oak bay avenue ...so far, the bicycle routes are mostly on the wrong streets.
My business is at Oak Bay Junction that has limited parking already. I based input on preserving as much parking as possible.
It's a direct connection to pandora and less work needed for never ending bike lanes. I absolutely am opposed to oak bay avenue as a biking corridor. Taking out all north side parking - you'll take people away from the businesses as it is so hard to park on the street now and side streets are residential.
Safer, less cars on leighton, doesn't affect business parking and access as much
Helps me get to shopping, banking, family.
lanes from the road. Lisa Helps and Counsel stop ruining our city. It is already beautiful and doesn't need extra trees planted around bike lanes and ruining the flow of customers to local business'. Make a simple extra raised curb to protect the lanes.
Safest route for cyclists while connecting them to desired destinations.
I work at the Jubilee Hospital
this route would benefit the largest number of people because of Royal Jubilee Hospital, Camosun College and UVic destinations. Fort is a very busy street and an AAA route would encourage less experienced cyclists.
I work at Jubilee Hospital, large number of bike-commuters, safety needed along that corridor as bike traffic will remain high for hospital workers, and connections to richmond and foul bay
I work at the jubilee hospital
* Connects to Oak Bay village (library, shops, restaurants) * Is not very bike friendly right now despite being the major east-west road in the area * Both Fort and Leighton feel reasonably safe already (though Fort would definitely be improved w/ separated lanes)
The least disruption to Oak Bay Ave
I work at Jubilee Hospital. Fort street feels dangerous on the down hill section with the amount of vehicles turning in/out of Vessel, Shoppers, Esso, Christie's, Moka House, etc. I have often thought Leighton road would be a more protected route
Safer option for visually impaired people using public transit. Needing to cross bike lanes when you get of buses downtown is very scary and can’t imagine doing this on upper Fort where traffic is faster.
Fort St. has bike lanes already, so sounds like we only need to put in the protection. Won't lose parking. It accesses three business areas, the hospital, St.Pats School, Oak Bay High School, etc.
I work at the Jubilee Hospital and this would be the most convenient for me.
Work at Jubilee Hospital
Minimal impact on existing roads and parking. Appears to be the most cost-efficient option.

I work at the Jubilee Hospital and was a former resident of the Leighton area. Option 1 - Fort Street will have the minimum impact on all those who use/live/work in that area.
a number of surrounding facilities in the Oak Bay area including the Recreation Centre. Not too far from Oak Bay Village via a number of low volume residential streets (E.g. Lee Ave, Bourchier St, Redfern Park, and Redfern Streets)
Existing painted lanes on Fort are adequate; Oak Bay Ave is a more direct route to the District/Village, and currently is much more hazardous to ride on (turning vehicles, doors).
There is already alot of bike traffic in Fort and the other options impact parking on Oak Bay Ave and the quiet peaceful Leighton Street with is heavily used by pedestrians. As a resident of Jubilee, I have seen so many bike accidents in this area and already have trouble as primarily a pedestrian and secondarily, a driver, navigating the roads along with bikes going really fast.
I work at jubilee hospital and want a safer route. I think having safer access to save on foods at fort & foul bay will be valuable for many people.
No parking removal; transit route
Fort St is the least intrusive option. Please don't ruin Oak Bay Ave.
I like the protected bike lanes because they feel so much safer
Helps me get to where I am going 95% of the time in a shorter, quieter road with easier access to other areas. Able to divert safer
Links in with existing bicycle infrastructure. Doesn't delete more parking on main commercial road way.
It allows cyclists access to many businesses, homes, schools, etc. using side streets that are much better for cyclists than pushing them onto busy streets.
crosswalks need to be added to Fort. I am hoping that separated bike lanes may have a calming effect on the current traffic.
This corridor option makes it safer to travel from Fairfield into Oak Bay and into the Village. With high traffic volume, this makes the most sense to keep our road users most vulnerable safe.
original decision was made to have bike lanes there in the first place -let's make the simple upgrade if necessary. If we reduce parking on Oak Bay Ave we would hurt the commercial spaces (many medical and financial offices) who are paying a significant portion of the city's taxes through employment, business tax, property tax, etc and these businesses are already endangered. There is very little parking in the city already.
This corridor option makes it safer to travel from Fairfield into Oak Bay and into the Village. With high traffic volume, this makes the most sense to keep our road users most vulnerable safe.
Connects to Oak Bay high where my kids go to school
possibly towards UVic or further northwards etc. One can easily get to Oak Bay if one wants as a turn off on a short non bike lane route from Fort Street. Considering future bike lane construction the Fort route is ideal for serious bike commuting rather than short term short joy riding followed by inconvenient add on to future lanes.
Oak Bay Avenue could benefit from protected bike lanes on both sides of the road. Easier access to Oak Bay Village.
Yes, this would help me get to Oak Bay Village. And right now this stretch is a crazy free-for-all with no protection for the many cyclists, cars pulling in & out of parking, and pedestrians everywhere.
Having used the infrastructure in Vancouver, specifically through Kits and up to UBC, I like the model of a dedicated secondary road as the main thoroughfare for bike travel. It felt safer.

There are already existing bike lanes on Fort St, but not on Oak Bay Ave. The lack of bike lanes of a busy, high-traffic road discourages me from biking due to safety concerns, whereas a few added safety pylons does not enhance my feeling of safety significantly.
I work at Royal Jubilee and ride my bike to work. Connecting the hospital to the bike route is important. RJH is currently considering sponsoring an ebike program to make it easier for employees to purchase ebikes for commuting to work.
etc....
Direct access to Oak Bay Village would be ideal!
Seems to be least disruptive and least costly option.
Least disruptive and least costly
Oak Bay avenue is in most in need of a bike line. Leighton street is already very safe and commonly used as a bike route as it is.
This route is used by the greatest amount of cyclists to access Richmond and Cad Bay Rd. It is a very high traffic route that would benefit the most from increased safety measures
and the side streets are already experiencing multiple people parking in "residential parking" areas, without the proposed decrease in parking spaces. Ours is a small neighbourhood, without a lot of parking options. Leighton would also work well, as bike lanes would add to the current traffic calming infrastructure that doesn't always work as people still speed from Richmond through to Foul Bay. Keeping bike lanes at a distance walkable to businesses, while not having a direct effect on the businesses themselves would seem to be the best compromise.
It's scary biking down oak bay avenue when there is no bike lane - cars tend to get very close as they drive by. As a result, I have to stay as close as I can do the side (where cars are parked), and a lot of people open their car doors without looking for cyclists first. I tend to drive to places on or near oak bay avenue instead of bike, because cycling on that street is too nerve-wracking for me. I'm not a confident cyclist and a designated lane for cyclists would make me feel a lot safer when I'm out biking.
I am not in favour of any alterations to Oak Bay avenue
Best general thoroughfare for getting through town regardless of destination.
I work at the Jubilee Hospital
Wide traffic corridor linking downtown, jubilee and cont to UVic
From my adjacent location Fort street is most direct to/from downtown
Helps me get to son's school (Ecole Beausoleil) and to Oak Bay Village to access the shops there (Oak Bay Bikes/Spinco)
The Fort Street option provides a DIRECT route for cyclists, without making it difficult for residents of the South Jubilee neighbourhood to get out of their neighbourhood by car.
c
Helps me get downtown safely from Oak Bay Village
I like the ease of upgrading this route to safely accommodate cycling, plus it is already a heavily used cycle corridor, especially for cyclists heading out to UVic.
already wide road, leads to oak bay rec centre and jubilee hospital, least likely to cause controversy.
Access to Oak Bay shops.
No parking along the bike lane which is safer. No heavy foot traffic (commercial area), reduces pedestrians crossing the bike path without looking or using it at extra side walk. Leighton would be too slow.

Best range, most connections.
It gets me to (or closer to) more of the places I want to go (Royal Jubilee, UVic.)
might encourage Oak Bay municipality to connect eastwards with protected lanes, because Oak Bay Village is scary to bike in as is.
Safer for bicycles/less vehicle traffic
Oak Bay Avenue is too busy already. Limiting parking will adversely effect the retail stores.
I rarely have to cycle on Fort Street, so it would be least undesirable choice.
Connecting to existing bike lanes and better to get further east to RVYC
Less conflict between vehicles and bikes, both as a community and while in transit
less busy routes are always best. I wish Kings Rd and Haultain would be considered for bike routes as those are the road i usually use to get around.
Why would you not use the bike lanes that already exist? It makes no sense to disrupt traffic and parking on Oak bay ave. Just use the Fort street bike lanes and save the city some money
The Fort st option makes the most sense. For me, personally, but also in terms of impact and it's connectedness to other major routes (Richmond, Foul Bay, Cadboro Bay)
Most direct route. Least disruption.
protected bike lanes. I would not want the Oak Bay avenue proposal as it would take away much needed parking. The parking is already limited and losing more would have a neagtive impact on my desire to visit Oak Bay.
I want to get to shops in oak bay village safely
I selected Oak Bay Avenue because it is on my most common commuting route. We should have both Fort Street and Oak Bay routes. They serve different places ie Oak Bay High and Oak Bay village!
Best of terrible selection
makes the most sense and is the more direct route
Least amount of disruption to businesses
Provides a nice connector route while not being on a main road the entire time. More direct way to get to Oak Bay Village.
Connects to UVic, Fort/Foul Bay, Hospital. (Leighton connects to nothing!)
Helps me get to Stadacona park, and U. Vic.
Fort is a more useful route. I would like to see Fort and Oak Bay Avenue have bike lanes.
To get to oak bay village and areas of South oak Bay.
Connects with hospital district and Richmond Rd., but Oak Bay Ave. is a very close second.
Route I would use the most.
I see value is using a route that avoids truck and transit overlap.
Least negative impact and probably least costly
proposed projects. This could be because no project is needed or it could be because none of the options are acceptable
This survey is biased.

Because it will be the least disruptive to me and my place or employment. And I don't just mean construction. You're literally proposing removing half the parking on oak Bay Ave? As an employee of a business on oak Bay Ave I can only beg you not to do this. I already have angry people telling at me on a weekly basis because they can't find parking on oak Bay Ave
No top choice! Fort St. & Leighton Rd. proposals will further hinder traffic flow at the Richmond-Fort intersection. The in
Makes most sense - most infrastructure exists - little impact on existing traffic - no loss to on street parking - possible impact to delivery vehicles unable to stop in the bike lanes as they currently do, but traffic separators enhance cyclist's safety
Fort connects to Cadboro Bay Road, Jubilee Hospital, and UVic
Helps students get safely to Oak Bay High. Also helps get safely to jubilee. I also think Oak Bay ave should have a separated bike lane since at this time there is no safe way to travel by bike into oak bay. Thank you.
Least disruption to the current lanes, already has bike lanes that just need protecting, and lower traffic speeds than Oak Bay Ave. I use the parking on Oak Bay Avenue.
I only use the Fort to Leighton route to bike to Oak Bay. I do so to get avoid main road’s noise and pollution which as a bicyclist is my main objection.
Better access to Oak Bay Ave, most beautiful route.
designated bike lane.
Keep bike lanes off oak bay ave
No comment. I don't support bike lanes in any of these areas.
Route I already bike
often backed up. I fear a bike lane on Fort would add delays to ambulances as well and increase the risk of crashes.
It would be least disruptive. All of the options will have negative impacts on businesses and business related transportation. Materials can't be hauled on bikes and not everyone wants to travel by bike.
Closest access to home
Stupid survey, forcing choice rather than actual opinion
The dedicated lanes at the edges of the road drive my preference
Most convenient, Oak Bay Ave is often very busy with cars
Existing bike lanes, major route with connections, taking away parking from Oak bay will lead to disaster for businesses/restaurants
Less disruptive but most efficient
It’s an important route.
I could cycle safely from the OB Village to downtown and back with protected lanes!
downtown!
I live near oak bay ave, it is a good connection to oak bay village, oak bay ave is wide and can handle having bike lanes, good connections to a wide variety of shopping options via bike
Leighton is already calmed and is great to cycle down, it would be nice to have a bike route to connect to more northerly neighbourhoods more easily.
It is nearest my home and would allow my family to ride into the city or to the Oak Bay shopping area, and I prefer Oak Bay Avenue for cycling because it is a quieter street.

We take Fort Street to come back from downtown. Leighton is awkward and narrow (I am very unlikely to detour off a main road, just to take a bike route). The whole road (Leighton) would have to be closed to vehicle traffic, which seems entirely unfair to all residents in those neighbourhoods. Fort is an obvious choice as a main corridor and connects to the hospital. Oak Bay Ave is busy, with bad drivers. The Richmond intersection is a high-collision/potential (I have witnessed MANY near-misses for both cars and cyclists). There is too much going on in the Richmond-Foul Bay corridor along Oak Bay Ave for any change in traffic pattern (such as a separated bike lane). I would NOT ride down Oak Bay Ave in a protected bike lane, or drive down it in a car. The opportunity to get doored (in the bike lane) or have to swerve (in a car) would be greatly increased. (Honestly, this choice just seems crazy when I picture it in my mind. I wouldn't drive or cycle down the street, just to avoid the cringe-worthy near-misses that -already happen - would be bananas.) (Note: all three proposed routes are routes I drove/drove by daily and have cycled).
This would connect with the OB shops, and cycling on this road at the moment is not a pleasant experience. On the contrary, Fort st already had decent bike lanes. Leighton doesn't really connect well to other areas, ending at a kind of T junction at Foul Bay.
Eat disruption to local residents and businesses.
I live near Oak Bay Village
Work near Hospital
My worry is seeing ambulances already struggling at times to get thru Fort without 'protected bike lanes'. Cars still have a hard time getting out of the way. especially with divider at Fern.
Oak Bay Ave could most use the upgrade; it would give better bike access to the village, whereas Fort already has good bike lanes, and Leighton is a quiet bike-friendly road already.
3 options are acceptable and the existing AAA plans have got serious issues that are not being addressed. The approach being taken by the GVCC and the City is making the city less accessable to many.
I live on fern st and work at Jubilee hospital. I often travel to fort at foul bay for shopping etc. My wife will often not cycle with me for fear of traffic along fort or oak bay ave.
Makes most sense
Leighton goes from nowhere to nowhere. You may then rightly ask, "why then did they mark it as their #1 choice?" "Protected" bike lanes embody the dangerous myth that bicycles are not traffic. As a cyclist, they offer me no genuine protection, and come at the cost of restricted mobility - namely they assume all users of a separated lane travel safely and at the same speed. Please stop; you are not helping me or other cyclists. PeteR
We go to Oak Bay Rec or Secondary.
It looks to be the safest choice and would give cyclists options to get to and from Oak Bay on a local road w/ existing traffic calming.
They are all terrible choices for anyone who doesn't travel by bike
we shop at Save on Foods and the Oak Bay Village
My son rides to work in oak bay village every day and has to take a circuitous route to avoid Oak Bay Ave, which is very congested and is not safe for bikes. When riders use oak bay Ave, cats cannot pass them safely and it gums up traffic.

Cyclists need the most protection on busy car routes. This provides that. Oak Bay Ave and Leighton are not too bad ‘as is’ or at least there is an option for taking parallel quieter roads. There is no substitute for Fort, it is direct and fast and forms a diagonal with no parallel quiet streets. This provides direct access to many of the destinations I go to on a daily basis - hospital, Oak Bay high school. It allows great and fast commuting fromOak Bay to downtown, which I also do regúlarly.
oak bay avenue is currently very dangerous and the need for upgrade is greatest there.
Oak bay is currently very dangerous so a bike lane there would provide a much safer route to and from oak bay village. A fort street upgrade would be nice but it is currently much less dangerous than oak bay. Leighton is a side street, putting bike infrastructure on side streets guarantees people are less likely to use it because their destination is probably not on that street
Already a well-travelled route that could benefit from protection. I have used it regularly to get to work from Oak Bay to the Burnside-Gorge area.
Less traffic on Leighton with better safety and less impact on major routes.
Connection to Stadacona and Hospital
shopping centre access off Fort, also better connection to Shelbourne and Lee Ave bikeways.
Fort St. is just a couple of blocks at its terminus from Haultain bike lane. Leighton terminates at a narrow section of Foul Bay which cyclists would have to use to get to Fort or Oak Bay. Removing curb extensions from Leighton would bring more cars onto that street again. Oak Bay Ave does not feel that safe for cyclists now though many use it. Protected bike lane would help. The existing lanes are quite wide, feels like wasted space.
Fort street requires less work to complete and businesses will not suffer by losing street parking. Most have on site parking.
bad for cycling.
Lots of shops and directly into Oak Bay Village Thanks for survey!
Cycling options further from oak bay ave are limited and there are side street options near oak bay ave already. A route closer to jubilee hospital and safer options in this area is a priority. Also many youth use fort to get to oak bay high and it is very busy.
is the least amount of aggravation except for the poor souls who live on this street
I see many cyclists attempting to ride safely along Fort Street, so this is a preferred route for them. It's a direct route to many key locations, and it doesn't involve the removal of parking, which would result in the misdirected rage of many businesses along Oak Bay Avenue.
avenues is necessary. Fort seems to provide best proximity to the most amenities and avoids relegating bikes to a side street that would require intersection interactions to get back to main areas of travel.
The Fort St option connects in my view better with other existing bike lanes on Richmond, Foul Bay and Cadboro Bay
I live near Leighton rd. Less disruption to my neighborhood
More direct route to Oak Bay from downtown and other parts of Victoria
Adding bike lanes is more important than upgrading existing ones.
Logical direct route to connect with Foul Bay using existing bike path. Oak Bay avenue is too congested from Richmond to Foul Bay to make proposed changes and further restrict parking.
Fort street is the most direct route to UVic.

Least impact as Fort already has bike lanes. The Fort-Leighton option is just retarded especially the Leighton part and Oak Bay is a disaster waiting to happen.
the intersections at Richmond and Fort were improved, but Oak Bay ave is more direct and Fort st already has lanes
it would be a continuation of the existing bike lanes
less vehicular traffic
It's the least disruptive, and would lead more places more easily.
Parking on the ave is important for all the small businesses and medical/dental offices.
I prefer cycling on small neighbourhood roads - I feel safer and it's less noisy.
Fort Street so you cannot continue to reduce capacity. Fort St. makes the most sense because it has the least impact in terms of the ROW that exists today. Leighton seems like an awkward situation for oncoming traffic
Least disruptive to pedestrians
Bourchier/Goldsmith/Bee @ Cadboro Bay or Byron/Elgin to OB Ave. Thus avoiding major intersections...
Hospital access and most businesses
most direct
Hardware), coffee (Discovery), and other destinations (UPS, restaurants, etc). I find it highly in need of bike infrastructure. Right now, I'm forced to bike in the middle of the lane, as if I bike too far to the right, I'm at risk of being door'd. I am comfortable doing this, but there are many people who aren't, and would also like to access these amenities. I actually probably use Fort St. even more, but there is already at least a painted bike lane there, so it is better than nothing. I think Oak Bay should be done first, and Fort Street also as well, but that would be second in priorty. Leighton is far far far below both these options.
Fort Street is wider and can handle the expansion. Oak Bay Ave has little to no street parking for the retailers as it is to add a bike lane would hinder those businesses.
Already got a bike lane in place.
Fort because having the AAA bike lanes connect to Jubilee hospital and the surrounding medical offices is really important. Staff at the hospital work non-standard hours, and a safe bike route is useful for both visitor and patient access. Until recently, I road my bike to Jubilee Medical Clinic (obviously, not if I was feeling very ill). Access to the big grocery store at Fort & Foul Bay is also a plus. In addition, Fort has reasonable connections through Richmond and Foul Bay to the Kings-Haultain corridor. At the same time, Oak Bay has no bike lanes at all now, and it would be great to be able to access commercial areas there by bike.
Seems like the best choice from all options provided. The oak bay route does not seem fair to lose all the parking.
Will connect me most directly from the fort/foul bay intersection to my job in Vic West.
Fort and be done with it. My focus is on cars and parking. No I don't like the bike lanes. Painted ok not divided. Have had it.
I like the protected bike lanes in the Fort Street option. I really don't approve of the Fort- Leighton where bikes are sharing with cars.
I like the protected bike lanes on Fort not sharing the road with cars in the Leighton option.

busy. cars on fort are not a safety issue. as that stretch is not very fast due to lights. i'm more concerned about other unsafe cyclists than cars. oak bay ave is quite busy and unsafe for cyclists. bike lanes are much needed, especially with condos going up, encouraging bikes and bike lanes are the only feasible options for space.
frequently bikes and walks everywhere, I find Oak Bay Ave to be hard to maneuver as both a biker and pedestrian. Bike lanes on this road would be a much better use of space and would significantly improve this stretch of road. It also may encourage Oak Bay to extend the bike lane down. Otherwise, the Victoria side of Oak Bay Ave is thriving and being developed. Having a bike lane would open it up to safer biker for all ages and abilities, rather than prioritizing parked cars. There is also plenty of parking behind Red Barn and Home Hardware that people don't use because they want the convenience of street parking. Having bike lanes would mean I would go do errands on Oak Bay Ave more often because right now there are so many cars to dodge and I don't feel safe biking there.
I use Fort street as a route to UVic
Not only a desirable route but also responds to the needs of other users of the streets in terms of accessibility for people with mobility issues, ie adequate parking retained on Oak Bay Avenue which has become a regional retail destination.
Best connection to wider range of destination for commuter cyclists.
Feel safer cycling with the flow of traffic so a lane on each side of the street is preferable
I need safe routes that go to my destinations, especially as I bike with kids. navigating busier streets without safe lanes to arrive at my destinations on Fort and Oak Bay ave is very challenging. For example, I sometimes have to ride on the sidewalk if it isn't safe to turn out of a side street, and walking a loaded cargo bike is very unstable and unsafe with wiggling kids.
I live off oak bay ave and reg use it to connect to Fort st
Bike lanes already exist
Provides access to greatest number of amenities and requires the least amount of work. As a bike rider living in in Oak Bay near UVic Fort St. is a natural route to the south area of the city.
volume, worked at Jubilee hospital for 30 + years (cycled half the time, lived in Colwood) watched to many close call cyclists/ vehicle interactions. Bike lanes are a good thing ,BUT, ALL CYCLISTS on those routes MUST stay in those protected lanes.....going downtown I see to many cyclists in the vehicle lanes ....not signalling, not stopping at red lights/ STOP signs, weaving in and out.....use the bikelanes and OBEY THE LAWS!
Fort street option provides the most accessibility to many destinations with least impact to both businesses and car commuters.
Better bike access is needed to get to Oak Bay Village and then to the Marina and Windsor PRk. I cycle these three routes at least 4 times a week and feel an Oak Bay route is a priority. My destinations are, Home Hardware, Red Barn, Oak Bay Village and the waterfront at the Marina.
Most direct route to get down town. Would be used by larger population than Fort Street
I shop at Save on on Fort. St.
Helps me get to Oak Bay Village.
Makes route that I currently take even safer.
Helps me get home from downtown quickly.
It will get more use. Greater impact

Because it will create a direct east/west route to cross the entire city, from oak bay to the e&n trail, and services an enormous number of people
Least amount of construction, makes use of currently "informal" cycling route.
Get to Oak Bay Village safely
Least traffic safest
Having a consistent, protected (by a barrier) bike lane down Fort Street would give me the best feeling of safety while I travel in a bike lane.
I live on leighton and would be a direct connection. Fort has gradual grade in one direction....
It would help me greatly bike safely to Oak Bay village form Fernwood
I go to Oak Bay village or through it very regularly by bike. Right now, that stretch is a mess by bike
Would help me get to my dentist more safely
Fuck Oak Bay Nimbys
Connects flawlessly to Pandora bike lane without impacting parking etc. Makes use of an existing well used bike lane but makes it safer.
I like the quiet street of the Fort-Leighton suggestion. It could work as a nice option for my cycling destinations. And although I live in Oak Bay, due to the lack of bike lanes or routes in Oak Bay, cycling along Oak Bay Avenue takes me to a dead end for cycling infrastructure and doesn't interest me as a result. Oak Bay is horrible towards cyclists and pedestrians. They are all about vehicles.
It joins the most other bike lanes and helps me more safely get to visit my mother in Gordon Head which currently I don't do because of the lack of biking safety.
Actually none of the above as bike lanes are not necessary. The city needs to focus on fixing the homeless problem mayor and council has created FIRST! Get the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
Route code nexts to existing bike lanes on Richmond and Cadboro Bay road. Leighton road is already quite rideable, but the connection at Foul Bay road is not great. It is hard to turn left onto Foul Bay and Foul Bay road is very narrow A connection on Oak Bay ave should wait until there are concrete plans from Oak Bay to put in bike lanes there,
Fort is already main thoroughfare
Already bike lanes on Fort Street
Seems like a less invasive option
I live on Jubilee ave and find fort street and Leighton rd to be comfortable cycling options as they currently are but currently avoid cycling on oak bay ave.
Oak Bay street is already too busy with Red Barn market
would be the most useful for me
Makes greatest overall improvement to cycling conditions, plus removes on-street parking which reduces car dependency.
I think a continuation on Fort of the bike lane would provide better flow, also Oak Bay Ave is already difficult to find parking on without losing one who side for that
Using Oak Bay Ave would increase my access to the commercial areas of Oak Bay Village, which I do not feel comfortable cycling to. Fort Street provides access to the Save-on-foods, Oak Bay High and rec centre, but those areas are also largely accessible via the Haultain bike route. Leighton would be the quietest, but has no appreciable benefits.
I'm on Fort shopping more often than other streets. More direct.

It sucked less and had a lower impact on traffic
Leave amount of disruption because bike lanes already exist.
The Fort route gives access to the hospital and many more options than the other two routes.
avenue
Just makes more sense for ancorridor
Oak Bay Ave is the main road I use when biking downtown, cars pass very close sometimes
Oak Bay Ave is currently difficult to bike on
Would provide a safe bike route for me when commuting from Oak Bay to downtown.
Helps getting to other major connections I use.
-Route to/from Beach Dr (view Newport) -Route to Oak Bay Bikes -Route is currently unprotected -I bike up Oak Bay Ave to get to work.
Village and to take my younger son to SMUS Junior School. As there are currently no bike lanes here (and it's a busy road with trucks and buses), I believe this street should have the highest priority. I already feel quite safe travelling on Fort Street by bike with my two kids. Leighton is very quiet and safe for bike travel too - I think money would be wasted upgrading this to a bike route, as it's unnecessary, and there's usually very little traffic. Turning left onto Fort Street here could be problematic too, whereas you can turn left on Jubilee and then right on OB Avenue to reach Pandora
Accessibility to frequently used services/routes/neighbourhoods
Most direct route for me to lots of places
Helps me get to Oak Bay Village
get the bike lanes off the budget and fix the homeless problem now this is disgraceful
Would provide a safe route into and out of oakbay, and work very well with a continuation of bike lanes up fort street.
GET YOUR FUCKING BIKE LANES OFF THE BUDGET. FIX THE MASSIVE ISSUES AT HAND FIRST. FUCKIN IDIOTS.
helps me get to Oak Bay Village
Fort st and Oak Bay Ave, serve better destinations more directly.
better routing for everyone
Offers the most protection
Oak Bay Ave connects to the village as well as neighbourhoods north and south. It currently has no bike facilities and desperately needs them.
I think the Fort-Leighton route would be best, especially for families as it directly connects the new school with the catchment area. It ties nicely to existing bike lane, and is an easy transition to Oak Bay as well. I do feel that one lane of parking should be removed help alleviate congestion on the roadway, and make families feel safer while biking.
Fort and Oak Bay offer the best possibilities for inter-municipal connectivity. My preference would be to see both routes served eventually as they serve different areas that would equally benefit from protected cycle tracks. Jubilee is a large employer that could use all the cycling infrastructure it can get to cut down on vehicle dependence.
I commute to work downtown 5 days a week along the Fort route and would love to see safety improvements along this route.
Connects to Oak Bay High School

Better to have the bikes using Fort St. SAFER!!!!
Easier for me to cycle to the Save On Foods complex
The Fort Street option provides safer access for University, Camosun college, Oak Bay High School students and other younger kids going to Willows School. Oak Bay has started a rudimentary bike lane on Cadboro Bay road which this option would connect to. I think this route would serve the largest number of cyclists. If you are headed to Oak Bay Avenue it's pretty safe to turn off Fort onto Lee, Davie Duchess or Bank and cut through our pretty quiet neighbourhood.
I live just off Oak Bay Avenue and this would be really convenient for me to bike down to Oak Bay Village. The road (as is) is very crowded to bike down. I am, however, concerned by the Fort Street option as I bike this route every day. How would one pass another biker with protective borders in place? As well, how I would I turn left back onto my street with a pillar blocking my route? It is especially important to remain distanced right now (and who knows how long into the future) and this seems like it would jeopardize my safety.
It's a safe route for me to ride my bike in from town to go home / go to public parks / visit friend who live in and around the neighbourhood.
i use this route everyday
It has less impact on major roads. I drive and cycle and would prefer car roads be car roads and move cycling to quieter street. Most cyclist can walk a block or 2 to get to destination so don't like to see parking removed from commercial zones.
COMMERCIAL VEHICLES ARE WASTING MORE FUEL HAVING TO AVOID BIKE LANES TO DO DELIVERIES
greatly improve it. Cost-wise, it makes the most sense and it wouldn't ruffle any feathers. However, having a safe bike lane on Oak Bay Avenue would be amazing, because biking on that street does not feel safe. You probably want to have both. I have seen this in other areas of the city and in Vancouver--you can have a bike route on a side street (like the Fort-Leighton) plan, but people will still be utilizing the main roads because that is the most direct way to get to their destination. I think the shops and amenities of Oak Bay Ave are significantly distanced from Fort & Foul Bay/the Hospital to warrant safe bike lanes in both places.
Seems like best option
at Foul Bay and there's no where to go after that. Foul Bay is very busy there and there's no room for a bike lane north or south. Crossing Foul Bay there would be ridiculous considering there are already lights at Fort St and at Goldsmith. Do not use this route. Also, Don't use Oak Bay Av as Oak Bay would have to totally redo thier village section.
Don't want any!
Most efficient access to other existing bike routes such as Cadboro Bay, Richmond. No impact to on street parking.
Already a quiet street.
Access to the Jubilee
It is the route I most commonly use now
Good connection to existing bicycle routes
I think the Fort Street option best expands my cycling around town safely options. I can get to Oak Bay Village riding down Richardson.
My preferred route is Fort as it crosses the area at a great angle
connects to more things that are useful - and bike lanes are protected

Cycling infrastructure on Fort St is already sufficient.
Fort’s bike lane is sufficient for now.. oak bay ave is very stressful to cycle on. Oak bay needs connection to cycle path network.
enough to make the bike lanes without removing vehicle travel lanes. And unlike Leighton, it won't require a left hand turn on to Foul Bay and then another turn onto existing bike lanes on Cadboro Bay Rd.
When I visit the District of Oak Bay and/or Oak Bay Village I always travel this route and it is the worst part of my drive. Doesnt make for an enjoyable trip to Oak Bay with my family and I wish it would.
Quieter, safer, more scenic and mostly less trafic route.
Oak Bay Ave is a dangerous biking route right now with no protected bike lanes and lots of parking (opening doors!). Oak Bay village is a high-traffic destination!
I love on oak bay avenue and the street is so dangerous to bike on. It's so extremely busy and I'm quite nervous biking down oak bay.
safe the way it is and yet I want to access the various amenities. It needs to be safe enough that kids can ride it.
downtown.
Least impactful, most cost-effective, already working well, but with added benefit of further slowing vehicular traffic down, makes biking more visible as viable transportation alternative, doesn't disrupt parking on Oak Bay or cause shop owner distress about losing car-oriented customers
Most direct and convenient. Reflects extensive public input in development of Cycling Master Plan.
I live in Harris green
We need routes that take people into each community directly and safely. Oak Bay is important and has nothing right now. Fort is important but has basic infrastructure that can be incrementally improved over time. I’d like to see a route that really tackles a safety issue be the priority.
Fort Street already has painted bike lanes, which are good enough for me, so having more routes (rather than upgraded routes) is better
Helps me get to Oak bay, and to different locations. Need to expand bike routes to get to different areas. Safety to travel for young families.
village/library
Access to shops on oak Bay ave
Route to daycare
for the long term survival of businesses located along it. Fort-Leighton is a second choice simply because it seems to have overall negative impact. Fort as the primary choice is because it gives the most options, the most flexibility and is a best basis for additional long range expansions as the needs for the cycling community expand.
change for drivers. I like the idea of Leighton road but there the traffic is so minimal does it really warrant a bike plan?
Oak bay ave is too busy and there are a lot of seniors and mobility challenged
Most dangerous and most useful. Fort already has safe bike lanes
Most direct route to Oak Bay Village. High-traffic corridor that will make cycling safer. Good for commuters.
Seems like a two for one. Fort street plus the other
Fort street has high traffic for both vehicles and bicycles, is a popular route for cyclists alresdy, and seems to require thr least amount of road modification.
option.

A cycling link is needed to Oak Bay Village as it is currently not suitable for all but the most confident cyclists. Opposition will be vicious so Fort St is probably the most palatable there in Nimbyland.
Most direct route to most important places like hospital, shopping, food, groceries, etc.. Does not divert away. Protection is needed on such a busy road.
place.
Fort-Leighton feels safer, less congested, better for all ages to cycle than the other two options.
Fort street is needed as a major artery, for residents and emergency vehicles, and is already congested. Keep bike routes off major arteries.
I work at GNS and the Oak Bay option seems like the safest choice for cyclists.
would enable people to get to either fort or oak Bay businesses and would not disrupt parking. I live on Duchess and feel having bikes on Leighton would discourage cars from cutting through our neighborhood.
lane disappears, that need to be addressed for the kids who ride from my block to their catchment school of Willows.
helps my kids get to library etc.
Helps me get to Oak Bay Village
Street wide enough for bike lanes, no loss of parking
More useful connections (to OB village, provided District of Oak Bay plays ball), protects Fort for heavier traffic, and it's closer to my home.
Fort St already has good cycling lanes, physical separation would be cheap and easy. Oak bay is harder and there will be considerable pushback to the project even though it is a worthy contender. Leighton already has such a low vehicle density there is absolutely NO point in doing anything to it. Any money spent "upgrading" it will be wasted and useless.
Continues the existing route. Connects royal jubilee to downtown core. Least disruptions to business and neighborhood
Connects to oak bay recreation
Helps me get to Oak Bay Secondary
Existing bike lanes already exist on Fort Street and serves area well. Minimal upgrades needed and no impact on parking. If Oak Bay Ave is used, it would push cars onto nearby residential streets which raises unacceptable safety concerns for the families and children who reside there.
Frequently use this route to access Jubilee hospital and shopping on Fort Street and Foul Bay Road
Existing bike infrastructure in place already More logical connection Not keen on losing parking on Oak Bay Avenue
The Jubilee Hospital is a major regional destination and should be a very high priority for all active transportation improvements.
a win-win
Change to other routes is TOO much
I live on Fort Street and bike up Fort Street most frequently to go visit friends in the area and to get to Willows Beach frequently. I find the bike lanes fine to use now, but the added protection would be nice, especially near the intersection with Foul Bay where there is no bike lane.
Better connection from where I live in Fernwood to amenities on Fort Street. If Oak Bay Ave extended into the district of Oak Bay it would be very nice. I would not use Leighton street.
Helps me get to Oak Bay Village. This is route that I regularly use now.

There is currently no safe cycling route to get to Oak Bay Village and this would make the greatest cycling improvement in the Jubilee neighborhood. This route already sees high volumes of cyclists so there is clearly demand, but it is dangerous to have to weave in and out of parked cars when trying to stay on the right edge of the road. (I'm disappointed though that the City won't build AAA routes along both Oak Bay and Fort as originally envisioned).
I use Oak Bay Avenue for cycling and driving. It needs the safety improvement. Cars and trucks come very close to cyclists; there just isn't enough room for 2 lanes of parking, 2 lanes of traffic, and cycling.
serve different destinations and are both important: hospital access, and Oak Bay business / housing access.
I believe protected lanes from downtown through to the university would provide the greatest benefit to bicycle users which means similar treatment would be required on Fowl Bay. Choosing Fort to Fowl Bay would be an important step to seeing that accomplished.
Fort Street connects to Dean Cycling route. Fort Street is the most direct to my destinations. Fort Street is currently the most in need of improvement.
I travel ti businesses in Oak Bay more frequently than the Fort route. Hower, I strongly feel both should be a priority. I've used the Fort route many times to get to UVic (highly trafficked bike route) and the hospital, plus surrounding neighbourhoods. Car traffic on these two routes is a mess/nightmare and most certainly already dissuading potential riders of all ages/abilities
Painted bike lakes are bad. Provides false sense of security for cyclists. Existing painted lanes should be changed to protected lanes
cars, busses, trucks, etc. Also, it may force the laggard Oak Bay municipality to complete the corridor to the village.
my partner works at Jubilee Hospital and bikes to work
I feel safer on a dedicated bike path rather than a shared road space
Seems like the less Populated (eg. Less traffic) route so safer for AAA. I would likely ride on Fort or Oak Bay myself though
Connects to existing network in Oak Bay...push back from Oak Bay Ave businesses will be high.
so adding some plastic bollards is cheap and shouldn't be considered part of the AAA 32km for 2022 unless it's properly "protected". Leighton is already a traffic-calmed street, it goes to unprotected section of Foul Bay.
I think both Oak Bay Ave and Fort St should be built. This would provide access to both the northern Victoria-Oak Bay boundary (hospital, village-area, etc.) and the middle section (residential, Oak Bay Village, etc.). The Oak Bay Ave section seems to provide a greater leap in terms of protection and would likely see a greater jump in use if it were built first, but the Fort St section should be a close second. The Leighton section seems like overkill for a section that is already traffic-calmed and it does not line up with anything that Oak Bay Council might be inclined to develop into a AAA bike route.
Most direct route Eastward
The only route I will use is the most direct route that is separated from cars. Sharrows and painted lines do nothing to make me feel safe.
Connects to Jubilee Hospital and links to north-south cycling routes into southern Saanich.
I chose the route that makes me feel safe. I get anxious on streets without separate bicycle infrastructure. Painted lines and Sharrows don't save lives.

automatically. The OB Ave alignment has the most potential for a long term traffic calming and improvement of that underdeveloped area, as well as access to the commercial core of Oak Bay municipality.
riders take. It's easiest to access from the south part of Jubilee, but also the north part of Gonzalez. Many students at GNS use this route daily too. There are a significant amount of residents of Oak Bay (many seniors and families) that use Oak Bay too. Oak Bay has more services (Red Barn, Home Hardware etc), so it's a better corridor. Fort Street already has bike lanes. There is no urgent need to update Fort, but Oak Bay is incredibly dangerous. 100s of riders per day forced to bike between parked cars and fast traffic. Someone will be hurt there very soon.
Would provide cyclists with increased safety while limiting impacts to parking.
Makes Oak Bay village more accessible, and as a novice cyclist I am much more comfortable with protected bike lanes
safe to cycle.
services there.
Fort Street would help me cycle to Royal Jubilee Hospital for appointments.
Connection to the greatest number of locations Is on a route I use frequently and is direct
Helps get me to Oak Bay Village! Connecting that commercial village with the rest of the network would be wonderful. Also, the protected bike lanes make for the safest, most enjoyable ride. Additionally, it’s just a nicer route - more people would use the bike lanes because the ride itself is fun.
Addresses discomfort cycling on Oak Bay Avenue as an experienced on-road cyclist.
Cycling Safety Improvements and better cycling connections to Oak Bay destinations
Better connection to Hospital, U-Vic, Save on Foods, and OB Rec. Centre.
Oak Bay Avenue provides access to Oak Bay Village and also would eventually provide continous access if the District of Oak Bay does build an AAA cycling facility on this avenue. Fort street would be my least desirable option since, in the context of the whole network, it would end up (on Foul Bay) very close to the Haultain street facility. Oak Bay maintains a balance of service throughout the city.
Access to Oak Bay Village and direct connection to a future AAA cycling route in Oak Bay.
Oak Bay Ave is direct and connects with the village. Fort St is a busy existing bike route, with a lot of crashes so needs a protected bike lane. Leighton is literally a dead end
connection to Oak Bay Village
better connections to major hubs (shopping, hospital, etc)
Link to oak bay

Jubilee Route Alignment
Q4: Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?
Answered: 334
Skipped: 89
Responses
Coming up fort street, between cook and the gas station, the hill makes it slow going, and concerning due to the buses.
Bus stops along the way make me nervous
bus stops
Interactions between buses and current unprotected bike lane are a challenge.
Locations where there are bus stops that require the buses to pull into the bike lane concern me as a cyclist. Sometimes the buses rush to pull into a stop in front of cyclists, creating an unsafe cutoff.
In general, the areas where there are buses pulling over/high traffic areas.
Concerns about buses and parked cars in my way when I'm biking and going around the parked cars.
All of it, from Foul Bay westward, because of parked cars and being squished into busses
Oak bay junction (specifically turning left from pandora onto fort st) - safety as a cyclist (buses pulling in and out of the bus stop by vessel liquor store, sometimes short time to turn at the light)
The bus stop at the junction (south east corner) is very busy and a scary place for cyclists who have to trust the bus driver (who are very capable) has noticed the cyclist before pulling out. Multiple buses arrive at the same time which adds to the congestion and confusion, plus this corner will now have a new grocer with access to parking from the street.
Any intersection where the traffic is turning right and where bus stops are and at the Fort/Oak Bay intersection crossing over when there is a bus.
Fort easy of OB Ave can be challenging when cars and busses are turning from OB Ave
The Pandora/Fort intersection is terrifying, especially coming from Pandora and turning left onto Fort. There are so many buses along that route that are constantly crossing over the painted bike lane.
Fort and Oak Bay extremely busy and full of right turns on red traffic. Long, spread out itnersection with public transit at high speed. Frequent traffic into Shoppers.
Yes. As a cyclist playing cat-and-mouse with buses between Fort/OB Ave junction and OB Ave/Foul Bay. As a cylclist i find it safest to take the lane on OB Ave going towards OB (downhill) but am unable to maintain speeds enough to to take the lane while heading back to Vic, so cars pass dangerously as there are parked cars on north side.
As a cyclist, it would be nice to have a protected bike lane on Fort as it is traffic/transit heavy.
All of it - there are existing lanes that work, they DO NOT need to be redesigned to make it more difficult for all traffic modes to work.
worse
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
No concerns aother than wasting money on this not needed program! Fix the potholes city-wide!!
As a cyclist passing parked cars dangerous for car doors being opened.

Cycling alongside any parked cars. I've been "doored".
Yes. High speed corridors and on street parking. I don’t want to get footed by careless motorists.
Areas of high turn ins are the new grocery store of the top of Fort St., Gas station, the turn on to Leighton and the small business complex just past Richmond Rd
Lack of crosswalks on Fort. Cars weave in and out of painted bike lanes. Lots of hidden driveways for pedestrians.
at the entrance to Save on Foods parking lot, the stretch of road between Lee Ave and the Fort/Foul Bay intersection
As a cyclist exiting into Leighton there can be conflicts with vehicles taking the same turn. The Save On parking lot is also tricky when cycling straight through when cars are turning right.
As both a motorist and cyclist commuter on Fort St, it can get nerve wracking and less safe with the high speeds and varying levels of ability of cyclists. Also, my biggest concern is traffic from side streets turning onto Fort, often don't appear to be paying attention to/seeing bikes
I always have concerns as a cyclist with drivers so close without barriers between us. That said, there needs to be a safer way to turn left as a cyclist.
There is no bike lane eastbound from Lee to Foul Bay Road.
Fort Street: pedestrian concerns include lack of crosswalks and lack of boulevard on the south side
As a pedestrian, the sidewalks are narrow - often with large utility poles, etc. A cycling lane would provide a buffer to traffic.
Pedestrian and cycling facilities both require upgrading and the existing infrastructure is OK for me as a confident/bold cyclist, but not for other family members.
I current do not use this route because of the traffic.
I hate cycling along Fort Street beyond Cook Street because there are no separated bike lanes, so I choose alternate routes. I take my life into my hands when I attempt to cycle north along Davie and along Fort to Lee, where I cross to get onto Dean to go up to Saanich. Although Fort would often be my most direct route, I avoid it altogether because of the traffic.
Not a safety concern per say, but I’ve noticed that Fort Street can get very busy with traffic.
Cycling: the whole route presents possible dangers for cyclists because of traffic volume. Protected cycle lanes are essential.
navigate
Currently Fort Street has lots of car traffic, so protected bike lanes would be a big improvement.
Not in particular, just heavy high speed traffic.
I avoid this section due to the heavy volume and speed of MVs
I am always uncomfortable and frightened riding on the painted bike lanes because of the volume of traffic and the speeds. I also witness lots of cars driving at or over the painted lines.
motorist, I don't know how you would bridge the gap of the cycling lane in front of belcher ave as the opening to that street is so long
Fort street by pub need cycling light
Fort+ Fern St. Cars turning off Fern often play fast and loose with oncoming traffic.
The biggest concern would be the intersection at Fort and Foul, just because of it's size, but I do think that it could be controlled well if designed properly.
As a cyclist, all the major intersections along Fort in Jubilee are safety concerns. Fort and Foul Bay is especially challenging.

Road section near Foul Bay often has pedestrians jay walking between north and south sides via the median by the Save on Foods
Intersection at Fort and Foul Bay
As a cyclist I wouldn't use this route, ending on a narrow busy section of Foul Bay Rd that I generally avoid due to safety concerns.
Feel unsafe as a cyclist at the intersection at Fort and Foul Bay
South and East side of street past the Richmond intersection where right hand lane merges. In general, the Fort and Foul Bay intersection.
Yes, as a cyclist and as a motorist, the intersection at Oak Bay Ave and Foul Bay. Currently, there are no advanced arrows but of course, you will need to pay special attention to intersections when building protected bicycle lanes anyway. But in general, cycling beside traffic at 50km or higher is not safe for cyclists and the current painted lines provide no safety.
Yes, as a cyclist and as a motorist, the intersection at Oak Bay Ave and Foul Bay. Currently, there are no advanced arrows but of course, you will need to pay special attention to intersections when building protected bicycle lanes anyway. But in general, cycling beside traffic at 50km or higher is not safe for cyclists and the current painted lines provide no safety.
Turning left from fort st to lee st to get to bike cage at back of hospital Turning left from pandora on to fort st. (safety concern crossing in front of oncoming traffic as a cyclist)
automitive drivers making right hand turns without shoulder checking, cutting off cyclists - for example onto Lee Avenue, and into the Save On Foods complex.
As a pedestrian I worry about the area between vessel and Morrison st. There are a lot of parking lot entries and exits along that strip and people tend to worry more about gaps in traffic there then pedestrians walking along the sidewalk
Morrison Ave and Belcher Ave. can be scary for pedestrians and motorists when bikes travel at high speed down Fort St.
yes, as a cyclist it's difficult to get in the right lane when you come out of the bike lane along fort. The point is at cook and fort. Eventually at moss and fort you need to get across to the right lane and there's 3 lanes of traffic whipping past
Coming up the protected bicycle lane that ends at Cook street. Going from the protected bicycle lane on the left side to the painted bicycle lane on the right side of Fort Street is unsafe. Especially when you are unfamiliar with the area.
another.
rider.
fort and richmond always feels like a potentially dangerous intersection, both in a car and on bike. it's mostly due to the strange way fort street intesects with the street grid.
Fort and Richmond- Richmond rd bike lane is not wide enough and not consistent. I commutes on it for 7 years and changed jobs as I did not find it safe. Improving that corner for cyclists is important.
Fort/Richmond intersection
The intersection of Richmond, Fort, & Birch is a mess. The road briefly widens, and the roads all cross at an angle. It might be a good location for a scramble crosswalk.
especially getting from the bike lane to the far left turning lane during peak travel times (8:00am to 9:30am).
at the intersection of Fort and Richmond, the rounded right turn corners may present a design challenge to add bike lanes, but i'm confidant it can be designed well

Junction of Richmond and Fort. Junction of Foul Bay and Cadboro Bay.
Intersections of Richmond and Foul Bay.
Fort and Richmond; Fort & Foul Bay, Pandora junction
All traffic lights
turns by vehicles from Fort to Oak Bay!! These measures frustrate motorists and cause them to act angrily and aggressively towards cyclists. Same comment for Fort and Richmond and Fort and Foul Bay
Chestnut street Richmond Road Trent street / Lee street
Traffic on Fort and lack of bike lanes
all
Anywhere on Fort
Without protected lane
Painted lines on a Fort St. do not provide safety to bicyclists or motorists.
The whole corridor
all of fort street
Fort street on a rainy night is terrifying as a cyclist and a driver.
None in particular, but overall.
As a cyclist, the entire route feels unsafe with only paint between body and car.
It is sometimes difficult to see if cars are coming when trying to go onto front street from the side side, especially from the save on foods parking lot. This tends to bring cars farther forward into the street to be able to see which would block side walk and bike lane. Since fort curves, all exits should be assessed for visibility and vegetation may need to be trimmed.
shopping there, and I lived overlooking that parking lot for a few years). Oak Bay High School entrance/exit.
Riding towards Foul Bay, crossing entrance/exit to save on foods can be very busy
troublesome.
The entrances to the save-on-foods parking lot.
Vehicle traffic turning into and out of Jubilee Village from it's northern entrance on Fort Street.
At the bus stop/entrance to Christy's Carriage House and the entrance/exit to Save-On-Foods
As a motorist, the left turn exit from Save-On parking lot onto Fort Street. Maybe reduce the speed limit to 40 km an hour on that block when you put in the bike lane
Car drive exits from major shopping areas (Save on Foods, Shoppers Drug Mart) Enforcing speed limits to slow cars
Yes as both a cyclist and pedestrian, the Save-on-Foods complex is unsafe. Often motorists entering or leaving the parking lot onto Fort are in a hurry and are looking at car traffic not bike or pedestrian traffic. The bike lane disappears at Save-on-Foods.
yes, eastbound just east of Richardson and again just west of Save-On. Also westbound, west of Foul Bay Rd. The lanes just "disappear" - eliminating these gaps is actually far more important than providing separation. LACK OF CONTINUITY is DANGEROUS!

As a (senior) cyclist, I am frightened at these locations: (1) turning onto Fort from Pandora (cycling from downtown to RJH) (2) Fort Street commercial area.
Beside the Save-on-Foods complex is unsafe for cyclists, and uncomfortable for motorists. It is also very tricky for cyclists to make their way from Fort street over to Haultain in a safe manner between Richmond and Foul Bay. The light that allows you to cross Fort at Lee doesn't connect to the bike through way (through the school field) on Trent unless the school gates are open. Additionally, turning left from Oak Bay onto Fort to join the corridor is very unsafe for cyclists. I have been crowded by cars and told off for drivers for attempting to turn left there.
Oak Bay Junction, all intersections, Richmond, turning into Save on Foods strip mall.
I think the current single lane narrowing sections should be replaced by grade level bike only lane, with bollards instead of the current curbs.
Narrow and unsafe section on south side of Leighton west of Lee due to on-street parking
4 way stop at Amphion and Leighton, almost all bike traffic and many vehicles do not stop here and I often feel unsafe as a cyclist
Accessing North side Fort St bike lane from Leighton going DT or to Chestnut to access points north; Fernwood or Hillside Mall.
The transition from Fort st
crossing.
The major problem with this route is the connection between Leighton and Foul Bay. How are cyclists going to be able to turn right or left safely at this intersection?
Traffic speeds through from Richmond to Foul Bay. Concerns also at Redfern Park as cylists come flying of the park at full speed of the Park onto Leighton into the cross walk without stopping, or looking. Need a stop or caution sign at Park entrance/exit
Crossing richmond
Where Leighton crosses Richmond is a concern. It's currently a pedestrian crossing, so assume bikes would use the same crossing. Bikes often don't stop at the crossing, currently.
Richmond & Leighton crosswalk
intimidated by cars that were unable to pass me due to the narrowness of the road and I've pulled over to let them go by.
Oak Bay Ave is not incredibly safe to ride on; especially east-bound. There's plenty of people who speed and/or think they can squeeze around you or make a right turn in front of you. Leighton at Richmond is often tough to get across and it's sometimes easier to get off at the crosswalk and walk your bike across. It's not ideal.
Ensure minimum road widths are respected for commercial vehicles and transit (3.3m), and that there is feasible integration between transit stops and the protected cycling facility. Given the corridor's current Frequent Transit Network status, and its future RapidBus status, if this is not feasible, an alternative option should be considered instead.
1.) Poor visibility for vehicles exiting the Shell station onto Oak Bay Ave. 2.) Too many jaywalkers.

As a cyclist, the stretch by Red Barn/the gas station is bad (lots of cars turning without looking, lots of erratic behaviour there to get a parking spot etc. The stretch by Bosleys is also not great.
Yes, crossing Oak Bay avenue from side streets as a cyclist heading towards Oak Bay village.
at intersections
Intersections with lights
road. Please remove beg buttons and default to walk signals on green light (just as we are doing for covid-19). More traffic calming and diversions are needed. The road is too wide and straight, which encourages speed. In the age of SUVs and pickup trucks this
is where you get the most speed. Closer to Richmond is also dangerous because the road narrows a fair bit. East of Richmond is bad as well due to all the cars parking, and doors opening as people go to Red Barn/ Home Hardware. The Richmond intersection is bad too as the road is very bumpy there, and there are often cars trying to turn left onto Richmond that don't see the fast bikers coming down the hill.
Intersection of oak Bay Ave and Richmond eastbound forces cyclists into middle of road, more places to cross oak Bay Ave between bank st and foul bay as a pedestrian.
Oak Bay Ave, Pedestrian: we cross often with kids at the corner of Clare st & Davie and Oak Bay ave. We've had multiple scares with drivers not paying attention, failing to stop. Busy pedestrian traffic and j-walking is common around the Red barn, traffic should be slowed. As a cyclist, Oak bay ave can get tight/dicey during rush hour riding along where cars are parked but is otherwise wide enough to accomidate.
The intersection at Richmond often leads to confusion between cyclists and motorists. Further east from there I feel very "squeezed in" between traffic and parked cars as a cyclist
Starting at Richmond, it gets very congested for pedestrians, cars and bikes.
as a cyclist, driving around parked cars with people getting in and out around Oak Bay village and Oak Bay Ave's antique shops - many motorists driving and parking there
parked cars pulling out or opening doors on the hill going down past Richmond
Richmond to Foul Bay is a bit of a free-for-all! Lots of cars parking and opening their doors to bikes in traffic. Pedestrians dart across the street (cross-walks not a key spots). And it feels like this route is getting increasingly busy!
squeezed into traffic at some points—I won’t bike this route now but happily would every day with protected lanes!
I walk/bike a lot from Fernwood to Oak bay Village and find drivers don’t look for pedestrians and I have had some very close calls.
As a prior resident of Fernwood neighbourhood (Klee Wyck apartments), Oak Bay Junction is an extremely uncomfortable intersection as a pedestrian and cyclist. The crosswalks are long making crossing slightly stressful even at my young age (28). Heading eastbound on Pandora Avenue within the cycle lane and proceeding onto Oak Bay Avenue places cyclists in the middle of the road, subject to traffic turning right from Fort Street and buses continuing onto Oak Bay Avenue from Pandora Avenue. Additionally, it is very uncomfortable as a pedestrian on the south sidewalk of Oak Bay Avenue due to a high stone wall, thin sidewalk, and no boulevard separating the road from pedestrian.

Approaching Oak Bay Junction by bike heading towards Pandora, as cars are switching lanes and buses often pull in here. As a pedestrian, I find that cars don't always stop at the crosswalk by Belcher, although I think the reflective panels have improved this - could do with lights too. Turning left onto Oak Bay Ave from Richmond is very tricky by bike.
Turning left onto Oak Bay Ave from Belcher Avenue
Foul bay road is very dangerous, particularly at oak bay and foul bay. Foul bay is a corridor for university students to get to uvic, it should be a AAA network route
removed from other crosswalks that it needs it's own. There needs to be a crosswalk to safely cross there and no turns for vehicles onto Redfern from Oak Bay Avenue. It should be a pedestrian priority street from Redfern Park to Oak Bay Avenue with a crosswalk at the avenue. The pedestrian priority road needs to continue from Oak Bay Avenue down Redfern to Brighton Avenue to connect to Oak Bay's Centennial Trail.
yes, there are too many cars, not enough safe pedestrian crossings, especially at Redfern to cross to the shops on either side. I don't bike here as it is an unsafe street that prioritizes cars.
road.
turning vehicles do not properly shoulder check, particularly at the Richmond intersection. Have had multiple close calls.
Intersection with Richmond and Oak Bay Ave.
Around Richmond, the cars are often trying to turn right, putting pressure on cyclists proceeding straight ahead. Coming up the hill (towards downtown Victoria) there is a hill. My children and I are sometimes wobbly on the way up the hill, so a bike lane would offer much support.
Left turn onto Leighton eastbound is not easy, Richmond is quite busy in that section. Before the curb extensions went in on Leighton, it was used as a shortcut when Oak Bay Ave was congested.
Oak Bay Ave and Richmond
Oak Bay Avenue and Richmond Street is busy, cars turning right from Oak Bay onto Richmond can veer into cyclists.
Cycling into oak bay village from Richmond intersection on can be nerve wracking when there are many cars parked along the road side.
Where there are no designated bike lanes on Oak Bay Ave.
Yes. Wherever there are no bike lanes, I feel unsafe and less likely to bike.
Oak Bay Ave is dangerous for cyclists
All of oak bay Avenue as a cyclist and a motorist.
Yes - as a cyclist
cyclist
Oak Bay Ave is extremely busy with stop and go traffic
Basically all of it, there's little to no infrastructure there for cyclists.
Along Oak Bay Ave
Yes Oak Bay Ave is too busy as it is and does not need bikes using that route.
All of oak bay avenue seems dangerous to me
Oak Bay ave is a disaster for cycling
Yes, the entire pathway. I cycle on Oak Bay Ave when I’m alone, but not when I’m with my daughters. We wind through the back streets.
As a cyclist and as a motorist I have concerns for cycling safety from Bank through Foul Bay.

Yes, it is too wide to safely cross in most places, as a pedestrian (everything east of Fort St), and there are no safe bike lanes. I have to cross Oak Bay Ave on bike to get to quieter neighbourhood streets north and south of it, but it is the most dangerous section of my journey(s).
Rd. Admittedly I have really walked the corridor. Cars are fine, who cares about that experience-generally fine, imposing mortal risk on others relatively oblivious to the harm they may inflict at any moment.
All of OB Ave is underdesigned and far more hazardous and active-travel hostile than it should be. There is enormous wasted curb-to-curb width here that should be better used.
Yes, the entire length
oak bay avenue is very dangerous, being doored, having cars pass too close, and cars not obeying stop signs as they turn onto the street are all hazards
Yes. I am currently forced to bike in the middle of the lane (east of Richmond), as if I bike too far to the right, I am at risk of being door'd. This frustrates car drivers, as they are forced to go slow behind me. This would also be something the majority of cyclists are not comfortable doing.
confident. The potential for "dooring" is high and the many elderly drivers make this stretch dangerous.
Lots! Plenty of near misses (dooring especially)
As a cyclist, risk of being doored by parked cars or being hit by moving cars in traffic. As a pedestrian, sidewalks are too narrow.
All along Oak Bay Avenue. There are minimal crosswalks, many people & vehicles in the area.
I wouldn’t take that route as a cyclist, definitely not with my kids. Traffic moves too fast and there’s not sense of safety or protection. As a pedestrian it’s not a very pleasant walk right now. Lots of concrete. Not enough trees. Fast cars. Few crosswalks. Overall, pretty far short of its potential. As a driver, its quick but a “meh” drive. Getting from A to B.
As soon as Fort and Pandora intersect and turn into Oak Bay Avenue, I always choose a different route because I do not feel safe biking along Oak Bay Avenue. People in parked cars do not look for cyclists and drivers get annoyed if you are in their space.
From Oak Bay Ave and Hampshire Rd to Oak Bay Ave and Fort street, the street is busy and has a lot of parked cars and a lot of pedestrians. Makes it difficult for cyclists
I have safety concerns on Oak Bay Avenue from Richmond to the Oak Bay border at Foul Bay Road (and beyond) because there are many parked cars moving in and out of traffic. It doesn't feel safe to ride a bike on Oak Bay at the moment. I feel safe as a pedestrian and motorist, however.
As a cyclist, the entire length is unsafe for cyclists as it currently exists. Having to squeeze between parked cars and moving traffic is dangerous.
As in my previous answer, I don't currently bike on Oak Bay Ave because it is not safe. This does mean I go do errands other places. Any errands on Oak Bay Ave I walk to, and dodging cars that are often speeding is challenging.
All of oak bay can be a nightmare, as posted speed limits are low but actual speeds tend to be high - also given the demographic of many oak bay residents having solid protected bike lanes would be a huge boon. Especially in the village
traffic
impression that they should drive faster, often more aggressively. Cycling east on Oak Bay can be very slow due to the grade. Motorists do not always stop for pedestrians at the marked crosswalks along Oak Bay Ave.

The entirety of Oak Bay Ave: Instead of cycling, I take the bus instead because I feel unsafe due to traffic volumes and speeds.
Frankly, the entire road is very crowded as a biker. I don't feel particularly safe on any part of it. There have also been issues as a pedestrian with people biking down the sidewalk on Oak Bay Avenue.
The right turn from Fort Street to Pandora needs a separate advanced light, like the ones already existing downtown.
at Fort and Oak Bay Ave. The bike lane coming from downtown sits between two lanes of traffic, and when you have vehicles on both sides of you and the light goes green, I've noticed the bike lane, seems to vanish as far as drivers perceive. Even thought the right lane turns right on Oak bay ave, the drivers in that lane need to advance forward into the intersection before turning right, and in that distance they seem to converge with the middle lane going straight thru the intersections, creating a squeeze for the cyclist. This is especially the case with large vehicels - busses, trucks etc.
Pandora/Fort/OakBay intersection. There are multiple blind spot turns and multiple lane changes or configuration changes at this intersection.
Oak Bay Junction - as a pedestrian, cyclist, and motorist!
Fort & Oak Bay Ave
Any change to use of intersection at Fort and Oak Bay will need clear signage
Pandora, fort
The intersection at Fort and Oak Bay avenue can be dangerous
Fort and oak bay junction.
extra caution.
yes, as a cyclist at the intersection of Fort & Oak Bay ave. It's busy and not a regular intersection.
Special consideration should be given to the Oak Bay junction....can be a confusion intersection.
Oak Bay junction
The corner just before Stadacona center heading north (where Pandora, Oak Bay and Fort meet) is okay on my bike, very dicey when walking.
Oak Bay Junction - alignment of traffic lanes and pedestrian space is currently dangerous - cars frequently cut onto the sidewalk while making a right turn from Fort onto Pandora.
Connecting from Fort to the Pandora bike lanes.
Fort st Junction with oak bay Ave is dangerous
OB junction can be quite busy
Right turn lane for oak Bay Ave off of fort. Vehicles frequently ignore red lights when making right turns here or cut off existing cycling thoroughfare.
Bay
Junction area confusing
The intersection of Fort and Oak Bay Avenue is a concern.
Corner of fort and pandora
Fort and Oak Bay junction
turning right off Fort onto Oak Bay Ave is sometimes dangerous as a cyclist.
Oak bay & fort is a bad intersection. It is bad for cars, bikes & pedestrians. Protected bike lanes willl make it worse. Please consider dramatic changes to the intersection alignment. Would a peanut-roundabout be suitable? Could the lower floor of the mt Douglas AOTA building be altered to provide sheltered pathway for pedestrians and improve sight lines?
if possible.

The light is hard to see at the Fort/Pandora intersection when biking up Fort Street towards downtown based on the angle and the sunlight. The additional barriers are good, but have to be aware of cars turning right into you. The section in front of Save On Foods near the intersection of Fort and Foul Bay doesn't have a bike lane. While I have not felt unsafe riding in that short section, a dedicated bike lane would be good in that area. Otherwise, no concerns as a pedestrian or motorist.
The intersection of Fort and Oak Bay Ave, and the intersection of Fort and Foul Bar Rd.
Fort and Foul Bay, Oak Bay Ave and Fort intersection
The major intersections of Fort and Oak Bay Ave, as well as Fort and Foul Bay. Those need better bike lanes for increased safety by traffic separation.
The major intersections are problematic with the through bike lane and right or left turning cars at both Fort and Pandora/Oak Bay Ave, and also at Richmond at Fort. I find left turns on my bike particularly challenging from Fort to Richmond.
Richmond road between fort and Landsdowne. 5 corner intersection at fort and pandora.
Intersections at Fort and Oak Bay and Fort and Richmond. Is it possible to have an advance light for cyclists so all traffic is stopped while cyclists cross the intersections?
Right turning vehicles at Richmond Ave and making an eastbound left as a cyclist at oak bay ave
The light at the junction of Pandora, Fort, and Oak Bay avenue and the light at Richmond. As a cyclist it gets congested with the cars when travelling through these intersections.
Oak bay ave and Richmond, oak bay at junction with fort
OR more cross walks in the vicinity of Morrison and also by the Red Barn. I do not see so many pedestrians on Fort or Leighton.
Roads are in unacceptable condition.
speeding - whether you are a pedestrian, cyclist or motorist. Large trucks.
crosswalks etc etc, have to keep eyes wide open while driving or biking, suggest reduce speed to 30km/hr.
As a cyclist, vehicular traffic is often too fast and close
speed on the road in general (should be slowed down)
Yes there is only a sidewalk on one side of Leighton at parts, cars drive very fast despite the bulbs. Traffic needs to be slowed further in this residential area
Drivers exceeding the posted speed limit, in some straighter sections.
The entire thing. Drivers are way too fast. Needs more places to cross as pedestrian around Whitespot/RJH
The big hill on fort is uncomfortable with traffic whizzing past.
Just all the traffic on Fort Street in general is an issue.
Speed of cars. Also cyclist safety and education is needed. Mandatory helmets and safety reflective vests for all cyclists.
Traffic is really heavy and busy, cars pull in and out of roads and parking lots often without shoulder checking. It's scary as both a pedestrian and a cyclist
Fort St/Leighton Rd/Richmond Rd. As a driver & pedestrian. Cyclists habitually ignore rules. No signals, ignore red signal, ride on sidewalk, wrong side of road

Yes, as a pedestrian, bike lanes cause frequent safety issues. My family has experienced numerous "near misses" with cyclists in bike lanes / crosswalks and on the sidewalk. Cyclists need to follow the rules, and they are currently not doing so.
Poor behaviour by many cyclists and some drivers
No
No
no
No.
No
no
no
Nope.
No concerns on Leighton, Fort is busy at times.
No
Richmond Road is very narrow. I am legally blind and work at Royal Jubilee and depend on the 2 Richmond bus routes to travel downtown. Anything that brings more congestion and hazards to Richmond and Fort must be avoided.
None. Fort Street is a well laid out area and requires minimum, if any upgrades.
no
No
No
No
NA
No
no
No
c
No
no
no
Oak Bay Ave can be a little crazy with absent minded drivers. Even with bike lanes I feel it would not be safe.
No
No
Na
n/a
no
Existing paint lines are fine
No
Not particularly.
No
no
!!!

Are motorist going to see cyclists? Are cyclists going to yield to oncoming traffic past those? Please consider the fact that most cyclists either aren't aware of the laws they're subject to or just ignore them. Every single cyclists breaks the law when the cycle and all you have to do is watch them not stop at the correct spot at stop lights to see that
from Fort St.
no
No, Leighton is definitely the safest route and there is a crosswalk where I cross Fort st
N/a
No.
Leighton is a good option and one I would feel comfortable on, on my bike. Richmond is scary to drive on. Leighton is calm and would allow me easy access to Oak Bay
No
yes
Prefer not to say.
No
Getting to these routes might be a challenge for some, foul bay rd is not good to bike on
No
no, the worst spot was light at Fern. automating the cross walk and light has made that area safer.
No
No
Yes to all three categories. Curious that skateboarding Is left out.
Yes, to much mixing of cycling/traffic on main routes. Better on Leighton.
no
Fort street portion with protected lane
No
no
No
No
Adding bike lane on Oak Bay is out of the question there is already too much going on there and the road is not wide enough. Leighton the game of chicken is out of the question.
none
not really
no
No
No
Traffic flow has been slowed over past years and I don't want to see it slowed further.
No.
No
No
Navigating from right hand side of Pandora across traffic on Begbie.
turning (left) onto Oak Bay Avenue can be challenging and may be more difficult with parked vehicles further blocking sight lines.
No
NO

The only safety concerns I have involve the fact that our city is overrun by homeless. The city needs to focus on fixing the homeless problem mayor and council has created FIRST! Get the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
No, but having protected lanes would make it safer.
None
No
No
No
-Mid block crosswalk North of Jubilee could use a flasher.
no focus on fixing the homeless situation this is embarrassing
no
Where Begbie connects with Pandora - as a cyclist.
No
Richmond between Adanac and Newton is too narrow for both cars and bikes.
no
no
no
No
a
No
protected bike lanes
Yes. Fort st and cook st where the protected facility ends.
Nope
No
No
No
No, but I am a confident transportational cyclist.
As a cyclist I find the painted lanes inadequate for feeling safe, so I don't ride this route frequently.
No
no
None in particular
No

Jubilee Route Alignment
Q5: What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?
Answered: 334
Skipped: 89
Responses
Don’t build dedicated bike lanes on Fort.If it must be done, bus stops must have direct sidewalk access.
Need to accommodate commercial traffic making deliveries to residents and businesses
More raised crosswalks across oak Bay Ave
add a marked crosswalk across Fort Street at Chestnut Street by Christie's pub. people cross here already, but they must wait for a break in traffic
More crosswalks.
Narrower lanes to reduce vehicle speeds, more crosswalks
More cross walks. Traffic calming. Landscaping.
More benches. Pedestrians need more places to sit often for blocks there is no seating.
The addition of the green bike path markers in transitory areas as a visual marker. eg the Belcher/Leighton/Fort corner
Painted green bike lanes
Not sure - maybe bike boxes to allow advance lefts by bikes. And holds (red lights)on right turning cars off Fort as has been done with the cars on Pandora bike lanes
slope sidewalks at crosswalks
Signage.....look both ways before crossing the street, stop at STOP signs, signal intent, bylaw enforcement, cyclist bike registration and insurance (to help pay for their mistakes)
Nothing. Pedestrians and those with disabilities have sidewalks on each side of the road, and there are ample bike lanes already.
Do not do protected bike lanes on any of these routes
The corridor is fine the way it is.
No concrete dividers with the road. Leave as is.
Scrap it
The design should be scrapped.
take bike lanes off main corridors
An acknowledgement that this plan is endangering all of the above by creating more complex rules that pedestrians, cycilsts and drivers will have difficulty following. Pick one design and use it throughout the city instead of different rules on every street.
I do not agree with the assumption behind this question, see earlier comment. You /NEED/ to re-evaluate your entire process. My life is probably worth more to me than your ideology is to you.
I don,t think anything needs to change at this point. It’s Currently a visually unobstructed street which I walk or drive each day, often to medical clinics or Saveonfoods. The street corners have proper curbing.

leave it as it is. Forget the bike lanes. As a driver, I'm always afraid I'm going to hit a cyclist or a post, not be able to park, and generally be intimidated by the cycling lanes. I am OLD, just like thousands of other Victoria residents. I will NEVER ride a bike again, and think bike lanes are a waste of taxpayers money.
it's already good - no changes needed
Stop the bike lane expansion. Use painted lines and tell car drivers and bike users to share the road carefully.
Actually none of the above as bike lanes are not necessary. The city needs to focus on fixing the homeless problem mayor and council has created FIRST! Get the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
Not build it
It is safe as it is!
I think it’s fine as is.
Using painted bike lanes, instead of protected bike lanes, requires cyclists to be more aware and respect the rules of the road.
Providing a speed limit to bike riders and ticketing them.
Enforcement of road rules for both drivers AND cyclists.
Motion sensor crossing at Richmond for cyclists. A better way to get from Leighton onto Fort when travelling west - this is currently very awkward and some cyclists go on the sidewalk while others turn left onto Fort in front of Christie's pub, which can be tricky with traffic.
Ped/bike activated crossing at Chestnut @ Fort for AAA.
The protected bike+ lanes should be clearly signed as being usable by power wheelchairs and mobility scooters (as per the recent MVA amendments). The pavement should also be very smooth. This will reduce the volume of higher speed mobility scooter travel on the sidewalks, making walking more comfortable. The floating bus stop design should include fully transparent shelters so cyclist can see pedestrians and pedestrians can see cyclists. (The stops at the Jubilee Hospital should be designed with particular care given the volumes of people with disabilities who will be crossing the bike lane).
Shifting the bus lanes out from the protected cyclist area, similar to Pandora Avenue, would give me the best feeling of safety.
Elevate the cycling lane
I am not a fan of bollards or concrete barriers that cage you in as a cyclists. Do as they do in the most advanced and sophisticated cycling nations, elevated cycle tracks. Those are the most comfortable and safest facilities.
Redoing the corners and sidewalks at Fort and Richmond to have dedicated wait spots for cyclists at the lights would help.
narrower side street intersections, offset the crosswalks and re-align the curb drops to narrow the distance, provide covered/cargo/family bike parking at grocery stores

An efficient but safe right-turn option at the Richmond intersection should be the priority, and may be hard to design for speed and safety.
For North bound cyclist an easier way to turn onto Fort street, than using the pedestrian crossing.
Nothing in particular, but I'm wondering how the bike lanes would tie in with the bus stops. Also wondering about the junction with Richmond if you're travelling west, as cars often turn right on red lights here.
Clearly marked lanes so vehicles exiting driveways, side streets know to look for bikes
Connect easily to Foul Bay Road. For safety, please do not add decorations that obscure drivers' view of cyclists. There are many side streets along this road that will cause conflicts.
A controlled right turn for car traffic. Longer walk/cycle signal for people with disabilities to get through the intersection.
Advanced arrows for cyclists and pedestrians. This moves the roads most vulnerable through an intersection safely without having to compete with motor vehicles. Oak Bay Ave is an obvious choice to add AAA network to it as it takes cyclists to desirable destinations to shops not found in other parts of the city and to Oak Bay village as well as a corridor to the beach and Beach Drive for longer enjoyable rides along a very beautiful, desirable scenic route.
Advanced arrows for cyclists and pedestrians. This moves the roads most vulnerable through an intersection safely without having to compete with motor vehicles. Oak Bay Ave is an obvious choice to add AAA network to it as it takes cyclists to desirable destinations to shops not found in other parts of the city and to Oak Bay village as well as a corridor to the beach and Beach Drive for longer enjoyable rides along a very beautiful, desirable scenic route. I'd also like to take this opportunity to request that you also go forward with your suggested separated cycling infrastructure on Fort St. as well. By now the city has been able to fine-tune the builds of separated infrastructure which equals $ saved. I would like the City engineers to figure out how to do more with less. There are plenty of world examples (if needed) to ensure cyclists' safety and to build infrastructure with fewer costs. Please consider adding protected bicycle lanes along Fort St. at the same time, it just makes sense. It shouldn't be an either-or situation. Leighton Road makes no sense whatsoever, we should be focusing on direct routes that take people where they want to go, not on another road that takes you nowhere special and comes to a dead-end. Just like motorists, cyclists want to go to a place of destination. Placing cycling infra along major roads that are concentrated in urban villages such as Oak Bay Village means the protected bike lanes need to go where the destinations are.
Protected cycling lanes and appropriate traffic signalization providing cyclist and pedestrians priority.
As above, advance signals for cyclists through busy intersections.
Speed humps to reduce speed, dutch style intersections and more visibility around side streets
Slow down traffic. Work on the entrance/exits from Save-on-Foods.
Improvement at the junction area

Improved crossing of Richmond Avenue
better lighting at night
Well lit at night
Improved street lighting. sections of this route are quite dark in the evening or early morning.
Lights at night
Reduce traffic
Reduce car traffic. Give buses more space
More parking.
parking and safe road ways
Crossing across fort to support safe route to Saanich towards the north
I don't have any specific suggestions. I feel that extending the existing lower Fort St bike lines up to Foul Bay Rd, would make the route much more useful.
cancel the project until Oak Bay decide they want to process. RIght now they are a "Bike Path to Nowhere"
Extension of bike lane
Continuous bike lane to Cadboro Bay from Save-on Foods to Foul Bay (no bike lane for the lower section).
Connection through to an Oak Bay cycling route with traffic controls to cross Foul Bay and connection to widened a multi-use trail (currently a narrow pedestrian walk) through to Cadboro Bay Rd from Elgin Rd.
New bus stops
bus stops on the outside of the bike lanes
protection from the buses.
We don't need the stupid plant boxes you put on Fort that have made driving on that street tight and unsafe. A more simple, straight forward design so motorists CAN SEE others who are crossing
The off-set intersection at Redfern @ Oak Bay Avenue is an unsafe place to cross and is far enough removed from other crosswalks that it needs it's own. There needs to be a crosswalk to safely cross there and no turns for vehicles onto Redfern from Oak Bay Avenue. It should be a pedestrian priority street from Redfern Park to Oak Bay Avenue with a crosswalk at the avenue. The pedestrian priority road needs to continue from Oak Bay Avenue down Redfern to Brighton Avenue to connect to Oak Bay's Centennial Trail.
Curved Left turn bike lane markings through the intersection.
Bike lane markings at intersection
Clear markings and intuitive design
Bike lane on the right side of the road (not the left). Painted lines not cement barriers.
More greenery
Barriers with trees, planting. Aesthetic and safety
Much bigger and more visible median gardening arrangements which visually cause slowing of traffic! Really needs work on Fort Street.
More trees creating a canopy to give more shade to the street.
I think trees/vegetation or traffic calming to improve pedestrian experience is always welcome
Maintaining greenery

I would like to have lots of shade-giving trees. They would make the street so much more beautiful...
separated bike lanes
I like how the bike lanes are downtown, with the concrete dividers in between the bike lanes and the road. It feels like it's own separate route in comparison to the street, which makes me feel safer.
Protection between cyclists and driving.
Protection from traffic.
Protected bike lanes
True separation on Fort Street, not just raised concrete between vehicles and bikes.
clearly delineated bike lanes - ideally with separation/barriers between bike land and cars
The separated bike lanes in the proposal would make a huge difference. I don't have any requests beyond that
posts or barricade between bike lane and traffic. just the lines on the road are too easy for vehicles to ighore or forget about.
Barrier between bike lanes and cars. However, this could impair ability to pass slow cyclists
protected bike lanes!
Boulevard between cars and cyclists As opposed to pylons
Elevated border separating cars and cycle lane as in downtown Fort Street etc
Designated bike lanes on both sides of road.
a protected bike lane on both Fort and Richmond just to get bikes through the intersection, whether they are turning left or right or going straight through.
Protected area with posts at high conflict locations.
I really like the protected bike lanes, especially when biking with my son on the back of my bike.
A protected bike lane
Seperate lanes, one-way each side.
raised concrete barriers where possible.
I think protected lanes is sufficient
separate bike lanes will make it more pleasant, comfortable and safe, especially meeting up with the bike lanes already in place.
separated bike lanes.
A designated lane for cyclists with a divider like along pandora.
I like where there is a curb between motorists and cyclists.
physical barrier between cars/path (like on lower Fort)
Designated bike lanes - away from car doors
I like the protected bike lane for the most part but special attention needs to be paid at the crosswalks
a protected bike lane would eliminate the risk of dooring and drivers passing dangerously
Separated bike lanes would be the best. They would also mean pedestrians are farther from the traffic, which would make walking more pleasant and safer.
Clear separation from traffic.
A protected bike lane on the south side of Oak Bay Ave.

Protected bike lanes would definitely help cyclists, people using mobility scooters, and pedestrians (by providing additional psychic separation from cars). I think we need to pay special attention to how bus stops and crosswalks interact with the protected lanes, especially near the hospital. It will be important to work with the hospital so that it's clear where people arriving by bicycle should go, they can navigate the parking lots safely, and have a place to lock up their bike when they get there.
All bike lanes should be protected with barriers, not just painted lines on the road. Much safer.
Having the physical buffer between the cars and bike lanes will make it feel safer for bikes but also pedestrians
A designated bike lane. The cars would naturally slow their speed but still be able to move along with the cyclists but would provide a bit of extra space for the cyclists.
Designated bike lanes for cyclists safety
I love the. Pandora bike lane design. Something like that I think.
Protected bike lane, different arrangements for turning into Red Barn and gas station
Wherever you can - install barrier between cyclists and vehicles.
Bike Lanes
Protected bike lanes.
Marked and protected bike lanes, which would also help narrow the crossing distance when trying to cross over Oak Bay Ave.
Physical barriers. When a route is approved, it should immediately get physical barriers that are temporary until the funding is approved Nd contract is given out
Barriers
Bike lanes
Separated bike lanes with barriers along the route.
Fully protected bike lanes!
separated bike lanes
Having dividers for the bike lane to further protect cyclists.
The speed of traffic next to the bike lane can be unnerving. Having barriers for a protected bike lane would be nice.
physical barrier separating the lanes
raised barrier to prevent cars from crossing into bike lane
Separation between people on bikes and vehicles would be a huge advantage.
A protected bike lane on each side of the road
Protected bike lanes, followed by parked car lanes to buffer traffic
Uh, protected bike lanes.
PHYSICAL separation. Restrict right hand turns on reds for drivers.
I like that the bike lane would be actually blocked by barriers- this feels much safer than just the painted lines.
Definitely a separated bike lane, as well as ways for cyclists to safely turn left to get off the corridor.
Protected bike lanes

As shown in the video, plastic posts on some areas of the bike lane would be helpful.
It's a good corridor for pedestrians. No concerns. The proposed addition of a protection to the bike lane would make it more safe for cyclists.
Separated bike lanes
Protection from cars obviously
Protected bike lanes.
Separate the bicycle lane by raised curbs like on Fort st or Pandora. Anything else is lipstick on a pig.
bike lanes is plenty, perhaps some sort of permit parking for cars to make residential parking accessible to appease car owners coming to oak bay, with the exception of one or two handicapped parking spots built into the bike lanes with warning signs. But bike lanes along oak bay would be excellent.
protected bike lanes and bus stops
More marked pedestrian crossings. Protected curbside bike lanes.
Protected bike lanes and more crosswalks
More crosswalks on oak bay ave, especially by red barn. Separated bike lanes please!
I'd like to see more crosswalks, for instance by the corner of Red Barn. There are so many pedestrians that have to wait for a break in traffic to cross there. More crosswalks and bike lanes would indicate this stretch of road is for all users, not just motorists.
Physically seperated bike lanes and additional pedestrian crossing at busy areas (eg. Red Barn Market)
More crosswalks and traffic calming (curb bumps, trees and vegetation or central boulevard), separated bike lanes.
DO NOT MARK with white poles, use concrete curb / edges. Areas of high turn ins, mark with skid proof surfaces.
Painted colour lane Physically separated lanes Traffic lights which are timed to average speed cyclist
The barriers like at the Oak Bay Junction would work well to keep cars and bikes from drifting into each other's lane. Green paint at intersections could also help alert drivers turning onto Fort
Protected cycling lane. Clear line of sight at all crossings or parking lot entrances. Controlled crossing to access the Dean bike route.
Enforce speed limits. Protected bike lanes with barriers
Separate protected cycle lanes. Easy access for pedestrians and disabled peoples such as better ramped cement access to sidewalks
More green canopy, space for pedestrians and fully protected cycling route.
separated bike lanes, but especialy a focus on the intersections.
Some barriers near intersections to protect bike lanes and prevent encroachment by other vehicles.
protected bike lanes, banning turns on red, longer light on Fort. Ideally, drastically reduce the size of intersection.

Make turning left a lot more effective so cyclists don't have to cut across the road or stop at the light with traffic moving behind them.
Green wave for intersections, protection for entire length, elminated vehicle turns to reduce conflicts, make the Save On Foods entrance narrower (it's a gaping mess)
Cyclist button at Leighton and Richmond would help. Protected lanes on Oak Bay Ave would help (but I think Fort St is a better option).
Protected lanes 100% are the best choice. Green paint in the intersection would be good too, to let cars know they must share the road. Smoother pavement in Richmond intersection would help reduce the bumps. The big hill down Oak Bay (down from Fort) is also quite dark at night, especially on the South Side. More street lights there could help. Cars turning onto Rockland often don't see the bikers; similarly, cars turning off Rockland onto Oak Bay often don't look for bikers coming down the hill.
Protected bike lane all the way and conne ting to the existing protected bike lane.
Protective dividers all the way down Oak Bay Ave from Foul Bay westward. A way to keep bicycles away from buses as they pull into bus stops.
On fort section decent car/bus/cyclist separation
protected bike lanes, patio seating? Less car use
Fully protected lanes are key, it's pointless otherwise. Bulb-outs or something to protect pedestrians would be great, and parklets are always amazing wherever they can be squeezed in.
Barriers and lots of greenery. It needs to be obvious that there's a bike lane there.
Planters or other green barriers to separate cyclists from cars.
Physical dividers, any greenery.
Separated bike lanes and reduced on-street parking would make the corridor more pleasant for everyone.
Protected lanes, narrowing of car lanes to encourage lower speeds
Actual protected bike lanes right up to the Foul Bay border w/ Oak Bay, with narrowed GP lanes to keep motor vehicles from speeding.
have bike lanes on the left side of the street up the hill.
Protected bike lanes and additional clear cross walks with flashers.
wide protected bike lanes, more trees, planters of flowers or veg, flashing crosswalks to get drivers attention. This section is very grey and car oriented.
separated bike lanes, separate bike signals at fort+richmond
Ability to press for light changes for bikers. Any barriers would be visible at night for safety
making the design as separate as possible from cars or adding in bike only lights
Fully separated, bi-directional bike lane with separate traffic signals along the whole route.
Good crossings, and separated bike lanes
Looking at better traffic light options eg longer advanced left turn or all traffic stops while pedestrians walk.
More clear cycling lane, bicycle stop-and-go light, longer crossing time for pedestrian walk light (hard to cross in time, if using a cane, walker, or wheelchair)
Traffic calming to decrease vehicle speed, better pedestrian crossings.
Remove parking on North side, make more and safer space for cycling and motor vehicles.
reduced speed limit.

Reduce the speed limit to 40!
Post the speed at 40 km
Speed limit could be decreased
Lower the current vehicular speed limit. Double the price of gas for non commercial users. Bring in compulsory annual vehicle safety testing
Make the speed for vehicles 40 km/hr
Review speed limit along corridor to see if a reduction to 40 km/hr is warranted.
get rid of your non-functioning traffic calming mess which is just plain dangerous
Prohibit on-Street parking in specific areas
Removing parking would make it safer but would create problems on narrow side streets
Adding bus pullouts might be possible by removing the trafic calming gardens in the middle of fort by Christies Carriage house.
Blinking cross walk control lights
Crosswalk near Redfern st with lights. Cross walk lights at Clare st.
1.) A simple fix: trim greenery so that drivers can see approaching pedestrians along the sidewalk, whilst they pull forward to see if traffic is clear to enter the roadway. 2.) Install a crosswalk with flashing lights by Red Barn Market. This is where most of the random pedestrian crossing occurs.
Ensure that sidewalks at intersections have proper curb cuts. Reflective signs or flashers at crosswalks. A few more trees along the corridor. Move the hydro poles out of the sidewalk and into the parking area. The placement can be tight and make it difficult for wheelchairs to pass through, especially if there is anyone walking in the opposite direction. Raised crosswalk both acts as a speed bump to slow down vehicles but also makes an easy crossing for people with disabilities.
Controlled street crossing for pedestrians
Bicycle racks along the route where you can safely secure your bike.
More bike lockup areas, and also the right turn from Fort Street to Pandora needs a separate advanced light, like the ones already existing downtown.
signage
Turn lane green signage
Well-marked merge points and obvious route markings so pedestrians won't step in front of bikes and won't walk on the separated bike lanes. Pedestrians already treat the separated lanes like multi-use paths in many cases.
Since it's not a protected lane along Leighton, signage so cars know to shoulder check before opening their doors when parked on that street would be nice.
Signage
better signage indicating (one-way) at Chicane zones, cars are often confused.
Maybe signs reminding people to yield to pedestrians on the sidewalk
In general: clear instructions what to do when a bicycle lane ends.
I appreciate the new car/bike red lights along Pandora. I feel safer both in a car and on a bike when making a right turn.

When you're driving along Fort Street towards downtown (where Fort splits to Yates and Pandora). When you go to turn right onto Pandora - perhaps an extra light for cyclists (where the cars turning right have to wait a bit longer to turn). Like the lights at intersections going down Pandora.
lane marking, add cycle-only signal lights
Wider Streets . Longer turn lights. One way bike lanes
Bike signals at stoplights to delay traffic turning right
Protected cycle signals that delay cars turning right at the major lights along this route.
much as the lights downtown, I would appreciate a bike signal on fort at foul bay, fort at richmond and fort and oak bay
Keep cars off Leighton, Pedestrian/bike operated light for crossing/turning onto Leighton from Richmond
Lights should be specific for bikes and have priority over cars turning. At t-intersections, bike lane should remain green on the side where there is no street until a pedestrian needs to cross.
Protected lane that buses can't enter (similar to pandora lane). More time for bikes to turn left at light.
Perhaps bike signals like downtown. Also better markings along Richmond. There are a lot of buses that pull in to bike lanes once you leave Oak Bay Junction area.
Clear signage and signals
Less speed bumps, better smoother roads. I cannot push my mother's wheelchair easily in these conditions, she cannot use her walker safely in these conditions.
Gradient lanes/sidewalks to make transition easy no matter what the non-vehicle mode.
speed bumps (the jut outs don't seem to help), restricting truck traffic to local deliveries only.
Those pads with yellow dots seem to be popular for people who are blind. Maybe they could be added at Richmond?
Lower speeds on Oak Bay Ave. It is very difficult at times to get out of my condo driveway as cars pick up speed from the light at the junction as they come down the hill. Curbed bike lanes are difficult for people with disabilities.
More traffic calming at Leighton and Amphion Traffic calming at Richmond and Leighton..as in only one car able to move at a time. Similar to Brighton
slower speeds and more diversions
honestly, less cars
Permanent mounted map showing cycling routes in the area with links to connecting routes
Clear signage for everyone that travels the route
Wider sidesalks
Widen sidewalks.
separate lanes and clear markings about what is allowed. Also sidewalks wide enough for wheelchairs and shop riders which many people in this neighborhood need
This corridor has very narrow sidewalks, I've had to pass people in normal times by stepping on to the bike path to pass by.
Wider sidewalks where possible.
Wider sidewalks, if possible. Clearly marked speed limits as people can go quite fast.

Wider sidewalks and larger passenger waiting areas and bus stop infrastructure (E.g. shelters) at key bus stops (E.g. Route 15 limited stop locations). Thoughtful integration between protected bike lanes and bus stops along the corridor, particularly since it is identified as a future RapidBus corridor.
Only a fully separated, AAA bike lane will make it safe for cyclists. Enforcement of reduced speed limits would also enhance safety for all vulnerable road users. Widening sidewalks.
Planters and expanded sidewalks for restaurant outside seating or sidewalk events like farmer's markets, art show etc similar to some European cities.
Wider sidewalks, street trees, protection from vehicles.
Increase sidewalk depth, provide landscaping, and provide a separated bike lane on the south side on Oak Bay Avenue.
Wider sidewalks; hard lane separation for bikeways from auto traffic lanes.
separated bike lanes with dividers. As a pedestrian, cyclist and reluctant car driver, the more we can do to separate the three, the better. Also wider sidewalks for walkers and mobility scooters.
Safer crosswalks — not just painted lines but flashing lights especially for rainy weather and the evenings. More plants, more trees, wider sidewalks.
Close Pandora from Oak Bay junction to Fernwood Road to restore the original road design in this neighborhood. Pushing the road through Stanley St, and by Stadacona park made this a transit corridor and undermines pedestrian and cycling transit.
Close Leighton to vehicles
Sidewalk on both sides and block vehicle traffic from going both ways the entire stretch of Leighton, making it a resident only area like some of the streets in James Bay or Oakland's
Less parking and safe crosswalks
Make sure that all traffic (bikes included) at the Oak Bay Junction be forced to enter into businesses at designated entrances.
N/A
Nothing
Only have cycling routes on new streets designed for bijes and cars
no comment
?
Traffic is more backed up at the Pandora/Fort/OakBay intersection and many drivers are inpatient. Also many people try to turn left on Fort into Sandringham Long Term Care causing an extremely unsafe situation. Something needs to be done to prevent this.
I think that the route has most of the narrowing and traffic calming in place.
NA
Unsure
Unsure
c
Looks good to me
No idea
Not sure.
Na
n/a
looks good as is

nothing
Not sure.
Nothing
Nothing, I think it is great that finally a quite street is being considered for bike lines.
Unsure
Move bike lanes to a leisure area
Bike sensor
Create an overpass.
No
I think the current plan is sufficient
I understand the plan would be to have lanes on each side of the road - this would be appreciated more than having both lanes of travel on one side, as many of the earlier lanes have been.
leighton crosswalk at Richmond is on the wrong side if you walk down Fort Street.
No idea
nothing
Located on a less busy street other than Fort Street
Nothing
Not sure.
Nothing, thank you!
I have no need for any modifications/additions
Fort Street is a high volume road with multiple driveways and intersections and it will get busier as people are squeezed off other corridors like Richardson or OB Ave. Pedestrians doing mid-block crossing at the Subway is always a concern when you are trying to exit Save-On-Foods onto Fort. The advance right northbound to Foul Bay is exceedingly long (30 seconds) which frustrates people coming westbound on Cadboro Bay Road and is dangerous as is the new lane configurations eastbound where people still cross lanes and try and beat traffic before the lane ends at OBSS. Making the light at the Hospital more consistent will also prevent people and cyclists from jaywalking/crossing against the red after waiting so long. Anything that removes the dual left centre lane will create more issues for everyone leading to people making poor decisions as they wait for turns. It can already be seen westbound on Cadboro Bay Road at the turn to the OB Rec Centre so duplicating that elsewhere just leads to driver frustration and cyclists/pedestrians trying to get around the backup
None
a way to cross effectively
Adequate parking. Safe crossings across the bike lane, in particular for those with mobility issues.
Nothing
Nothing
.
No idea
No
Believe the proposed plan is quite good.

The proposed design looks good!
Unsure
moot if the neighborhoods are unsafe which is on you currently
Nothing
Additional lane width
Bike lanes
Stop having cars turning up and speeding up residential streets to cut through which they do already when the main roads are so congested!
Unsure
Would be nice to connect Leighton with Grant - maybe thru Fern St
nothing
Not sure
a
Stop making infrastructure choices that make motorists hate bike lanes! Also, you don't need to put huge cement barricades in when a lighter touch would suffice. I'm extremely glad to see that you aren't considering bi-directional lanes which cause no end of headaches for cyclists, pedestrians and motorists alike
I like the proposed idea
No
I’m not sure but I like the overall “look and feel” of what is being proposed.
Do it on fort street, the most logical thoroughfare
Nothing in mind
It's "good enough" and that's OK. Don't go overboard with street furniture, crapdoodle stuff and excessive pedestrian bump-outs at intersections.
I mean fort street is steep for biking, but that's not exactly in scope haha
Fort street will never be properly safe for AAA. There are too many driveways, parking lots and crossings. And cad bay road is too narrow to support good cycling infrastructure. For best safety, move protected cycling route to begbie then haultain/eastdowne. Lower veh traffic will make this AAA safe. Can put secondary route on oak bay ave.
I'm not sure
Nothing to add

Jubilee Route Alignment
Q6: What general ideas, comments, or suggestions do you have for this corridor?
Answered: 283
Skipped: 140
Responses
Provide frequent crossings for pedestrians
More pedestrian areas, cutting off through traffic between Fort and Oak Bay Ave. Cars zoom through and it’s very unsafe, particularly at Bank, Fell, Duchess, Davie and Redfern
It would be nice in areas near the hospital, commercial zones, and parks, if there were bike racks and bike maintenance tools for cyclists.
Good bike parking for shops
neighbourhood and it is imperative that it is a safe space for pedestrians as most people choose to live here due to the proximity of services within walking distance. Cyclists can be very unpredictable on the road and see to have no governance as to how to ride safely where as cars and pedestrians do.
More education and mandatory helmets and safety/reflective vests for all cyclists.
i find many of these bike routes disruptive and am not sure if the cure is worth the disease
No protected bike lanes. Changes the rules for cars and cyclists and is not needed here. Signage and lane bike lanes will be fine and I cycle with an infant
It does not need any bike lanes.
I don’t think it’s necessary at all. There are already bike lanes there. This makes no sense to me
Leave it alone
leave it as is
That you're insane for thinking this is a good idea.
don't do it
Leave it alone, these exercises in city building are making the city uncomfortable for many residents that are being left out of the process.
As a cyclist, I have never felt particularly endangered on Oak Bay Avenue. I no longer use Fort Street out of safety concerns (cf. separated bike lane), so you could just leave it be and congratulate yourself on a job done adequately.
leave it alone
give it up and get back to the business of administering a city for all of its occupants instead of the Mayor and her bicycle friends
Can we start spending money on roads for everyone and not cater only to the special snowflakes!!!
STOP THE BIKE LANES - ESPECIALLY VANCOUVER STREET!!!!!!!
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
none remove the bike lanes from the budget and fix the homeless problem
DONT DO IT. GET THE STUPID MAYOR TO MOVE TO EUROPE.
Leave it alone and stop wasting the taxpayers money!

No protected bike lanes. Expense is too great, and the benefits minimal, and they will be torn out in the future in favour of the blended model which is becoming more popular n the EU.
It currently works, so no need to recreate the wheel.
Obey the laws, everone!
No need for a segregated bike lane. Need awareness of bikes by all motorists.
I'm used to bikes on the streets around me. But a corridor that empowers is a different. In Jubilee I smile at the bike riders that take and recycle tin cans from my bins. They are respectful. They City of Victoria has NOT made that respectfulness mandatory for bicyclists. My car has been kicked, pedestrians yelled at to "get out of the > way. NOTHING has been done about that. My car was not damaged but ...what should have done it was? Can the woman knocked down on the street sue the cyclist for a broken hip? You will have more support from me when a liability is attached to the actions.
Having a traffic camera at Oak Bay and Richmond Avenue as drivers are routinely speeding and running red lights. Very dangeours!!!
Enforcement
bus stops on the outside of the bike lanes
It is very dangerous currently for non vehicular traffic. Too much land is paved for car parking. Buses should be always free for everyone
That's pretty much it. This is a key future transit corridor. Although I think it is also a fantastic choice for a future protected cycling facility, if it is not feasible alongside future RapidBus services, another corridor option should probably be selected instead.
Leave space in design for designated regional transitway for either bus rapid transit, or streetcar/LRT
More frequent transit or even rapid transit connecting the two hospitals VGH and RJH.
Better bus stops! Maybe a water fountain (though not sure with Covid if that is an option anymore!)
diverting some cross-town auto traffic to other routes, improve bus service to reduce auto use.
Make it more attractive.
I think Oak Bay Ave could be developed into a beautiful more pedestrian friendly street.
Make it feel 'more villagey' through street improvements - it has the commercial bustle, but feels like a bit like a highway! What about wider sidewalks and sidewalk patios for cafes?
tourism video that showed people cycling on a sidewalk in what looked to be Queens Park by the marina, pretending it was a multi-use path for the video. But if they put in separated bike lanes, they could separate by planters and landscaping, and pretty up their main street more. And then they can film this for their video...
the Village area and so little has changed in the Victoria-owned portion since the 1990s it's startling. The whole area badly needs revitalization and a properly done active travel friendly street redevelopment could kick that off.
that this is in the Bowker creek watershed, and look for areas to improve management of water and water quality.
More traffic calming (just curb bugles, more crossings once youre in Oak Bay Village (I realize that is Oak Bay), and general placemaking improvements would be nice.

Engineers are going to need a creative solution for the place where Leighton ends at Foul Bay. Left turns onto Foul Bay are currently dangerous.
unnecessary changes that will have a negative impact on residents and businesses (such as removing more parking spaces).
drivers matter too.
I am concerned about the lack of parking that would occur as it has on Fort Street closer to downtown.
There also needs to be sufficient bike parking facilities to provide an alternative to driving a vehicle to the area, especially with the loss of parking due to protected bike lanes.
None, other than avoid any loss of parking and any disruption to businesses.
Bay avenue and we experience high levels of cars parking, residents using our street to avoid traffic signals. Reducing parking and diverting traffic would be terrible for Jubilee and Gonzales neighborhoods.
Any construction should be done via the least disruptive ways to business.
Choose less expensive option and the fewer changes to existing traffic patterns the better.
I don't think driving lanes should be impacted.
This is a main corridor for all vehicles the proposal should not effect those vehicles like on Pandora.
See previous comments. And minimize construction impacts on traffic flow during the day. Build at night and charge the bicyclists the extra cost.
I like that it’s the option that seems to have the least impact to existing conditions
Do whatever you can not to impede vehicular flow
vehicles as possible. As that area in particular has a lot of elderly folks (who have increased risk of disabilities) we should be considering how inclusive the plans are of the needs of folks with disabilities for whom biking isn't an option.
Get Oak Bay on board so the bike route could be extended beyond Foul Bay Rd
intended to continue to a longer more practical commute up Cadboro etc for to work or school commuting?
some sort of connector to it from ashgrove or birch to connect it to begbie green and the natural crossing of pembroke @ shelbourne for the oaklands neighborhood.
switch sides. Connecting the Fort bike lane straight through to central middle school would be much safer for students.
Dont do Leighton! It doesn't go anywhere when going away from downtown, and going to downtown makes for a tricky turn on fort
Get local businesses onside, and encourage them to court passing cyclists. Try to coordinate with Oak Bay so that there is a joined up network across the CRD.
Talk to oak Bay to see about extending the lanes into the village.
Need coordination with OB at Foul Bay Rd. Also, could use bike friendly crossing activation buttons at Richmond Rd.
abruptly end.
PRESSURE Oak Bay Municipality into doing their share of cycling infrastructure so that cycling infrastructure is more equal in all parts of the city. I have been lobbying the municipality for ONE bicycle lane - Henderson for 20 years. It’s been a part time lane for 10 years now. I give up. Doesn’t matter who is on council. They don’t listen to their residents and vehicles ALWAYS get priority.
Would be nice if fort and Pandora bike lanes could connect as 2 way bike lanes to oak Bay ave
Adding a protected bike lane along Oak Bay Avenue would help people ride between Oak Bay village and Victoria more safely. Hopefully it would encourage Oak Bay to add some bike lanes as well.

comfortable biking the route with kids. Suggest working with Oak Bay Municipality to extend the lanes into Oak Bay!
Oak bay and a continuation of the fort corridor would “top off” the currently built bike lanes and hopefully pave the way for more north south routes
I think building the Fort Street bike lanes might encourage Oak Bay to expand their bike lanes along Cadboro Bay which would encourage bike traffic beyond Victoria's boundary.
Work with oak bay to make routes sensible for all communities.
Must connect with other bike paths.. doesn’t make sense to build bike lanes unless they connect to the city-wide network
Reminder that many students from Victoria are students at Oak Bay High and cycle to school everyday, this should be taken into account as well, despite the cross-municipal boundary.
Work with Oak Bay council to ensure these bike lanes are contiguous and extended into Oak Bay.
That this be viewed as phase one of a protected bikeway to U of Vic
I think Victoria does a good job with the existing protected bike lanes, and I am confident they will do a good job on Oak Bay Avenue. I hope that eventually the neighbouring municipalities, such as Oak Bay, will get "with the program".
Any way of cooperating with the Oak bay municipality to possibly extend the lane into their jurisdiction would be extremely helpful for commuting between municipalities
Import route for getting to U-Vic.
operators
installed.
"Traffic Calming" mini roundabouts. Get rid of them. They serve only to throw pedestrians and vehicles into the same space.
If there are plans to add safety dividers, please fill them with trees and other native biodiverse plants.
More drought friendly landscaping around the bike lanes would be nice
More flowers, bushes, slow it down with nature
Road diet with bulbs or added trees medians where possible could be great, assuming there’s room
I would like to see separated bike lanes, and in general, I would like on-street parking reduced in many residential streets in the Gonzales neighbourhood. It would make it safer for cyclists.
Make room for bike lanes by removing parking where required. Offset impacts to parking by providing more general parking where currently residential parking only.
Pandora by Standacona plaza and on Oak Bay Avenue at Rockland. In the dark drivers do not see the pedestrians.
missed it.
The right turn from Fort Street to Pandora needs a separate advanced light, like the ones already existing downtown.
Well marked, clear instruction/guidelines so thence lane is easy to understand.
Provide "turning boxes" at all the intersections to make the local streets easily available from the bike lanes on either side of Oak Bay.
Clear direction for bikes going straight when there is a right turn lane
Move bike lanes to less busy streets, or replace the bike lanes with a lane to be used by solar powered trolleys to move people around town in a more efficient and environmentally friendly manner.
Could it also be blocked to cars at a midpoint with access only from either end?

Oak bay ave gets a fair amount of cycle traffic and will continue to as it's a direct route. With potential vehicles from oak bay migrating their commute from Richardson to Oak bay ave in the future it feels most important to keep traffic calm for all the pedestrian traffic on the st (and I'll personally be migrating my cycle commute to Richardson come to think of it).
Traffic calming, protected bike lane, generally reduced traffic would be nice
I think signs detailing how far each location is, is useful. Would be nice for tourists to take this route from downtown to Oak Bay. So flowers or art would help
Billboards announcing upcoming changes, similar to zone/construction change signs for buildings
vary. Consider ability to turn onto Lee Rd for hospital employees to access bike cages
One concern with protected lanes is ability for faster cyclists to pass slower ones.
I would like to see sidewalks widened and some sort of bike path aligned so space can be utilized as best as possible.
Increase sidewalk width on both sides of Oak Bay Avenue, provide a plaza at Oak Bay Junction for socializing, provide gathering spaces similar to Fort Street proximate to Douglas Street and in front of the Dutch Bakery and Diner.
removal of utility poles from sidewalks and increasing sidewalk width so that businesses can spill out onto them and 3-4 people can walk abreast would change a lot on Fort St. It has the potential to attract a lot of pedestrianS commuters and otherwise if designed nicely. Also, make the bike lanes wide enough to accommodate E-bikes and bikes passing each other. Cars should be bottom priority in terms of allocating road space.
Narrow the road and replace on street car storage with bike lanes and wider sidewalks. The sidewalks are barely wide enough for a wheelchair or side by side pedestrians.
No two-way lanes. One way only please.
As I said with my first comment.....this is a NO BRAINER! Don't mess it up
No comment
None other than those above.
I'm not sure my comments would be listened to because some of the decisions made thus far have little support of those who live in and pay taxes to Victoria.
N/A
See above
none
Too much "stuff" in Victoria to be on the lookout for. Much less cluttered and better visibility before all this.
SIMPLE. KEEP THE DESIGN SIMPLE. RAISED CURBS!!! nothing else
Leighton is safe, focus on creating safety and greenery on Fort Street bike lanes to help demarcate the vehicle/bike lane separation.
much safer. Separating cars and bikes is much safer than "mixed use" roads, as drivers rarely seem to understand/obey it.
make it similar to Haultain!
I think it is good to have safe bike lanes from downtown up to this area for those commuting to this area from the Galloping Goose Trail and coming thru the city core up to the Jubilee area.
Overall like the plan for Fort St.

none
Very convenient for me personally, though I feel that the north-south corridors are more lacking in general at this time.
Thank you for prioritizing this area. It’s really important to me to find a safe route to work and I’ve had several near misses on fort st and begbie as I tried different routes. I’ve almost been doored several times by parked cars on begbie, especially with the faster speeds going down the hill on begbie. I’d love to change my route to protected on fort!!!
with so many shops and traffic driving quite slowly already, i think Oak Bay would be a great street to be able to safely ride down and pick up groceries, etc.
traffic.
allowing cyclists to dismount and cross quickly to access other side streets away from major traffic routes. This means they aren't waiting at lights where vehicles are usually in a hurry to take off, get through before the light changes or turn quickly.
See above
As a motorist, there's a lot going on on the streets and also onboard the vehicles. The issue isn't the design of the corridor, the issue is there's more distraction than ever and car lanes are getting narrower. Cars and bikes really shouldn't be put together on. It's like putting mice in an elephant cage.
there needs to be complete separation, i.e. no painted lines. I would like the City to adopt this as a policy, to think of the needs of cyclists (vulnerable) first when looking at building cycling infrastructure before the needs of motor vehicles (already safe in their metal vehicle). Every road is first looked at through the lens of the roads most vulnerable (cyclists & pedestrians) and how to make the road safer for them, motor vehicles, and their movement come second. This is the policy in The Netherlands. The Netherlands has the world's most happy people, the world's most happy children, and the world's most happy drivers. This is because they put people first over that of the movement of car traffic. Creating infrastructure with people in mind and first, they make the roads safe for everyone. They also provide roads specifically for motor vehicles (no cyclists allowed), which keeps drivers happy. If we can get to this place, I’d say we have a win.
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It would be good idea to add great bike parking at oak bay high!
The more safe cycling routes we have in our community, the easier it will be to decide more often, "let's bike there". More bike lanes = more cyclists = less cars = healthier people & communities.
Consider having a "bikes take the lane" section for Richmond between Fort and Brighton Ave. It is too narrow for traffic, parked cars and cyclists.
NA

I don’t understand how the Leighton option would work with cyclists then continuing on to Oak Bay as they would have to use Foul Bay to access it which has no bike lanes. Cyclists continuing on to Fort would have to turn left on to Foul Bay which would also be tricky.
Leighton is already a route used by cyclists and despite the through traffic, it is much quieter than Oak Bay Avenue. Which will only get busier as the condos get completed.
I hope you do it
I appreciate the efforts being made to implement these improvements.
Would really appreciate the protected bike lanes along the whole way.
None really, just make it safe for the cyclists.
c
share the lane
None at this time.
?
Victoria better and better, dragging it into a kinder, greener future. I'm glad you are persevering with this program. The lower part of Pandora, with the bike lane, bike parking, lights and cafés, and the bridge...just beautiful!
none
Keep building out the bike lane network! Much appreciated!
None really
n/A
Na
n/a
Vehicle travel is extremely restricted downtown and there is simply no place to park. I am no longer able to shop there
none
Both Fort AND Oak Bay need to be built. They serve different groups.
This would make a great bike connection to downtown and oak bay village
Please plan to include both Fort St. and Oak Bay Ave. as both are required. They service district and important destinations.
Build protected lanes on either side of the street, not the dual lanes the city has built to date.
!!!
I wish that cycle facilities could be safe *and* fast. The two-way tracks are so slow - I don't think the green lights align well. As a commuter, the snail's pace of large crowds on Copenhagen's tracks would make me want to drive. A small curb might help riders feel safe, but there's no way it would actually prevent a car from hitting someone. A curb prevents riders from making evasive maneuvers and left turns, and demonstrates to drivers that cyclists do not belong on our roadways.
A good choice, off the beaten path but excellent access to Fort St or Oak Bay Ave
N/a
No
More curbs and dedicated lanes.
.
-
None
the other. More cycling infrastructure means more cyclists, just as certainly as bigger roads bring more cars.

It's pretty nice already for the most part!
I'm not a fan of the 2-way, so I'm glad that's not in the proposal.
None
i regularly cycle and actually find the painted bike lanes more than adequate especially, the one exception being the crosswalk at Leighton and RIchmond. Fort works remarkably well, Oak BAy avenue proves to be more difficult howere running down Leighton or over to Brighton solves this issue.
Lanes on Right side of road (not left), painted lines not cement barriers.
Keep planning for now, but do not start projects until the economy comes back online - not now.
See above.
none
its very busy and dangerous but a significant number of cyclista still use it. It would be a big help
None.
Fort Street and Oak Bay Avenue are already very busy commuter routes and these bike lanes will make it more dangerous for bikes and pedestrians.
TBH the traffic circle wasn't a bad idea, if there was a safe pedestrian and bike way through
Don't use this one.
Make it simple.
Have linkage side streets that are traffic calmed and safe for cyclists. Different system for right turns across bike lanes than currently is used on pandora and fort bike lanes.
as since it is only 1 block off Oak Bay avenue it could give good acces to the businesses on OB ave without sacrificing parking
It is fine the way it is
none
In addition to the above, it is difficult to get from Fern Street left onto Fort Street if coming from Fernwood. The light at the intersection (on Fern Street) should have a bike sensor.
Don't overbuild things. Invest in the key locations where there are issues but make sure that this is still a key vehicle corridor from OB to Victoria
allow people who want to make active transportation part of their daily routine able to get to these stores, restaurants, cafes, etc.
For me, this corridor is all about utility cycling… using my bike to get places I need to go. The road is too busy for it to be a pleasure ride, but that's fine. Bicycles are transportation.
None
see question 5
Awareness of possible future transportation corridor uses, eg light rail
at the end. But I think this corridor has the most to gain and would encourage more safe bike traffic in the area.
For example, if you go along fort street, and you want to turn on Vancouver street, you have to awkwardly try to turn right. There's no clear way to do this. Either improve the directions, or provide turning lanes. It's just a bad design at the moment.
It is encouraging to see viable, and desirable options exist, excluding Oak Bay Avenue.
It is an efficient route
I don't personally like shared use lanes.
None

priority. Fort street already provides a safe ride on both sides with its bike lanes,.Leighton is a quiet street with traffic calming and a crosswalk with a controlled light at Richmond on the north side. A controlled light on the south side would be an easy addition. However, Oak Bay Avenue with its wide one lane in each direction is a natural artery for a bike path. It would also provide a closer link to the proposed Richardson lane.
Bike paths would encourage more bike riders, and fewer cars on the road.
Needs safe and seamless connection on Foul Bay Road; ie bike lanes
I love that this might happen.
It's the only acceptable option of the three
n/a
.
Leighton already has traffic calming!
people get home. Some of these may encourage drivers to use other collector roads and they may need upgrading (i.e. if Leighton is right in/out at Richmond, then drivers will be expected to use Oakbay/Richmond, and there is already competing driver interest for left turning and through (currently there is no designated left turn lanes on Richmond)....so it can cause more assertive driving behaviours.
Cook Street should be a bike lane.
Advanced bike signals at busy intersections.
the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
N/a
Prioritize people over cars
None
None
Once bike lanes are in place, cycling should be restricted to the bike lanes only and not allowed on the roads nor sidewalks.
Make it safe for the elderly to take their ebikes on it. That is the way of the future
Buses are always a concern
N/A
Great return for low investment. This should be done even if another option is chosen. Love that it will connect to existing Pandora and Fort St projects.
Pass
I like the ideas you’ve put forth, seems simplistic and economical
More crosswalks, protected bike lane
Don’t let municipality of Oak Bay influence route choice. They seem to prefer as little bike infrastructure as possible.
It is an obvious extension of the lanes that already exist on fort and Pandora. It can link to lanes on Foul Bay to Oak Bay ave
of the road. If this was done properly a cyclist would be able to easily ride from downtown to the through the Jubilee corridor without having to make a very awkward and dangerous road crossing at fort street and cook.

businesses. It is by far our families current favourite route for cycle and walking, as we do not have to have our young children on the arterial routes. Commuter cyclists will always use the arterial roads regardless of bike lanes, so having AAA routes in quieter areas with easy access to commercial districts is ideal for the average cyclist.
Please also consider better alignment of lanes for crossing Foul Bay at Fort/Cadboro Bay. it is very confusing for drivers as the lanes do not align well.
Build it
Keep bikes on Fort St. And consider the impact all of these bike lanes are having with increased cars funnelling onto all the sides streets and causing a whole different kind of problem and issue!
I think it's important to consider the safety of bikers making left turns off side streets back onto Oak Bay Avenue. How can one do this safely?
Help make left-hand turns available to cyclists without cutting off cars / people / other cyclists
increase tax on cars, increase gas tax, remove lanes for cars
There’s already space for cyclists who don’t have a regard for other people who are on the road
Fix Richmond Rd between Adanac and Newton. The bike lane simply disappears which is unsafe.
Great idea
None
none
Lanes with the traffic on both sides of the street will fix my concerns.
The addition of painted cycle lanes on Foul Bay Rd.
I'm happy about it. It's not save how it is currently
Prioritize Oak Bay alongside Fort, with both protected.
Install the bike lanes on Oak Bay Ave, which has been in the plan for more than 4 years.
I think it is great, but I would prioritize a cycling route up to Hillside Mall/Camosun/UVic
No
Perhaps paint on bike lanes of Oak Bay Ave
Fort street is the only safe option although I don’t think oak bay needs a bike lane
Oak Bay avenue bike lanes will support oak bay avenue business
Bike lanes!
fell, Duchess, Davie are used by vehicles to cut through between oak bay and fort, often at 50km plus, endangering local kids.
None. Seems logical
Though this corridor will be strongly opposed by merchants, it is by far the best route to Oak Bay.
Do Fort AND Oak Bay Avenue. Both are key routes.
keep parking separate from bike lane
I like the proposed plan for Leighton.
current organization where cyclist have to cross to the other side of the road while going up a hill is awkward, and as a result, there are often one or two cyclists on either side of the road, which doesn’t feel safe for motorists. It can also feel sketchy as a cyclist trying to find the right moment to cross, and is very vulnerable for cyclists turning right onto Fort from Cook St. The cyclist on Fort st at the intersection of Fort/Pandora/Oak Bay is much safer with the introduction of the separated lane; however, those coming from Oak Bay Ave and turning left onto Fort St need some sort of protected lane as well. Right now, cars are very aggressive with cyclists trying to turn left there.

Thank you for finally bringing bike lanes here
Many people would use this route to get to RJH, BCCA, St. Pat’s school Save-on-Foods LCB & UVic. Also keeps traffic out of neighbourhood.
As I said, don't go overboard! How about introducing the changes gradually rather than spending a whole sh*tload all at once then discovering later something has to be changed.
None
improvement.
A lot of care should be taken to make this a true AAA route, given that it goes to a busy regional hospital. Do what it takes to make it comfortable and safe.
Nothing to add
I like this idea a lot. Please proceed
As above.
and removable concrete borders for much of it. Get more kms for fewer $$$, allowing the City to also do Fort Street improvements.
The Leighton street proposal is NOT AAA.
Need to have good corridor connecting from Fort&oak bay to Cadboro bay and Landsdowne. Lots of cyclists want to use this route. But fort/cad bay is not a good route because of all the cross traffic and junctions. Would be better to move the AAA route off of fort. Putting too much cycling barriers on fort/cad bay may result in vehicle traffic short cutting through neighbourhood streets.
i would really enjoy a protected bike lane on Fort St, and as a pedestrian, it would add a welcome separation from fast-moving car traffic
slower, and safer, than OB Ave between Fort and Foul Bay. Therefore, it makes sense to run a protected lane on the Vic portion of OB Ave. Also, OB has tons of cyclists who would use both Richardson and OB Ave.
Great potential for cycling to central Oak Bay, which is currently missing from the regional network. I also strongly support construction of separated lanes along Fort St as a means of accessing the hospital; it should not have to be either-or. There is not currently good access to the northern portion of the Victoria-Oak Bay boundary despite a high number of local shops all along there.
Priorities cycle tracks Over Sharrows and advisory lanes. These are dangerous and have the potential to encourage less confident riders to ride on streets with traffic that fail to meet AAA. Victoria has taken two steps back with Vancouver St.
route.
I'm happy to see this option. An old, wide car-centric street = A future complete street :)
protected in time.
Improvements to Fort Street seem useful and practical.
Protected intersection at Richmond and Oak bay Ave with sensible signal phasing
Be bold. Listen to your planning instincts, not whinny people.
Improve signal

Jubilee Route Alignment

Q7: Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.

	strongly support		Somewhat support		Indifferent	
	65.57%	219	13.47%	45	4.49%	15

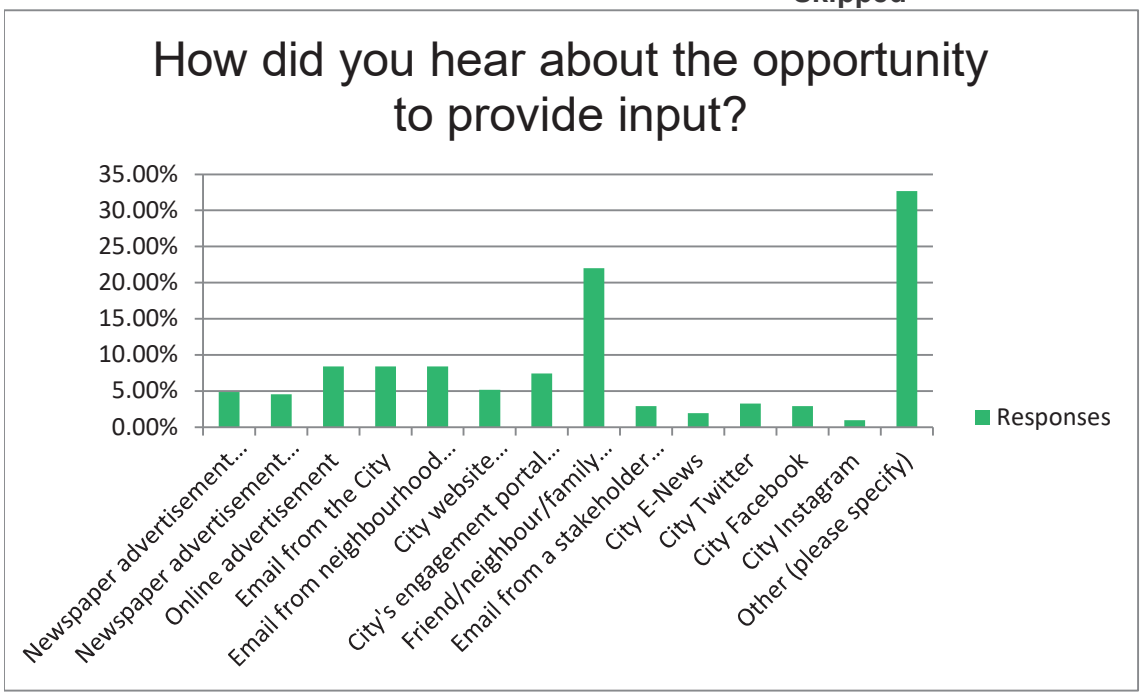
Somewhat oppose		Strongly oppose		Total
5.39%	18	11.08%	37	334

Answered	**334**
Skipped	**89**

Jubilee Route Alignment

Q8: How did you hear about the opportunity to provide input?

Answer Choices	Responses	
Newspaper advertisement (Times Colonist)	4.85%	15
Newspaper advertisement (Victoria News/Oak Bay News)	4.53%	14
Online advertisement	8.41%	26
Email from the City	8.41%	26
Email from neighbourhood association	8.41%	26
City website (victoria.ca/cycling)	5.18%	16
City's engagement portal (engage.victoria.ca)	7.44%	23
Friend/neighbour/family member/colleague	22.01%	68
Email from a stakeholder group	2.91%	9
City E-News	1.94%	6
City Twitter	3.24%	10
City Facebook	2.91%	9
City Instagram	0.97%	3
Other (please specify)	32.69%	101
	Answered	**309**
	Skipped	**114**



Respondents	Response Date	Other (please specify)
1	Sep 21 2020 0	VIHA notice
2	Sep 20 2020 0	Letter from city of Victoria
3	Sep 19 2020 0	Letter that came in the mail from the city

4	Sep 18 2020	0	Received it in my mailbox
5	Sep 18 2020	0	occupant mail
6	Sep 18 2020	0	City mailed a document
7	Sep 18 2020	0	Was mailed to me
8	Sep 18 2020	0	Letter from the city
9	Sep 18 2020	0	info mailed from city of victoria
10	Sep 17 2020	0	Neighbourhood newsletter.
11	Sep 17 2020	0	Island health internal communications to staff
12	Sep 16 2020	0	Island Health staff information
13	Sep 16 2020	0	email from employer (Island Health)
14	Sep 16 2020	0	Email sent to Island Health staff.
15	Sep 16 2020	0	Island Health email
16	Sep 16 2020	0	twitter and my employer
17	Sep 16 2020	0	work (Island Health) newsletter
18	Sep 16 2020	1	City staff contact.
19	Sep 14 2020	0	South Jubilee Neighbourhood Association
20	Sep 14 2020	1	Island Health Intranet
21	Sep 14 2020	1	poster
22	Sep 14 2020	0	Island Health employee intranet
23	Sep 14 2020	0	VIHA Intranet
24	Sep 14 2020	0	Island Health internal news article
25	Sep 14 2020	0	Island Health Employee Notices
26	Sep 13 2020	0	radio
27	Sep 13 2020	0	Neighborhood newsletter
28	Sep 10 2020	0	Social media
29	Sep 08 2020	1	Great Victoria Cycling Coalition Facebook page

30	Sep 08 2020	0	General city website
31	Sep 08 2020	0	CFax radio station North Jubilee
32	Sep 08 2020	1	community newsletter
33	Sep 08 2020	1	Email from colleague
34	Sep 08 2020	1	Friends
35	Sep 08 2020	0	GVCC a post on facebooks
36	Sep 07 2020	0	'oak bay locals' page Victoria cycling coalition
37	Sep 07 2020	0	Facebook.
38	Sep 07 2020	0	gvcc facebook post
39	Sep 07 2020	1	radio
40	Sep 07 2020	1	Facebook group
41	Sep 06 2020	1	Facebook
42	Sep 06 2020	0	Radio
43	Sep 06 2020	1	Friends who live in the area that would be negatively impacted by this proposal
44	Sep 06 2020	1	local Facebook page
45	Sep 06 2020	0	Fb
46	Sep 06 2020	0	Old grumpy people on Oak Bay Local Facebook page who are against cycling infrastructure Facebook (of course....I'm surprised this isn't an option on it's own). Someone posted
47	Sep 05 2020	1	in a local FB group.
48	Sep 05 2020	0	Radio
49	Sep 05 2020	0	radio news
50	Sep 05 2020	0	Message board
51	Sep 05 2020	0	gvcc trying to drive specific responses.
52	Sep 05 2020	0	Facebook —Oak Bay Local Page
53	Sep 05 2020	0	M
54	Sep 05 2020	0	CFAX
55	Sep 05 2020	0	GVCC website via Oak Bay Local facebook page

56	Sep 05 2020	1	CFAX radio news cast.
57	Sep 05 2020	1	Radio news on CFAX
58	Sep 05 2020	1	///
59	Sep 05 2020	0	Cfax news
60	Sep 04 2020	0	Discussion about the Jubilee routes on Twitter.
61	Sep 04 2020	0	Watching Facebook broadcast of Friday report
62	Sep 04 2020	0	vibrant victoria
63	Sep 03 2020	0	Twitter
64	Sep 03 2020	0	Social Media post
65	Sep 03 2020	0	The City's Facebook page.
66	Sep 03 2020	0	Social Media
67	Sep 03 2020	0	Instagram
68	Sep 03 2020	0	Twitter
69	Sep 02 2020	1	City of Victoria twitter post
70	Sep 02 2020	0	greater victoria cycling coalitoon
71	Sep 02 2020	0	Instagram
72	Sep 02 2020	0	City Facebook page
73	Sep 02 2020	0	Twitter
74	Sep 02 2020	0	Twitter
75	Sep 02 2020	0	are you referring to the other times the city and mayor has ignored input? I've lost count
76	Sep 02 2020	0	Instagram
77	Sep 02 2020	0	social media
78	Sep 02 2020	0	Online News collector site
79	Sep 02 2020	0	Twitter
80	Sep 02 2020	0	Twitter
81	Sep 02 2020	0	City of Victoria Facebook post
82	Sep 02 2020	0	Facebook
83	Sep 02 2020	0	social media (twitter)
84	Sep 02 2020	0	Twitter
85	Sep 02 2020	0	Instagram
86	Sep 02 2020	0	twiiter

87	Aug 31 2020	1	Facebook
88	Aug 29 2020	0	Saw on Facebook
89	Aug 28 2020	0	A friends post on social media.
90	Aug 28 2020	0	Facebook
91	Aug 27 2020	1	I saw a sign saying it was proceeding.
92	Aug 26 2020	1	email from a friend
93	Aug 26 2020	0	Posted by the Greater Victoria Cycling Coalition on Twitter
94	Aug 25 2020	0	Social media
95	Aug 25 2020	0	social media (not City accounts) Text by Greater Victoria
96	Aug 25 2020	0	Cycling Coalition
97	Aug 25 2020	0	Twitter
98	Aug 25 2020	0	Twitter post by gvcc. I’m on the city update email list so it’s a bit dissuading not to have heard via that channel but thank you for your hard work and commitment to improving this beautiful city
99	Aug 25 2020	0	social media/twitter
100	Aug 25 2020	0	twitter
101	Aug 25 2020	0	tweet from GreaterVictoriaCycle

APPENDIX 2-B: PHASE 2 SURVEY REPORTS

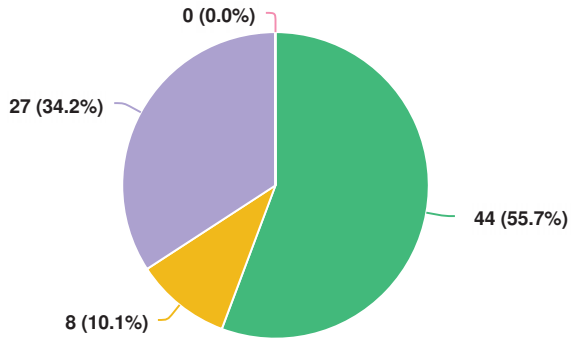
Oaklands Connector - Phase 2 - Virtual Corridor Tour

SURVEY RESPONSE REPORT
19 October 2020 - 30 November 2020

PROJECT NAME:
All Ages and Abilities Cycling Network

SURVEY QUESTIONS

Q1 How did you view the full-length designs?

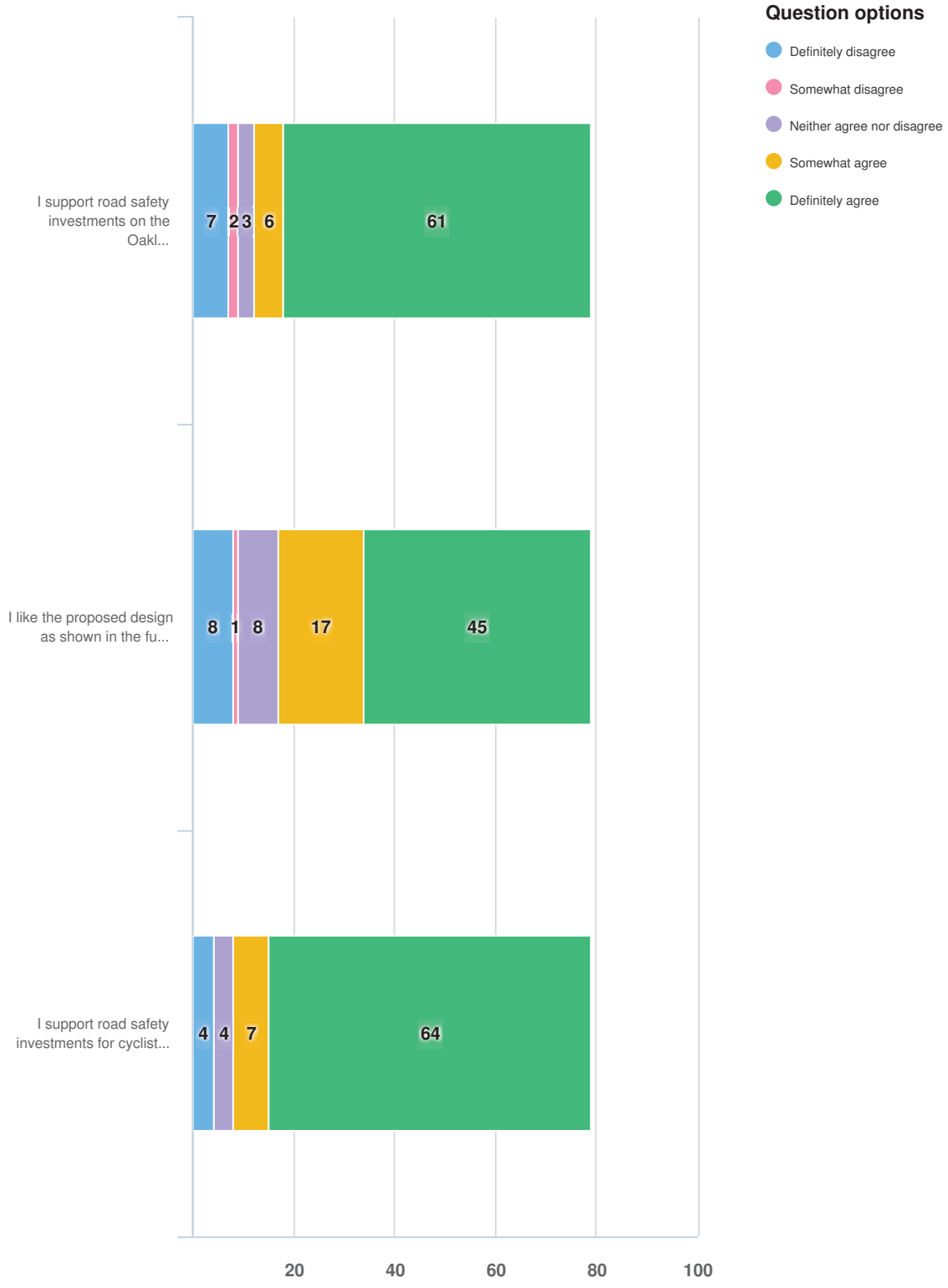


Question options

- Virtual corridor tour video
- PDF design drawings
- I viewed both (video and PDF drawings)
- I did not view the full-length designs

Mandatory Question (79 response(s))
Question type: Radio Button Question

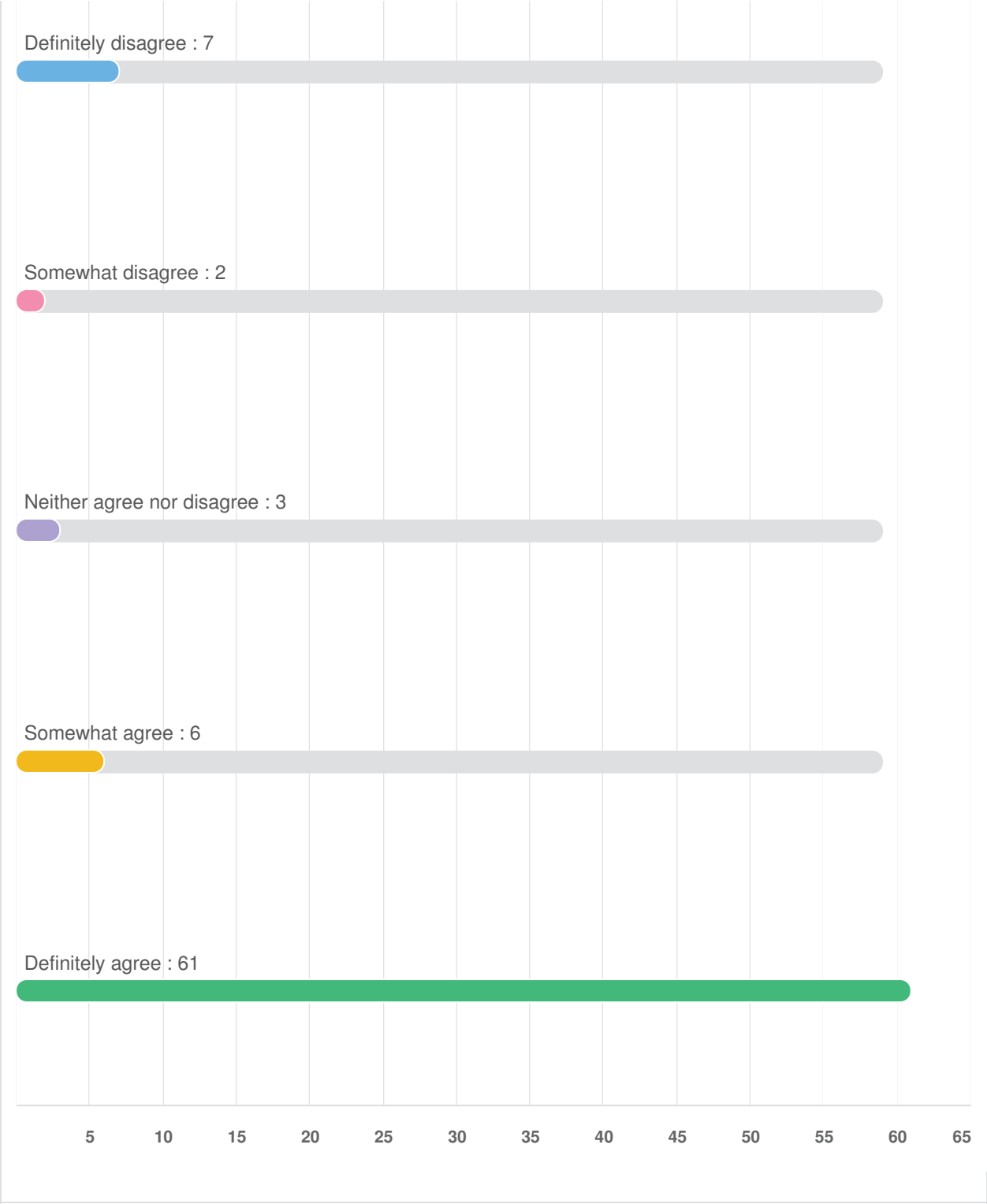
Q2 Please rate your level of support for the proposed design based on the following statements.



Mandatory Question (79 response(s))
Question type: Likert Question

Q2 Please rate your level of support for the proposed design based on the following statements.

I support road safety investments on the Oaklands Connector corridor.


Definitely disagree : 7
Somewhat disagree : 2
Neither agree nor disagree : 3
Somewhat agree : 6
Definitely agree : 61
5
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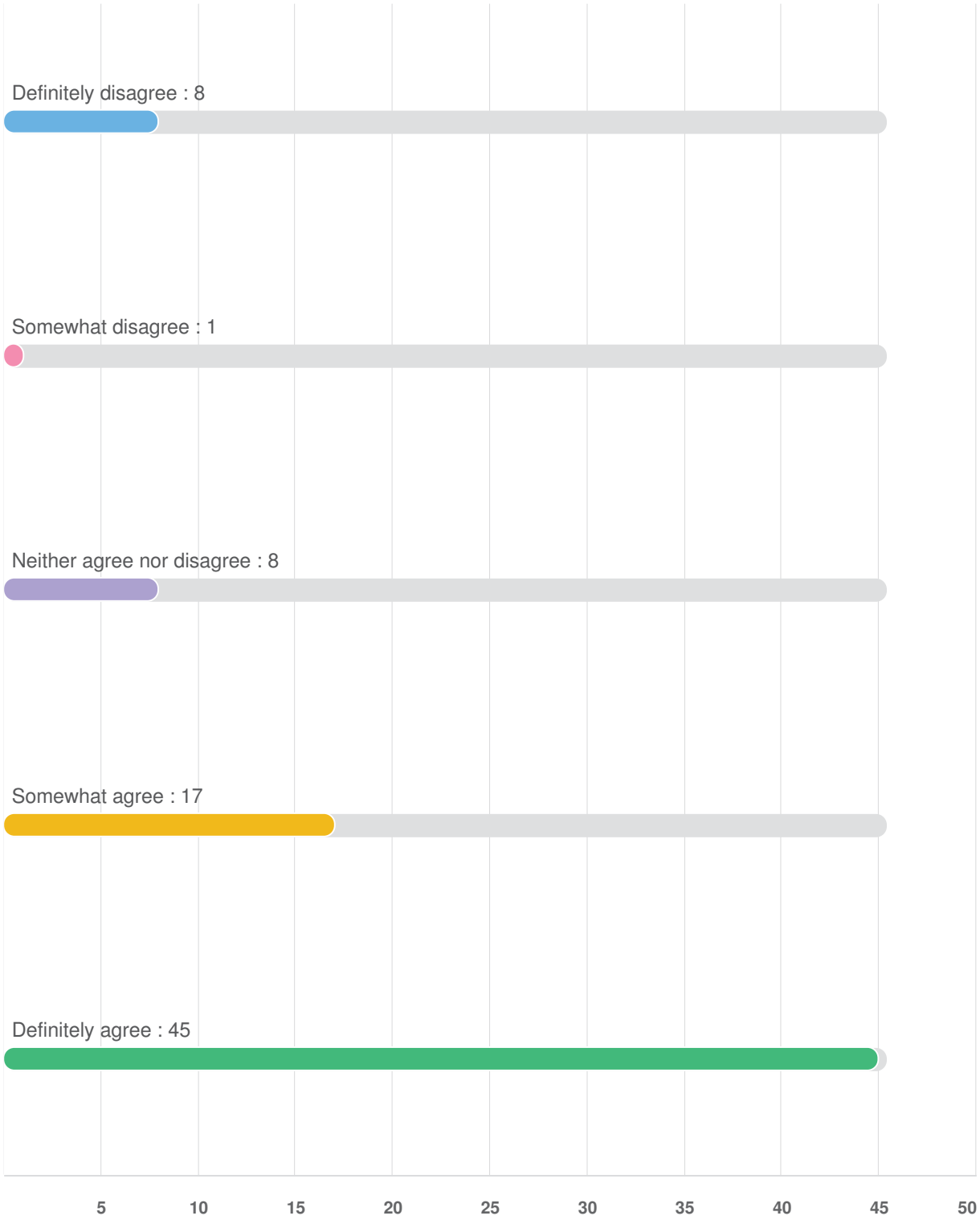
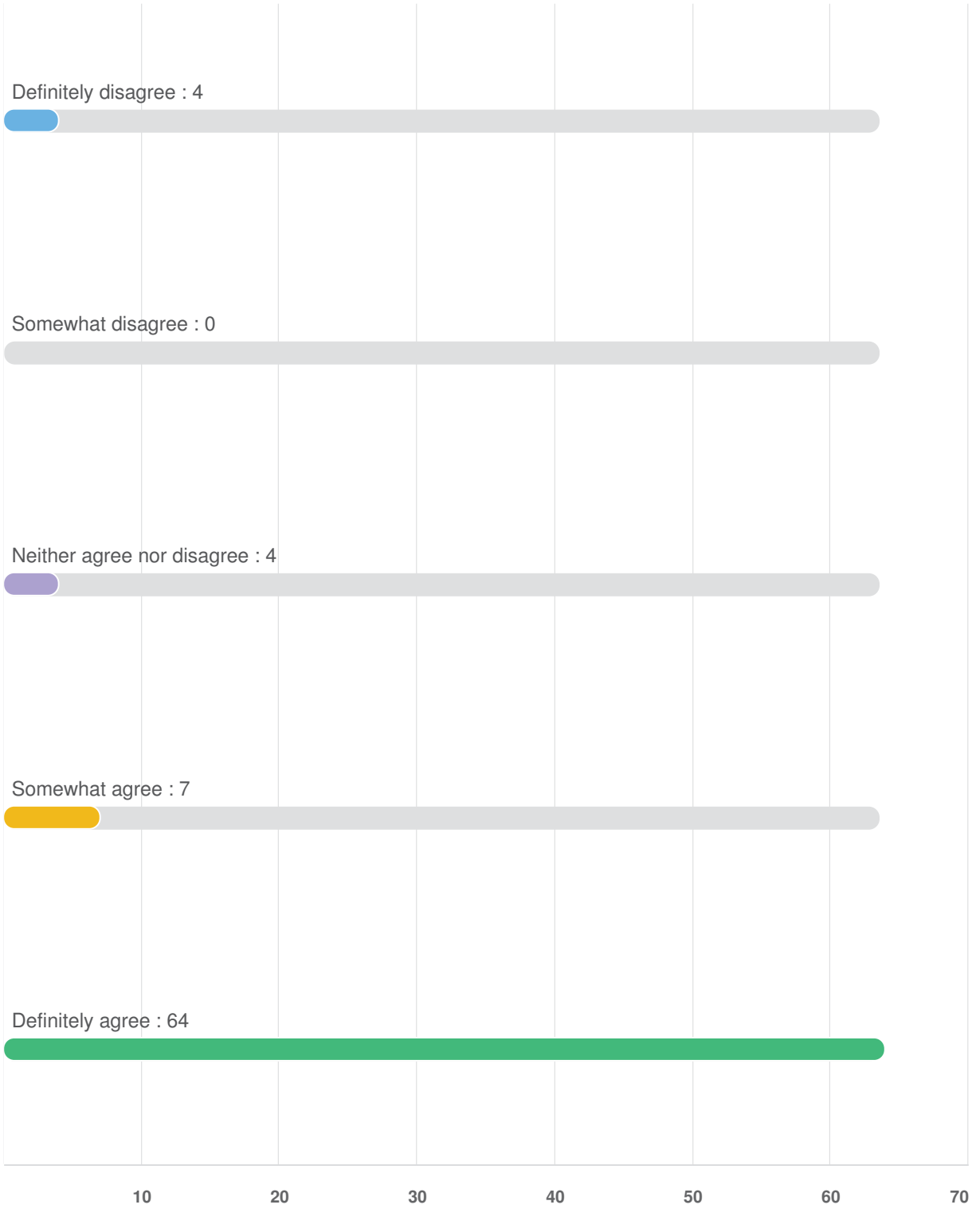
60
65

I like the proposed design as shown in the full-length designs.



I support road safety investments for cyclists and pedestrians, in general.



Q3 **Share any comments related to your level of support.**

Screen Name Redacted 10/19/2020 04:28 PM	I bike this route all the time, there are some safety issues currently that are nicely addressed.
Screen Name Redacted 10/19/2020 05:10 PM	Excellent proposal. Looks good. The fence near the playground is also a good idea.
Screen Name Redacted 10/21/2020 04:22 PM	Anywhere that speed bumps are added, including little gaps that bikes can pass through would be lovely.
Screen Name Redacted 10/23/2020 09:38 AM	I ride my bike from Rockland to the Hillside area at least 3 times weekly and I am fine using the current roadways. I do not need these changes and will not use them for my transportation. If you want to something, please repave Belmont from Pandora to Pembroke. It's a logical bike route from upper Fort to Hillside Mall, but it's in terrible condition. Try it out sometime.
Screen Name Redacted 10/25/2020 01:43 PM	Most of this route exists in some form already. So this should be able to be in place relatively quickly
Screen Name Redacted 10/26/2020 06:12 PM	The design is sensible, however I think that the path through Oaklands Park and the tennis courts needs some form of lighting. One of the important goals of a AAA network is to allow people to live without a car, and that means supporting riding at night. Many more vulnerable riders will not feel safe riding through the park at night unless they can see what is around them.
Screen Name Redacted 10/27/2020 03:28 PM	These roads carry very little traffic and are inherently safe already, therefore I don't really see the need for additional safety investments. Save the valuable resource dollars for more critical areas.
Screen Name Redacted 10/28/2020 02:41 PM	Reducing speed is unnecessary, people are already driving at 30 KM through those areas as they are playground and school zones. people drive for the road conditions.
Screen Name Redacted 10/28/2020 04:00 PM	Most of the route is commonsense. I used it every day for 5 years. Very modest changes are required to make it even safer.
Screen Name Redacted 10/28/2020 08:04 PM	Would love to see these changes implemented. I take this route very frequently and the changes would improve safety immensely!
Screen Name Redacted 10/30/2020 12:47 PM	This is so simple and effective! This should have been the approach used on Vancouver and Haultain!
Screen Name Redacted 10/30/2020 04:58 PM	I whole-heartedly support bike-friendly infrastructure that connects bike lanes with the existing cycling network. However, "sharrows" that indicate a road is to be shared between cars and cyclists often leads to frustrated drivers who try to pass slower-moving cyclists on an already narrow road. As a cyclist, it's unnerving to have cars following close behind you on the road, inching closer and closer to you as they wait for a break in oncoming traffic before swerving

	even experienced cyclists, and are not welcoming infrastructure for new or less confident cyclists such as children or elderly.
Screen Name Redacted 10/30/2020 09:24 PM	I am very pleased to hear that road crossings are planned for Ryan St. at Shakespeare leading into the park. My children cross there on their way to school and I think it requires a crosswalk.
Screen Name Redacted 11/03/2020 08:44 AM	I would support a AAA lane along Shelbourne more but this is also needed. We need a connector from Gordon Head for people that commute daily on their bikes. Biking needs to be more efficient than car travel, winding through the oaklands wont do it for daily commuters.
Screen Name Redacted 11/03/2020 10:37 AM	I'm glad to see that the new rout is on a smaller road instead of trying to navigate Hillside.
Screen Name Redacted 11/03/2020 10:53 AM	This will be a great improvement to this neighborhood, for both cyclists and pedestrians.
Screen Name Redacted 11/03/2020 01:23 PM	You need to remove parking on one side of the street if you want to allow for cyclists to be passed safely when on the road. Just adding paint and a few speed bumps doesn't address current safety problems which are tight passing and dooring
Screen Name Redacted 11/03/2020 02:26 PM	I really love the idea of fencing around the park area at Oaklands Playground Park. Increased use of this route could lead to safety concerns, this park is very well used and loved by kids.
Screen Name Redacted 11/03/2020 03:53 PM	Of course we all support road safety investments. That is an insulting question. Many of us don't see value for money in the use of concrete barriers which are expensive and not green. There are more affordable and equally effective means of providing safe cycling routes. Quit wasting taxpayers money on one means of transport. You are creating a hostile environment that increases conflict between cyclists and everyone else.
Screen Name Redacted 11/03/2020 07:21 PM	Not a route I would regularly bike down, and these improvements wouldn't be enough for me to move to the AAA route instead of biking down Shelbourne. A better idea would be investing in bike infrastructure upgrades to Shelbourne.
Screen Name Redacted 11/03/2020 08:15 PM	I live on Shakespeare St and support the changes. Speed bumps can be noisy if people take them fast though and are not my favorite to ride over as a cyclist.
Screen Name Redacted 11/04/2020 06:02 AM	I live in Oakland’s on the other side of Hillside an support any safety improvements for crossing. The street to get to Oakland’s or landsdown schools.
Screen Name Redacted 11/04/2020 06:32 AM	Looks great! I LOVE the quieter street option as opposed to busy street protected bike lane.

11/04/2020 04:05 PM	realized without a significant investment. I strongly support the improvements outlined here.
Screen Name Redacted 11/04/2020 04:48 PM	Happy to see this corridor being built! Lots of families, students, and other cyclists in the neighbourhood will be able to take advantage.
Screen Name Redacted 11/05/2020 02:44 AM	If there's going to be roadside parking making routes single lane (as in this case, or the nightmare which is Shelbourne) then bikes and cars should not be passing each other.
Screen Name Redacted 11/06/2020 02:09 PM	These are sensible improvements to a route I currently use and I fully support them. I like the lowered speed limit and speed humps to slow traffic - even on these residential roads, people in cars will move to fast for the conditions (of having people on bikes on the street and pedestrians crossing).
Screen Name Redacted 11/06/2020 09:16 PM	I use this route and the proposed investments would make my use safer and more enjoyable.
Screen Name Redacted 11/11/2020 03:42 PM	I bike this corridor often and find the roads already safe, however, some of the other proposals like making smoother entrances to the park and behind the tennis courts would be greatly appreciated.
Screen Name Redacted 11/18/2020 02:50 PM	I believe this is a necessary enhancement to the existing bike paths. Specifically, the connection between the bike path at the basketball courts/tennis courts is extremely awkward and definitely needs attention. In addition, accessing the park by crossing from Shakespeare to the park entrance is dodgy!
Screen Name Redacted 11/18/2020 04:24 PM	As someone that lives at Myrtle & Doncaster we fully support a 4 way stop at the intersection. We have witnessed many near misses with cyclists & cars.
Screen Name Redacted 11/22/2020 10:48 AM	Some sort of fencing or clear separation between the path and the playground on one side and the fitness area on the other side in Oakland park will be critical to avoid accidents between cyclists and unpredictatable toddlers!
Screen Name Redacted 11/22/2020 11:03 AM	I think you've done an excellent job of proposing an attractive and safe route.
Screen Name Redacted 11/22/2020 05:39 PM	After living on the corridor for 15 years, I don’t believe that there is a problem with road safety. My opinion is based on dog walking the corridor 1-2 times daily, bicycle riding for pleasure and vehicle commuting to work downtown. I request that the City shares the stats that indicate this is a required improvement. Further, I believe that there are far more appropriate areas for investment.
Screen Name Redacted 11/26/2020 06:39 PM	lighting is needed next to the tennis courts, that area is very dark at night

Screen Name Redacted 11/26/2020 11:25 PM	I support this project as parts of this route need updating for visibility.
Screen Name Redacted 11/28/2020 04:52 PM	Glad to see planning for sustainable transport.
Screen Name Redacted 11/28/2020 06:48 PM	This may be suitable if the route only provided one way for car traffic that way a lane could be converted to a bike lane possibly two way
Screen Name Redacted 11/28/2020 11:05 PM	I appreciate the speed humps. Will traffic be sufficiently low for a true AAA type connection? What are the risks on Pearl, in particular, given only paint will be used as a treatment there?
Screen Name Redacted 11/29/2020 03:55 PM	Driver Training related to bicycles is a must!!!
Screen Name Redacted 11/30/2020 08:53 AM	Very supportive of these routes. As an avid cyclist, these do provide a good safety benefit.
Screen Name Redacted 11/30/2020 09:10 AM	I appreciate the fabulous new bike lanes all around the city & have been cycling more than ever due to the lanes' welcome existence. Thank you.
Screen Name Redacted 11/30/2020 09:48 AM	This is a complete waste of taxpayers dollars. This counsel does not have the support of a plurality of it citizens, or the business community. Who does it have support of beyond the cycling coalition which represents less than 5 % of the city population. What the city needs is more lanes for car and public transit routes.
Screen Name Redacted 11/30/2020 10:36 AM	I live in Oaklands and ride part of this proposed route on a regular basis. I like everything about the proposed Oaklands Connector except for the dividing line down the middle of the path that runs through the park. If the path is divided, it will be impossible to keep all the users on this path in the correct side. I ride this path regularly. There are often small children, people with dogs, etc on the path. Trying to keep them all on the right side is a waste of effort - it's just not how people or dogs behave in a neighbourhood park. Any cyclist currently using the path knows to go slowly and that they might need to swerve around a person or dog. And that is just fine - it forces cyclists to be careful, and it allows everyone to share the path in a friendly way. A dividing line will actually encourage cyclists to speed up and may cause collisions.
Screen Name Redacted 11/30/2020 12:10 PM	This survey is designed to obtain a limited number of pre-approved opinions, particularly question 2, not to actually open the door to some substantive feedback. This makes it, and this entire consultation process, an exercise in the manipulation of the public and dishonest on its face. Here is some real feedback: 1) If there are safety issues on particular roads and routes please provide the public with the statistics on accidents and injuries and the

information for the public to consider any public safety investment proposals. You have not provided this information to the public, so how can we judge> 2) If you are going to propose investments to reduce accidents, they please provide information on how the investments proposed will address the known causes of accidents and the projected number of accidents that will be reduced or eliminated. We, the public, can then judge if the investments are reasonable or justified by their projected impact. You have not provided this information to the public, so how can we judge? 3) If you are going to propose investments which are supposedly based on safety considerations, what is your plan for reporting back to the public in future years on how those investments have performed? That is, how accidents have been reduced? No plan for reporting, no investment is the only reasonable comment. You have not provided this information to the public. 4) What analysis has been conducted on the impact of the changes to other users of the corridor? Any? How about another Question for inclusion in #2 above: Do you support safety investments which are supported by a careful analysis of the accidents that have occurred on the corridor and which are targeted to the reduction of those accidents in the most cost-efficient manner with the least impact on other users of the corridor? I would answer "definitely agree". I hope my comment have illustrated for you the explicit dishonesty of your survey due to its transparent bias in the slanted nature of the questions asked. The staff who worked on this survey should be ashamed of themselves.

Screen Name Redacted
11/30/2020 04:37 PM

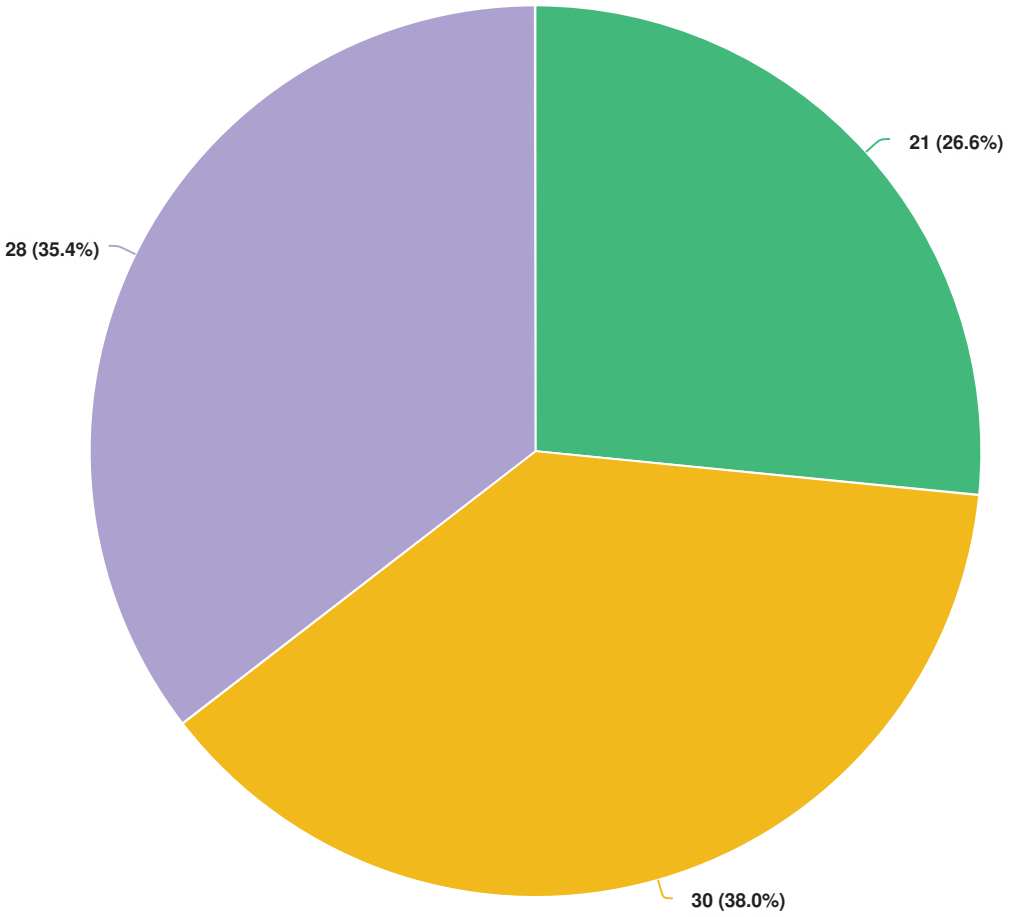
It's already completely residential and safe. Bike lanes are a waste of taxpayers dollars. Cyclists should be licensed and insured!

Screen Name Redacted
11/30/2020 09:03 PM

Why go through Doncaster and not Shakespeare to Hillside? Will the corridor extend up Doncaster in the future? Is it to avoid the mall traffic around Hillside and Shakespeare? Going up Shakespeare would make the route more straightforward though I think it's ok as-is. Also, is it really necessary to paint centerlines on the path through the park? Not sure if the value outweighs the cost on that.

Optional question (47 response(s), 32 skipped)
Question type: Essay Question

Q4 Do you plan on sharing detailed design feedback using the route map tool?



Question options

not sure no yes

Mandatory Question (79 response(s))
Question type: Dropdown Question

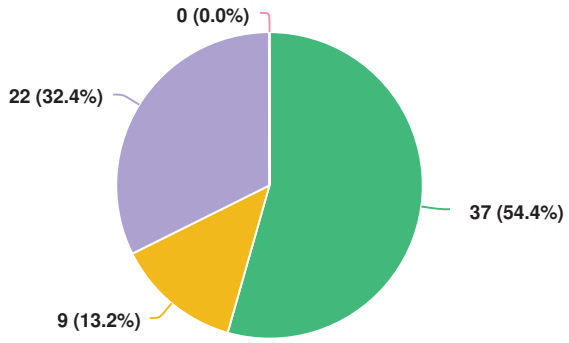
Fernwood Connector - Phase 2 - Virtual Corridor Tour

SURVEY RESPONSE REPORT
19 October 2020 - 30 November 2020

PROJECT NAME:
All Ages and Abilities Cycling Network

SURVEY QUESTIONS

Q1 How did you view the full-length designs?

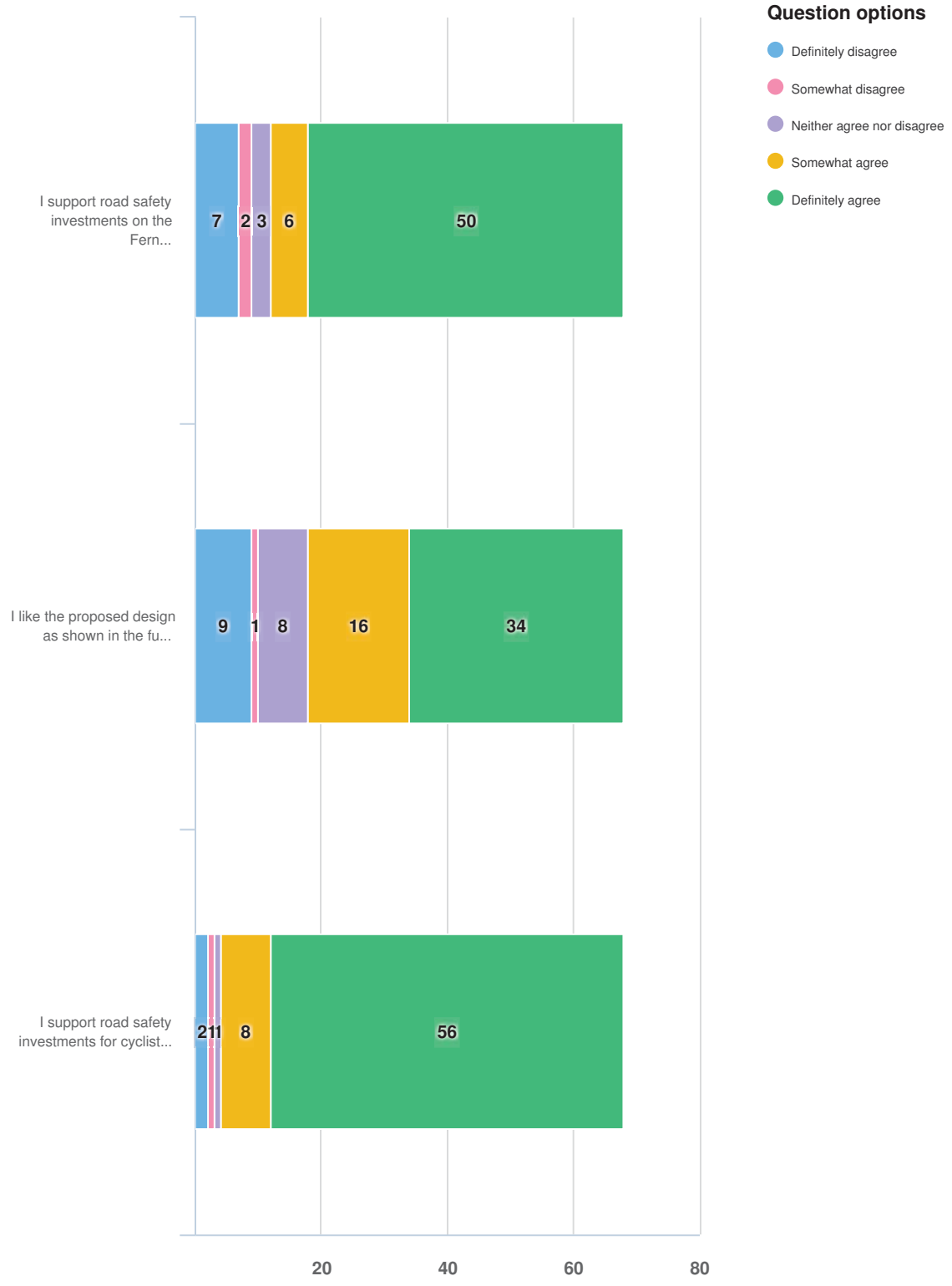


Question options

- Virtual corridor tour video
- PDF design drawings
- I viewed both (video and PDF drawings)
- I did not view the full-length designs

Mandatory Question (68 response(s))
Question type: Radio Button Question

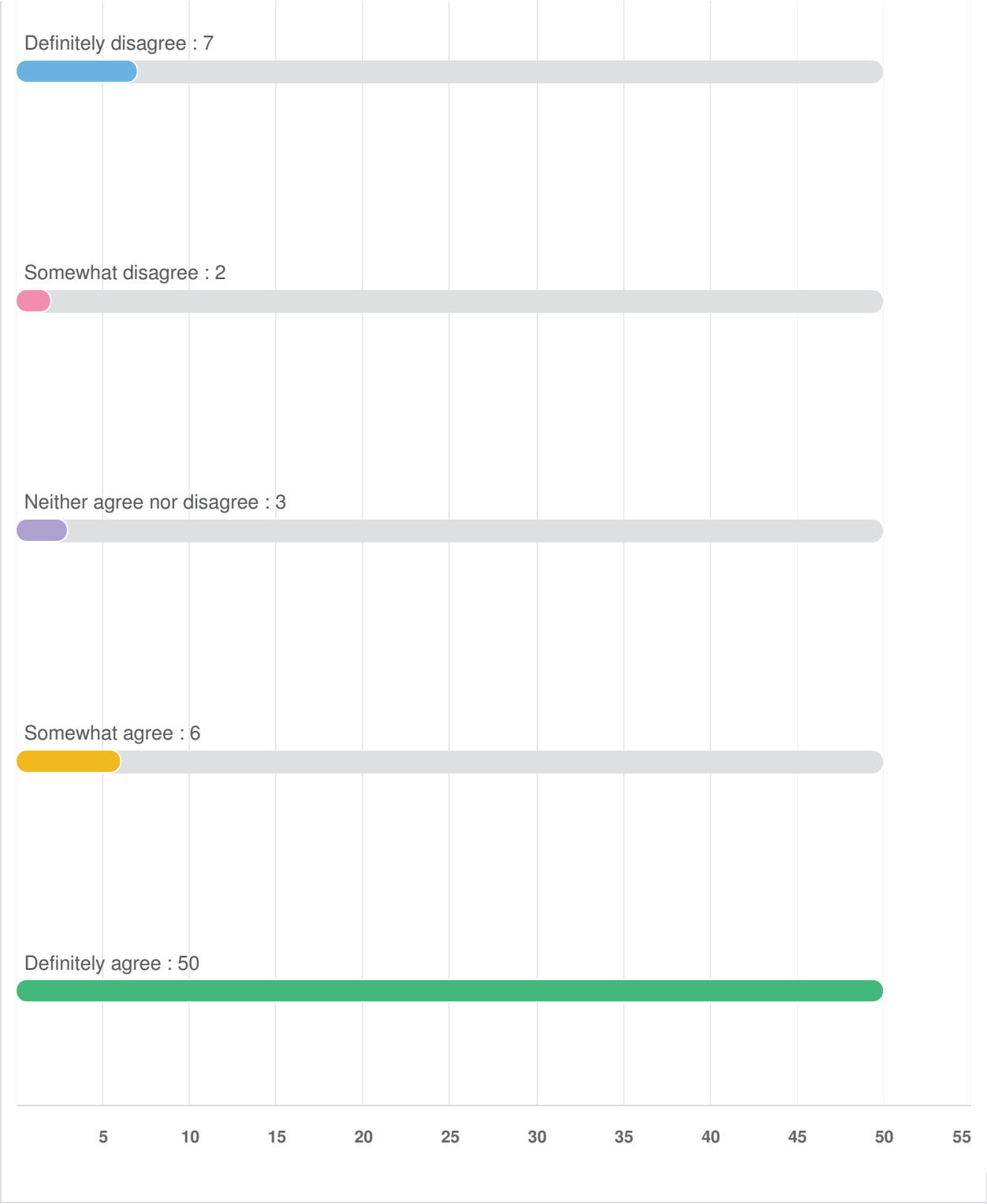
Q2 Please rate your level of support for the proposed design based on the following statements.



Mandatory Question (68 response(s))
Question type: Likert Question

Q2 Please rate your level of support for the proposed design based on the following statements.

I support road safety investments on the Fernwood Connector corridor.


Definitely disagree : 7
Somewhat disagree : 2
Neither agree nor disagree : 3
Somewhat agree : 6
Definitely agree : 50
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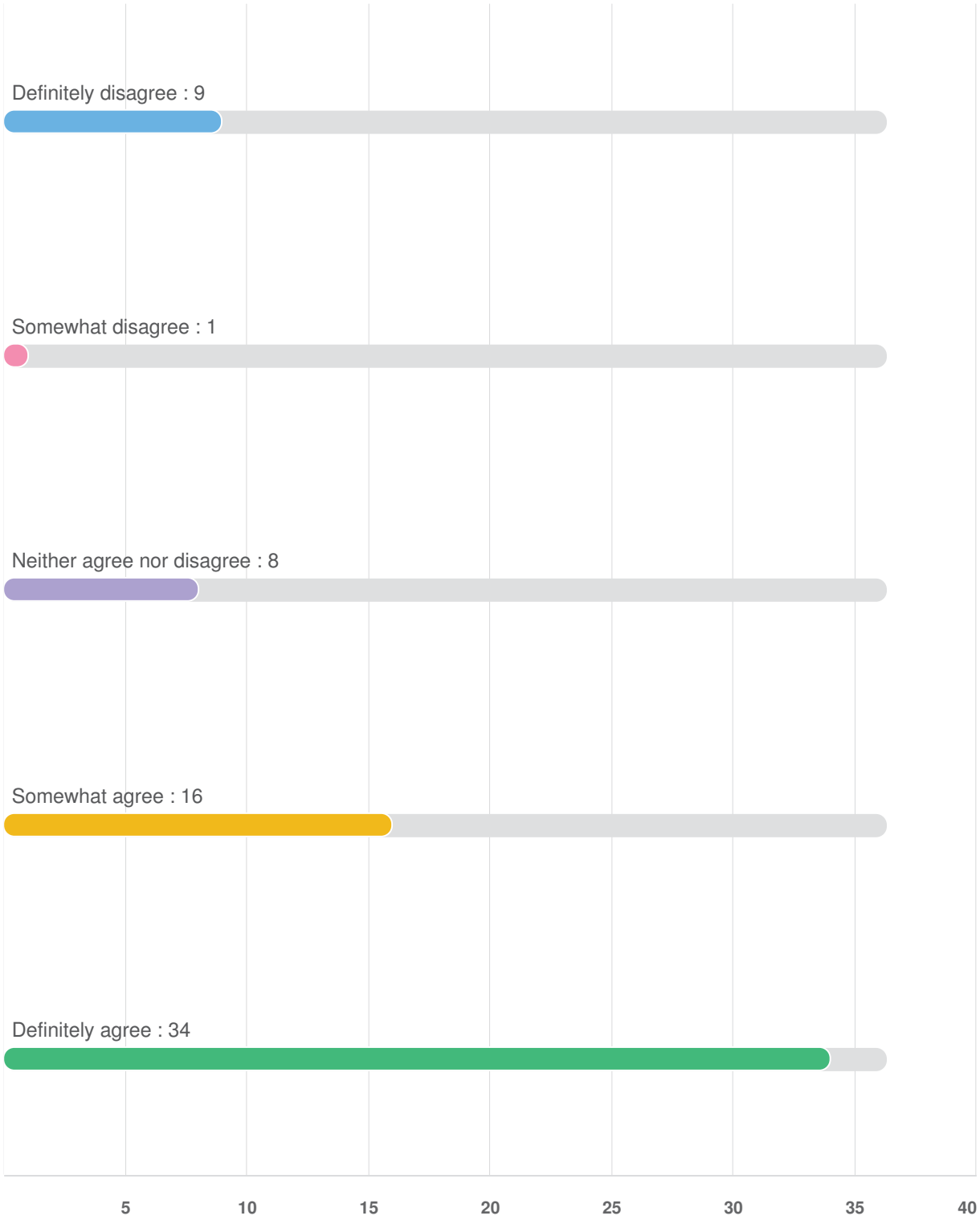
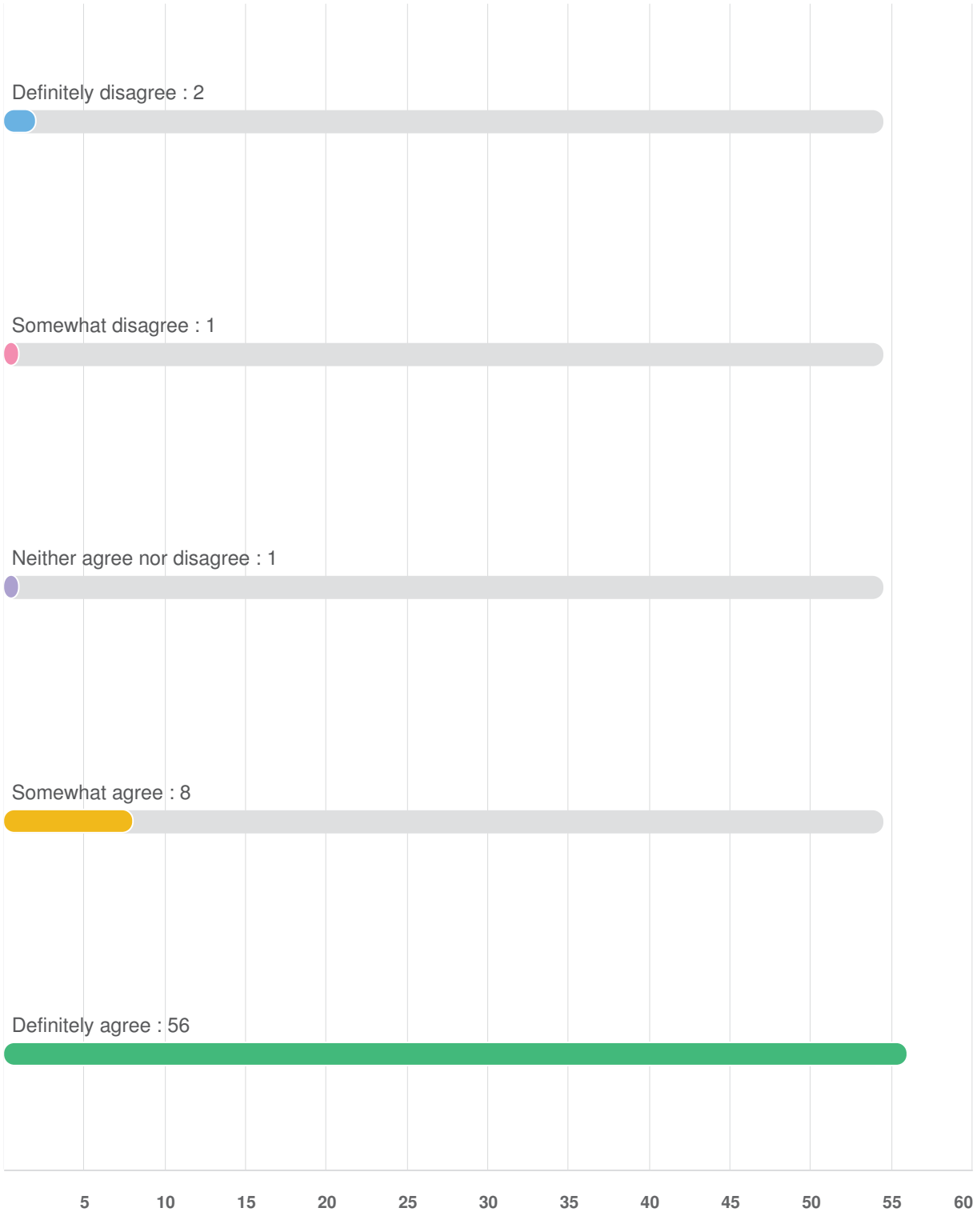
I like the proposed design as shown in the full-length designs.



I support road safety investments for cyclists and pedestrians, in general.



Q3 **Share any comments related to your level of support.**

Screen Name Redacted 10/19/2020 04:40 PM	I live along the Fernwood connector, so excited for the safer crossing at Bay!
Screen Name Redacted 10/19/2020 05:26 PM	A major improvement. Thank you!
Screen Name Redacted 10/21/2020 03:48 PM	Sharrows aren't infrastructure, they don't do anything substantial to protect cyclists or reduce vehicle traffic. The design is a good start, but I hesitate to call it AAA.
Screen Name Redacted 10/25/2020 10:00 AM	I support the improvement to bike and pedestrian use of all the roads in the CRD and Victoria specifically. I also support the increase of pedestrian only areas, such as now occurs on Government Street at Bastion Square and Broad St at Fort. I believe the increase in “right turn only” four way stops with no through or left turn traffic should be increased. This will improve bicycle and pedestrian safety and reduce speeds on the side streets.
Screen Name Redacted 10/25/2020 01:55 PM	I like the topography, but the Bay Avebury intersection is confusing for cyclists. Why not put in a pedestrian / cyclist controlled intersection at Oregon for bikes heading south? Then another at Avebury for bikes going north? That way you just need a queing area instead of a two way bikelane for half a block and all that it entails. That way too you don't add another awkward bike intersection like Fort and Wharft and Cormorant / Pandora at Store. Just a thought.
Screen Name Redacted 10/27/2020 03:25 PM	I particularly dislike the short 2-way dog-leg on Bay St which has southbound cyclists facing oncoming traffic. Also the south end at Stanley St involves a complicated and rather dangerous intersection. In any case the chosen route doesn't even connect directly to the Oaklands section. It would be more useful (and provide a good alternative to Shelbourne) if Shakespeare and/or Scott were utilized. At the Bay St crossing, it would be safer to use Shakespeare -> Scott northbound and Shakespeare southbound; that way a bike lane is needed only on the south side of Bay, with cyclists going the same, safer, direction as vehicles. BTW, I "somewhat disagree" with the 1st question as, really, these roads carry very little traffic and are inherently "safe."
Screen Name Redacted 10/27/2020 05:41 PM	This looks basic, but fine. I will be very interested in the details of the Bay Street crossing, and on what you decide to do at Gladstone if you don't go with a four way stop.
Screen Name Redacted 10/28/2020 02:51 PM	How about putting bike lane on the oversized boulevards provided on Haultain. How about enforcing cyclists at the 4 way at Fernwood and Haultain? How about cutting the the boulevards 6-12 inches less to add a bit more space for buses and bikes on Haultain and not waste money on paint markings? Maybe make pull outs too? Boulevards don't need to be that wide.
Screen Name Redacted 10/28/2020 08:54 PM	Looks great - I especially like the safety additions to cross Bay - a troublesome spot. I hope that good lighting will be considered as part of this

Screen Name Redacted 10/30/2020 12:51 PM	This is so simple and effective! This should have been the approach used on Vancouver and Haultain
Screen Name Redacted 10/30/2020 05:03 PM	Sharrows seem appropriate for this corridor. Improved lights and crosswalks over Bay street are very needed.
Screen Name Redacted 11/01/2020 08:22 AM	As a multi transport user, I support this.
Screen Name Redacted 11/01/2020 09:02 AM	Great idea for the bay st/Oregon intersections
Screen Name Redacted 11/03/2020 08:52 AM	More the better, make sure there is density added to these areas and possible corner stores where people can get small grocery items.
Screen Name Redacted 11/03/2020 10:54 AM	I like the idea of community bike safety but.. I think we also need bike safety improvements on major commuter roads like Cook. Cook st connects Quadra, Hillside, Bay, to Pandora where the existing bike lanes take you into town.
Screen Name Redacted 11/03/2020 10:59 AM	This looks really good. It will be a useful route.
Screen Name Redacted 11/03/2020 11:14 AM	no more bike lanes; build a park and help the homeless
Screen Name Redacted 11/03/2020 12:43 PM	I would support a AAA route on Fernwood road. It should still allow buses through like the Richardson route will, but block cars using Fernwood as a cut through.
Screen Name Redacted 11/03/2020 01:29 PM	Doesn't address issue of passing space for vehicles, one side of parking needs to be removed so there is adequate space to pass a cyclist
Screen Name Redacted 11/03/2020 02:14 PM	Significant level of support
Screen Name Redacted 11/03/2020 04:02 PM	A strong supporter of all abilities bike routes so our aging population feels safe riding.
Screen Name Redacted 11/03/2020 07:25 PM	Don't like speed humps for bike routes, would rather other traffic calming measures be used.
Screen Name Redacted 11/03/2020 08:18 PM	I am not a big fan of speed bumps when cycling and they can be noisy when cars take them too fast

11/04/2020 06:35 AM

Screen Name Redacted
11/04/2020 04:10 PM

Much like the improvements proposed in Oaklands, the changes proposed here would greatly improve safety for cyclists, drivers and pedestrians for a relatively low investment. Fernwood is an especially popular cycling route for commuters and those cycling for leisure, and I fully support these improvements.

Screen Name Redacted
11/05/2020 02:47 AM

Seems helpful!

Screen Name Redacted
11/05/2020 03:41 AM

Cook St is a more tempting route to take on my commute towards downtown Victoria than what is detailed in this proposal. It seems longer and more hilly to bike through this route.

Screen Name Redacted
11/05/2020 10:28 AM

I think the Fernwood corridor project is a step in the right direction but more needs to be done in the neighbourhood to make it safe for our children in the future. I agree with these bike improvements in general but it seems like this part of the project doesn't go far enough to make Fernwood safe for cyclists and pedestrians. It is somewhat of a lazy fix considering these streets are already relatively safe for pedestrians and cyclists alike. I understand Fernwood is currently not the main focus in the grand scheme of things but I would like to share my thoughts anyway. I believe Fernwood Road is the main route in the neighbourhood and it is currently quite dangerous for cyclists and pedestrians at the moment. We currently see many children and teenagers cycling on Fernwood Road with cars driving way over the 40km/h speed limit. The space is scarce for cyclists with cars parked on the street and buses going back and forth. Pedestrians also have to share sidewalks that are too narrow (they often have to walk on the streets to let others pass and get in the way of cyclists). A crosswalk should be added at Pembroke+Fernwood and a stop sign at Gladstone+Fernwood at least if no pedestrian improvements are made at the moment. Hopefully, cyclists will use Stanley more once improvements are made but I think teenagers attending Vic High will continue using Fernwood Road once their school reopens. I would like to see a big improvement in the future for Fernwood Road similar to what is currently being built on Vancouver Street, which I think is an amazing design and I applaud the city of Victoria for their courage.in implementing such a forward-thinking project. Thanks for reading this very long comment.

Screen Name Redacted
11/05/2020 03:28 PM

I would like to see additional measures made to protect people on bikes from cars. I think additional curb bump-outs are needed to improve visibility at cross-walks.

Screen Name Redacted
11/06/2020 02:29 PM

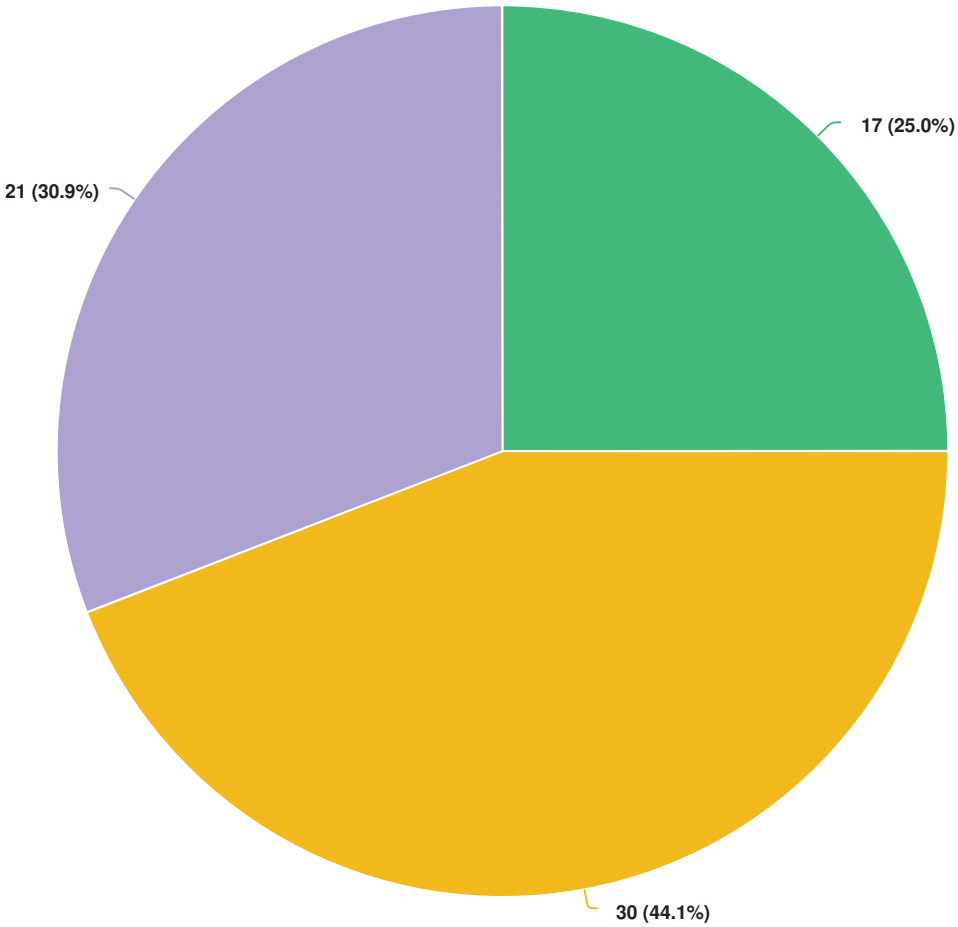
I strongly support this design and route. I like the 30 km/hr limit; the stop signs and the plan for crossing Bay street. The route makes sense, connecting Haultain to Pandora. Can't wait for it to be built.

11/16/2020 09:24 AM	faster than a major road. I didn't see an alternate proposed though.
Screen Name Redacted 11/22/2020 11:09 AM	I'm not sure that the proposed changes - speed humps, 30 km, and stop signs - will be enough to make the route safe and enjoyable. Perhaps traffic volume on the route is low enough already? My experience commuting up Dean Avenue for 20 years made me very wary of stop signs for crossing traffic. Too often they were ignored. I'm afraid they can give cyclists a false sense of security.
Screen Name Redacted 11/25/2020 07:47 PM	The proposed route along stanley then oregon then avebury is not practical or convenient for cyclists. i am a daily commuter and will not ride that route.
Screen Name Redacted 11/28/2020 04:55 PM	Glad to see more progress on sustainable, activ transport.
Screen Name Redacted 11/28/2020 06:52 PM	I am concerned the route is too narrow for two way shared roads with parking. I would like to see an alternate location with fully protected bike lanes, or reduce this route to one way car traffic with two way protected bike lane
Screen Name Redacted 11/28/2020 11:39 PM	Does all of the parking need to be maintained? Could a two way protected lane be an option in some parts? What are traffic levels? Bay St is scary; will the crossing be signalized and sensor triggered like Wharf and Fort?
Screen Name Redacted 11/30/2020 08:56 AM	VERY supportive. Great initiative.
Screen Name Redacted 11/30/2020 09:19 AM	Most of these designs add Sharrows only... not so effective when streets have traffic; vehicle drivers mostly ignore. Routes next to parked cars also dangerous as Victoria drivers are unaware of danger of "the door zone."
Screen Name Redacted 11/30/2020 09:50 AM	This is a complete waste of taxpayers dollars in the middle of the worst public health crisis in a century. Shame on Victoria city counsel.
Screen Name Redacted 11/30/2020 12:08 PM	This survey is designed to obtain a limited number of pre-approved opinions, particularly question 2, not to actually open the door to some substantive feedback. This makes it, and this entire consultation process, an exercise in the manipulation of the public and dishonest on its face. Here is some real feedback: 1) If there are safety issues on particular roads and routes please provide the public with the statistics on accidents and injuries and the analysis of the causes for those accidents. This is mandatory background information for the public to consider any public safety investment proposals. You have not provided this information to the public, so how can we judge> 2) If you are going to propose investments to reduce accidents, they please provide information on how the investments proposed will address the known causes of accidents and the projected number of accidents that will be reduced or eliminated. We, the public, can then judge if the investments are

	information to the public, so how can we judge? 3) If you are going to propose investments which are supposedly based on safety considerations, what is your plan for reporting back to the public in future years on how those investments have performed? That is, how accidents have been reduced? No plan for reporting, no investment is the only reasonable comment. You have not provided this information to the public. 4) What analysis has been conducted on the impact of the changes to other users of the corridor? Any? How about another Question for inclusion in #2 above: Do you support safety investments which are supported by a careful analysis of the accidents that have occurred on the corridor and which are targeted to the reduction of those accidents in the most cost-efficient manner with the least impact on other users of the corridor? I would answer "definitely agree". I hope my comment have illustrated for you the explicit dishonesty of your survey due to its transparent bias in the slanted nature of the questions asked. The staff who worked on this survey should be ashamed of themselves.
Screen Name Redacted 11/30/2020 01:10 PM	I somewhat agree, however, I believe most neighbours do not know the details of the proposal. I think that for example on Vining street, although not in this new plan, has not been considered for safety enhancements. Many Vic High Students use this street to come and go from the school either by foot, bicycle or car. Speed bumps should be required in between Fernwood and Stanley, as many vehicles tend to speed up in this section of the street. This requirement should be highly considered because of the increase in the number of the students once the seismic upgrades are completed.
Screen Name Redacted 11/30/2020 02:43 PM	Once again, complete waste of taxpayer $
Screen Name Redacted 11/30/2020 04:44 PM	This is a completely residential area and cycling is safe here. No additional investments are required. Cyclists should be licensed and insured!
Screen Name Redacted 11/30/2020 09:17 PM	Just not sure how much cyclist traffic will use this corridor vs vehicle traffic. Will the speed bumps and lower speed limits be a significant hinderance for not much cyclist traffic? I don't live in that area so can't say. Also, Bay is a very busy street and the proposed enhancements there are very vague. I think there needs to be some sort of pedestrian/cyclist controlled signal there. I don't think a simple crosswalk will be sufficient.

Optional question (44 response(s), 24 skipped)
Question type: Essay Question

Q4 Do you plan on sharing detailed design feedback using the route map tool?

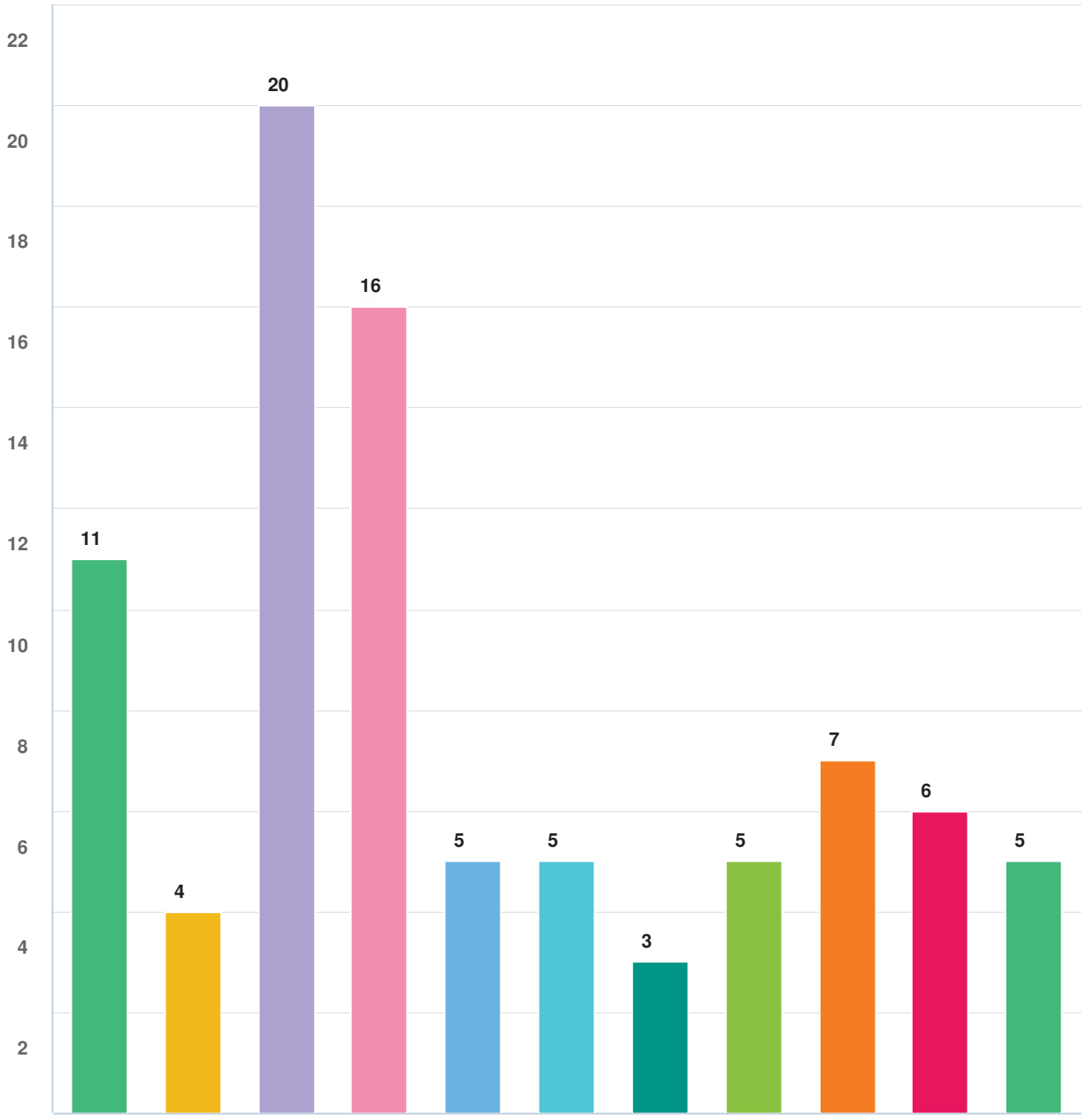


Question options

not sure no yes

Mandatory Question (68 response(s))
Question type: Dropdown Question

Q5 How did you hear about the opportunity to provide feedback?



Question options

- Other (please specify)
- Friend/family member/colleague
- Engagement portal (engage.victoria.ca
- City website (victoria.ca)
- Stakeholder/advocacy group
- Notification from neighbourhood association
- Direct mail from the City
- Other social media account
- City social media (Facebook/Twitter/Instagram)
- Newspaper advertisement (Vic News/Oak Bay News)
- Newspaper advertisement (Times Colonist)

Mandatory Question (68 response(s))
Question type: Checkbox Question

Fernvorrddnw dCnrctwwPhcad
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CNvE1re9drvsbsbwv0bvYe3dv 9drvsbsb

PSEmU I vYJAUM
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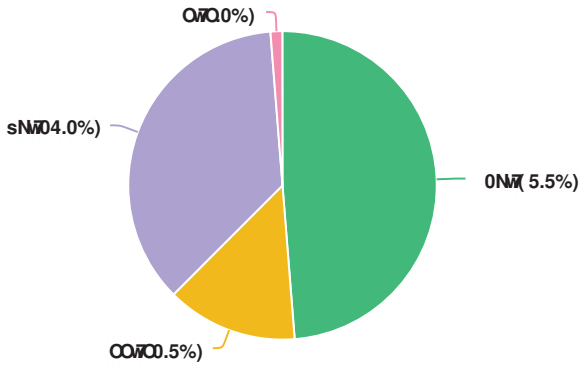
SURVEY QUESTIONS

QO wHey wuVuwgei v3Vdy whdvfi tt-tdC: rhwudaV Ca?

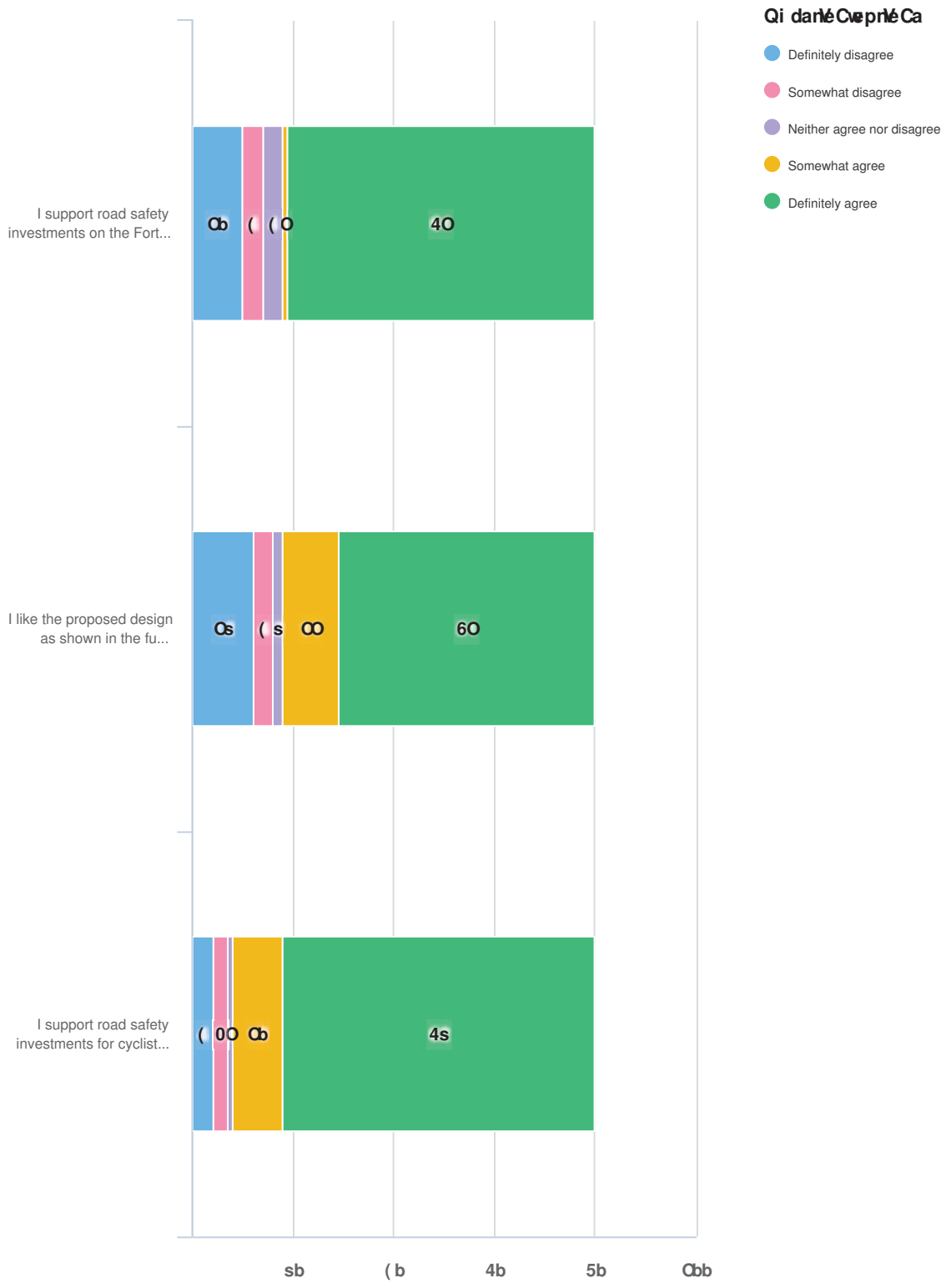


Qi danVéCwepnVéCa

- Virtual corridor tour video
- PDF design drawings
- I viewed both (video and PDF drawings)
- I did not view the full-length designs

Mandatory Question (80 response(s))
Question type: Radio Button Question

Qs vPtdcadwcrdvgei rvd3dtvefvai ppernferwhdvprepeaduwdaV Cv9caduveCvwhdvfettey VC: arcrdv dCra.



Mandatory Question (80 response(s))
Question type: Likert Question

Qs	wPtdcadwrcndwgei rwtd3dtwefwai ppernwferwhdwprepeaduwudaV. Cw9caduweCwhd fettey VC: warcndv dCna.

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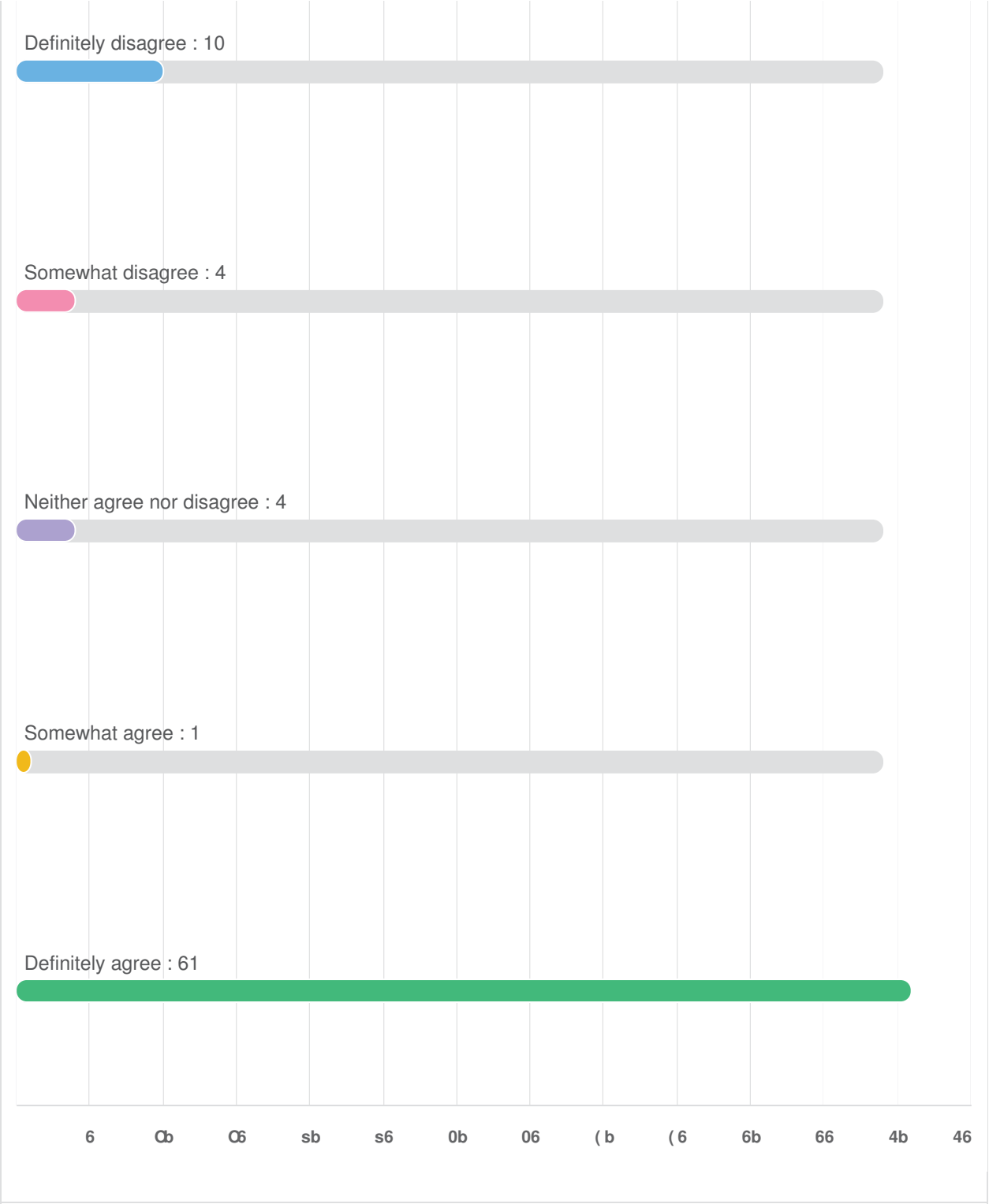
Definitely disagree : 10
Somewhat disagree : 4
Neither agree nor disagree : 4
Somewhat agree : 1
Definitely agree : 61
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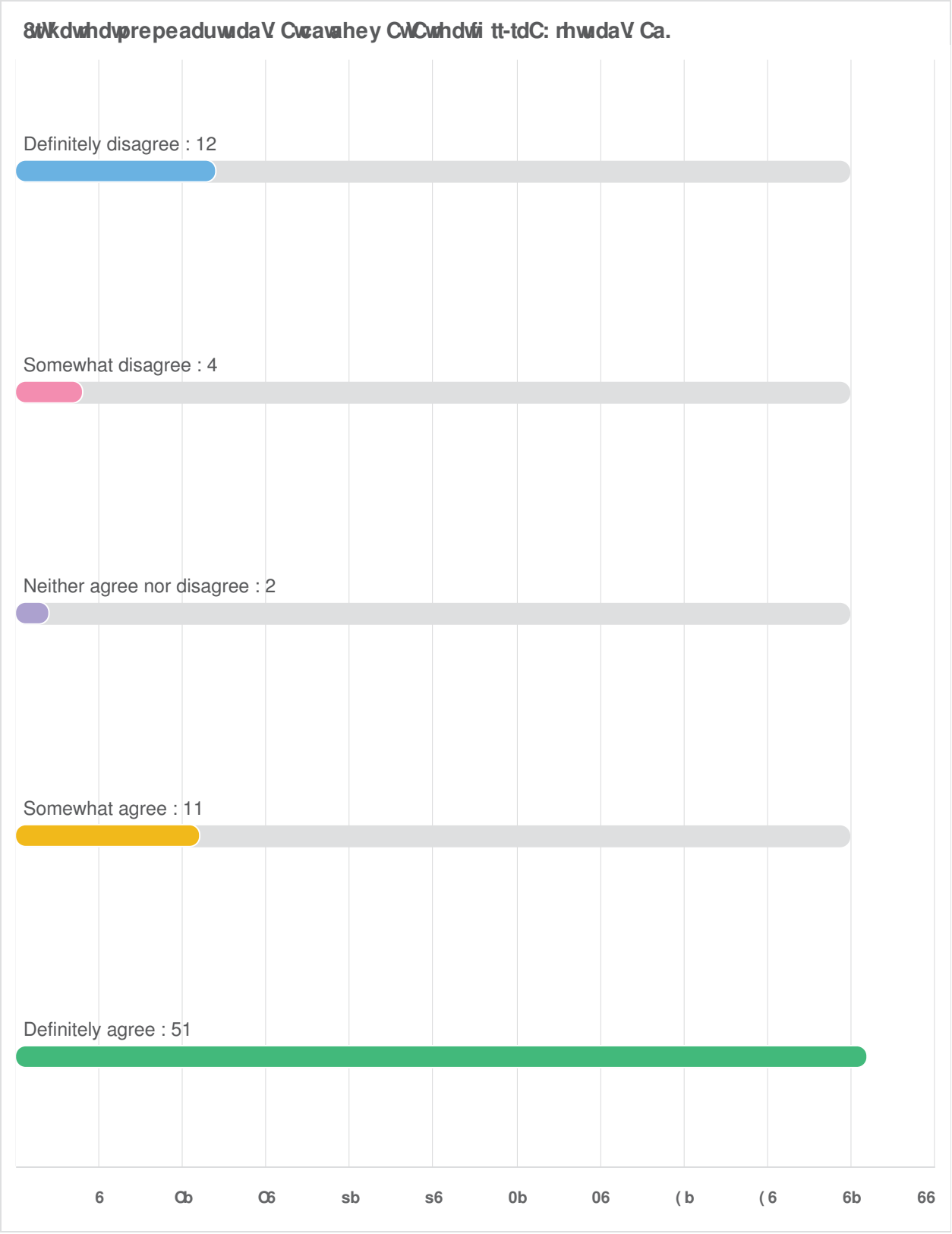
8wKdwhdwprepeaduwudaV Cwcawahey CwCwhdwi tt-tdC: rhwudaV Ca.
Definitely disagree : 12
Somewhat disagree : 4
Neither agree nor disagree : 2
Somewhat agree : 11
Definitely agree : 51
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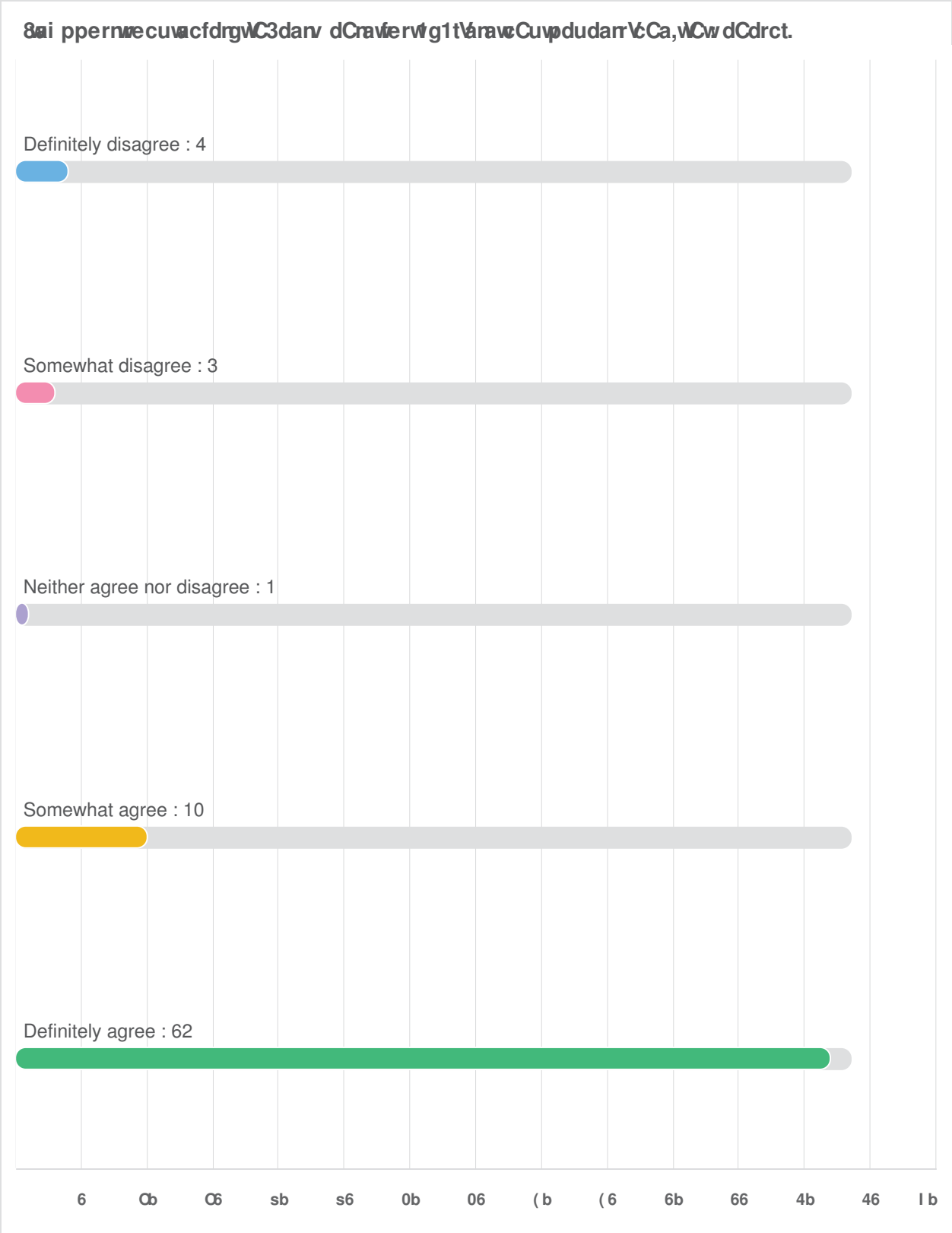

Q0	wohcrdwcCgwrev v dCnawdtcnduwewgei rwd3dtwefwai ppern

Screen Name Redacted
10/19/2020 05:43 PM

Impressive design. Thank you.

Screen Name Redacted
10/19/2020 05:44 PM

We are into our 5th year of cycling through downtown and to and from Central Middle School every school day, all year long. An extension to the bike lane on Fort Street is long overdue. Right now, once the existing bike lanes on the left "end" near Linden Ave, we either (1) continue cycling up Fort Street to Central Middle School by taking the full left traffic lane and get a lot of negative comments/behaviour from rude motorists, (2) continue cycling up Fort Street to Central Middle School by taking the full left traffic lane until Ormond St and then cycle up the left Fort St sidewalk to Central, or (3) continue cycling up Fort Street by taking the full left traffic lane, turn left onto Ormond St and then turn right onto the sidewalk of Yates and cycle up the Yates sidewalk to the Central Middle School pedestrian/bicycle exit. Extending the 2-way bike lane from Linden Avenue to Central Middle School needs to be completed ASAP so that students' safety can be improved right away. The Moss Street/Fort Street intersection also needs improvement. Even when the traffic crossing is activated vehicles exit from Moss Street and turn right onto Fort Street when pedestrians (i.e., students aged 10-14) are crossing. This is dangerous. At the end of the school day tons of students exit the Central Middle School parking lot on their bikes and cycle straight down Moss Street. The design needs to enable these students to cross Fort Street safely on their bikes, on the right side of the intersection, not the left side where the pedestrian crossing is located. Right now, if they cycle across Fort Street at the pedestrian crossing they then swerve to the other side of Moss Street to continue to cycle down Moss Street. A crossing needs to be painted at all 3 crossing locations of the intersection. The City of Victoria needs to work with Central Middle School staff and SD61 to improve the vehicle entranceway into Central Middle School. New rules have been made this school year (2020/21) that parents are not allowed to enter the school property to pick up their child(ren) due to Covid-19. This has greatly improved the problems that have existed until now with numerous motor vehicles driving into, reversing and exiting the small parking lot at the same time as 600 10-14 year olds exit the school property via the same parking lot, mostly on foot or by bicycle. Central Middle School created new rules in the 2019/20 school year, that parents were not allowed to drive into the parking lot at school drop-off/pick-up time but many caregivers ignored it and continued to endanger the children. The new design on Fort Street needs to help discourage (or prevent) parents from driving into the school property parking lot at school drop-off/pick-up time.

Screen Name Redacted
10/21/2020 04:02 PM

Love the amount of actual hardscaped infrastructure, it's the only way to really make cycling safe.

Screen Name Redacted
10/23/2020 09:26 AM

I am 69 years old and ride my bike daily in this area. I see no need to make any changes to the current conditions, or to spend any money on this.

10/24/2020 12:01 AM	city of Victoria. I support more public transit and hope we can reduce the automotive access in the city.
Screen Name Redacted 10/27/2020 02:57 PM	The link or reference above is INCORRECT - the area I selected is "Fort St Central". Therefore I can't agree or disagree with first question. However I mostly support the Fort St Central design and safety investments, EXCEPT: The part between Moss and Yates where the transition from 2-way to 1-way bike lane is overly complicated, tortuous to navigate, and dangerous. Why are there bike crossings at Harrison St MID-intersection? Make the eastbound transition to the south side of Fort at Moss or even Fernwood - certainly before the Yates intersection - and make the westbound crossover WEST of the Harrison intersection, not in the middle of it (yikes!) Also, there would then be no need for the new restriction on Fernwood southbound which makes exiting from the locality even harder than it is now.
Screen Name Redacted 10/27/2020 06:37 PM	I'm a bit concerned about the how the bus stops are handled in Segment C. I would think that having buses to stop in the travel lane and providing an island for passengers would improve transit performance. Also, on Fernwood Road, will there be any bollards to encourage drivers not to park in the new bike lane there?
Screen Name Redacted 10/29/2020 06:49 AM	The design of the existing bike lanes in Victoria is terrible. It causes confusion to drivers, who constantly turn across the bike lanes when it is not safe to do so. It reduces parking space and travel lanes for cars. It reduces access to businesses. It forces bus stops to be out from the sidewalks, which is challenging for people with physical or visual disabilities. Aside from the poor design, there is. a glaring larger issue at stake. Bike lanes benefit only a small number of people, those who are physically and financially capable of owning and riding a bike. Spending public tax money to benefit a privileged few people is elitist garbage. Spending money on bike lanes when Victoria has an overwhelming problem with homelessness and open drug use during a global pandemic is wildly irresponsible and shameful. You are spending millions to benefit an elite few while the most vulnerable in our community languish in tents.
Screen Name Redacted 10/30/2020 01:01 PM	Special bike traffic lights are an indication of bad planning
Screen Name Redacted 10/30/2020 10:13 PM	This is your priority! The existing Fort network is useless because it stops at Moss!
Screen Name Redacted 11/01/2020 08:55 AM	I utilize the piece of Fernwood road to turn (from my car) left onto fort to get back to my apartment on St Charles. If that piece of Fernwood is turned into a one way I would be forced to turn left onto Fort from Stanley, Elford, or Stadacona. I often avoid turning left from these streets because I find it less safe to turn and wait for a gap between bikes, pedestrians and cars to get onto Fort. Though I love the continuation of the bike lanes up fort, as I us this path a lot at the moment, I do have concerns about turning that piece of

left onto fort from Fernwood, I can't imagine I'm the only one who thinks this way!

Screen Name Redacted
11/03/2020 08:06 AM

Of all the bike corridors the city has installed, from my observation, and from common sense, this is the most unnecessary and under-utilized. If the city is truly intent on going ahead, it should first measure bike traffic on the Cook to Wharf section. This was not a case of If We Build it They Will Come. It was a waste of resources compared to the much higher needs elsewhere (e.g., for East-West in that vicinity, Richardson). Please don't compound this waste by extending this corridor.

Screen Name Redacted
11/03/2020 08:57 AM

I would prefer a continuous 2 lane bike path

Screen Name Redacted
11/03/2020 11:05 AM

This looks great. I cycle this route frequently to get between James Bay and Gordon Head, as well as other destinations, so I look forward to it.

Screen Name Redacted
11/03/2020 11:11 AM

No more bike lanes; use the moeny for the homeless or create a park

Screen Name Redacted
11/03/2020 12:59 PM

Immeasurable level of support

Screen Name Redacted
11/03/2020 01:50 PM

I will definitely use this on my commute between my home in James Bay and work at RJH

Screen Name Redacted
11/03/2020 03:58 PM

We need more protected bike lanes. I ride with my husband, a life-long cyclist who now has Parkinson's and rides a recumbent tricycle. His dyskinesia makes it hard for him to stay entirely within a painted bike lane. One protected by a curb would be much safer.

Screen Name Redacted
11/03/2020 05:22 PM

I think the most important part to making bike lanes safest for pedestrians and cyclists is to have a separated bike lane. And to not have parking on the inside of a protected bike lane. This is dangerous for cyclists due to vehicle traffic as well as people getting in and out of their cars.

Screen Name Redacted
11/03/2020 08:21 PM

Always in support of improving bike and pedestrian travel. Too much focus has been on automobiles previously.

Screen Name Redacted
11/04/2020 04:19 PM

This is a core cycling route for commuters and people cycling for leisure. A significant benefit of the proposed improvements is the upgrading of pedestrian crossings. The proposed improvements to cycling infrastructure make sense in that they complement existing and future cycling infrastructure. That said, I do think a decorated/green median, while aesthetically pleasing, may take away existing road space in an area that is already cramped. If it is necessary that a median be in place to create safe spaces between opposing traffic or other road users, then by all means invest

consulting with City engineers, if a median is taking away from valuable road space for either motor vehicles or bicycles, I would suggest foregoing the median.

Screen Name Redacted
11/05/2020 02:50 AM

Fort is a major route, this is a very good idea.

Screen Name Redacted
11/05/2020 09:47 AM

I think you should add more pedestrian crosswalks on Fort Street. Especially at the corner or Fort and Fernwood where Central Middle School, I understand there is already a crosswalk not too far from there but a pedestrian-friendly city, every intersections should have its own crosswalk.

Screen Name Redacted
11/05/2020 06:38 PM

Love this proposal and support the city pursuing these protected bike lanes! I only think that the bust stop on fort street (segment 3) should likely be a floating bus stop.

Screen Name Redacted
11/06/2020 12:49 PM

As a frequent(daily) cyclist I fully support enhancements to cycling infrastructure, not so much for myself, but because I see how just a few improvements have brought more cyclists unto our roads.

Screen Name Redacted
11/06/2020 02:05 PM

This is great! I strongly support this route and the design. Last night I rode this route on my way home, after dark, thinking it was past the busy traffic time with few motor vehicles on the road, when two speeding cars (probably 80-100km/hr) who were chasing each other, raced past me (enjoying the clear lanes). I think that the extra safety offered by barriers (albeit low) from moving cars really helps to encourage people to ride for transportation as I do. Completing the grid - connecting protected lanes - will really help people move around by bike and may also improve the safety of the street for others.

Screen Name Redacted
11/06/2020 02:34 PM

My only question is how does an eastbound cyclist on Fort make a left turn onto yates to travel west/north? Other than that, looks amazing. I specially love the choice to for a westbound cyclist to go down either Fort or Yates.

Screen Name Redacted
11/09/2020 01:21 PM

I need more information about the transition from a 2-way bike lane to 1-way lanes at Yates Street. Will there be a traffic light to control this? Will bikes yield to vehicles? Will vehicles yield to bikes? This seems like a major point of conflict.

Screen Name Redacted
11/21/2020 08:04 PM

Bike lanes on Pandora together with bus stops, are unsafe for pedestrians. Bike lanes on Wharf were unnecessary. Disappointed that there will be no bike lanes on Cook, but Vancouver will be OK, although car traffic will be heavily impeded.

Screen Name Redacted
11/24/2020 12:24 PM

Corridor not required east of Cook St. There are good bike lanes there already. Has safety been a documented issue? The City simply does not do enough for pedestrians.

Screen Name Redacted
11/26/2020 06:25 PM

I 100% support the plan for this route.

11/26/2020 06:44 PM

Screen Name Redacted
11/26/2020 07:04 PM

Do not need the landscaping in the centre median.

Screen Name Redacted
11/26/2020 10:29 PM

I think that this is a vast improvement to cycling safety along this corridor.

Screen Name Redacted
11/28/2020 01:06 PM

The changes only make movement writ large more up unpleasant. The amount of car idling has increased substantially. THE blockage of roads for cars and directing cars onto roads like cook street that we're not designed the for the amt of traffic makes Victoria horrible. We are not a small northern European city, and these changes will not make people use bikes over cars. Merely create disharmony and frustration. Why not make some more green space and buy some lots for small neighborhood parks. I do not like living here anymore and I'm a 5 th gen Victorian. Based on the designs In place I do not support my taxes going to the current City's plans.

Screen Name Redacted
11/28/2020 04:48 PM

I live in Esquimalt, and work in Victoria so I plan on using the cycling, pedestrian, and driving infrastructure. Glad to see more cycling infrastructure to support active, sustainable transport.

Screen Name Redacted
11/28/2020 11:27 PM

I really like the plans for Fernwood. I was nearly run off the road there while on a Vespa a few weeks ago and calming would be helpful. Please do what you can to minimize wait times at the Fort and Yates crossing. It appears convoluted as a crossing, so I hope you'll help us get through it quickly.

Screen Name Redacted
11/30/2020 08:18 AM

PDF download did not work on iPad. Route is sensible, bring it on.

Screen Name Redacted
11/30/2020 08:41 AM

I don't think any further changes are needed here with the cement barriers it takes space away, parking away and added cost. I have had to attend medical appointments at Jubilee Corners and it is impossible at present to find space with main roads limited and residential streets all restricting parking. I feel safe cycling along these roads as they are but also encourage shallows along quieter streets to encourage cycling traffic onto these roads like Vancouver has. They leave busier streets for car traffic keeping them double lanes like 16th and then making 10th, 14th etc quieter bike streets. At present we are not doing that in Victoria. I have had visitors from Vancouver even comment on how odd to compress cyclists and cars on the busiest roads, cutting down lanes and increasing congestion. It won't encourage us all to get on bikes it encourages a lot of people to move and shop and do business where they don't have to do deal with this. Taking away designated turn lanes adds increased risk for all drivers and greatly slows down traffic which adds to commute times, conjestion and frustration at the intersections so drivers are forced to make last minute turns on yellows and red lights. I was in New York in the past couple of months and did a fair bit of cycling

making many of the smaller streets one way so parking would be retained but in the wider remaining lane there was plenty of room for a marked bike lane (one way)and lots of room for cars to safely go by. I think this is a far smarter idea than the Humbolt plan with cars having to move aside and cyclists and cars playing chicken with two way traffic of cars, bikes and parked vehicles.

Screen Name Redacted
11/30/2020 09:01 AM

VERY supportive. Great work.

Screen Name Redacted
11/30/2020 09:22 AM

This is the best improvement design I've seen in today's plans. Addition/improvement of separated bike lanes as opposed to Sharrows = A+

Screen Name Redacted
11/30/2020 09:42 AM

This is a complete waste of taxpayer dollars in the middle of the worst public health crisis in 100 years. Its shamefull

Screen Name Redacted
11/30/2020 11:06 AM

Much needed. This, to me, is the most important of the four routes that are being explored.

Screen Name Redacted
11/30/2020 12:46 PM

This survey is designed to obtain a limited number of pre-approved opinions, particularly question 2, not to actually open the door to some substantive feedback. This makes it, and this entire consultation process, an exercise in the manipulation of the public and dishonest on its face. Here is some real feedback: 1) If there are safety issues on particular roads and routes please provide the public with the statistics on accidents and injuries and the analysis of the causes for those accidents. This is mandatory background information for the public to consider any public safety investment proposals. You have not provided this information to the public, so how can we judge> 2) If you are going to propose investments to reduce accidents, they please provide information on how the investments proposed will address the known causes of accidents and the projected number of accidents that will be reduced or eliminated. We, the public, can then judge if the investments are reasonable or justified by their projected impact. You have not provided this information to the public, so how can we judge? 3) If you are going to propose investments which are supposedly based on safety considerations, what is your plan for reporting back to the public in future years on how those investments have performed? That is, how accidents have been reduced? No plan for reporting, no investment is the only reasonable comment. You have not provided this information to the public. 4) What analysis has been conducted on the impact of the changes to other users of the corridor? Any? How about another Question for inclusion in #2 above: Do you support safety investments which are supported by a careful analysis of the accidents that have occurred on the corridor and which are targeted to the reduction of those accidents in the most cost-efficient manner with the least impact on other users of the corridor? I would answer "definitely agree". I hope my comments have illustrated for you the explicit dishonesty of your survey due to its transparent bias in the slanted nature of the questions asked. The staff

Screen Name Redacted
11/30/2020 01:22 PM

I'm not sure about closing Fernwood to vehicle traffic in one direction between Yates & Fort. I think quite a few people use that route & it might cause inconvenience.

Screen Name Redacted
11/30/2020 02:41 PM

Extending the already terrible design on lower Fort Street further up Fort is further proof that whoever is in charge of this project is deaf to feedback of city taxpayers. As a cyclist and a driver I absolutely hate the design. I hate that we are losing road space and parking space for an area that has always been easy to bike on. There are currently 2 bike lanes going up Fort Street towards CMS. I have never experienced any safety issues biking up there. I have never experienced any issues biking in the marked lane past that spot. Ridiculous waste of $.

Screen Name Redacted
11/30/2020 04:41 PM

This segment of road is already very wide and generally does not have much traffic. Cyclists have plenty of room and are not at risk. They should be licensed and insured!

Screen Name Redacted
11/30/2020 09:03 PM

The roadway is already over crowded, has horrible Difficult to lines & paving seams on the roads, very dangerous in dark Especially with extremely bright overhead lights Must be a better Place to put one way bike lanes where bikes and vehicles can coexist Extra density is area makes it so confusing to know rules if road & Extra bright building lights make cyclists, pedestrians And cars less visible - all to many distractions and things competing for attention

Screen Name Redacted
11/30/2020 09:32 PM

I really like the proposal overall. I'm just not sure about the transition from 2 way bike lane to 1 way bike lanes. I think the positioning of where the transition(s) occur should be looked at more closely for safety and ease of turning into/off of. Is there a better way to transition that can help people better maintain their flow cycling? As someone who used to bike this corridor every day for work, I'd always go down Yates heading west and be on the south side of Fort going East. Does there even need to be a 2 way bike lane on Fort? Are people just going to head down Yates and cut over to Fort on Vancouver if need be?

EprVéCctwqi danVéC (49 response(s), 31 skipped)
Qi danVéCwgpdME Essay Question

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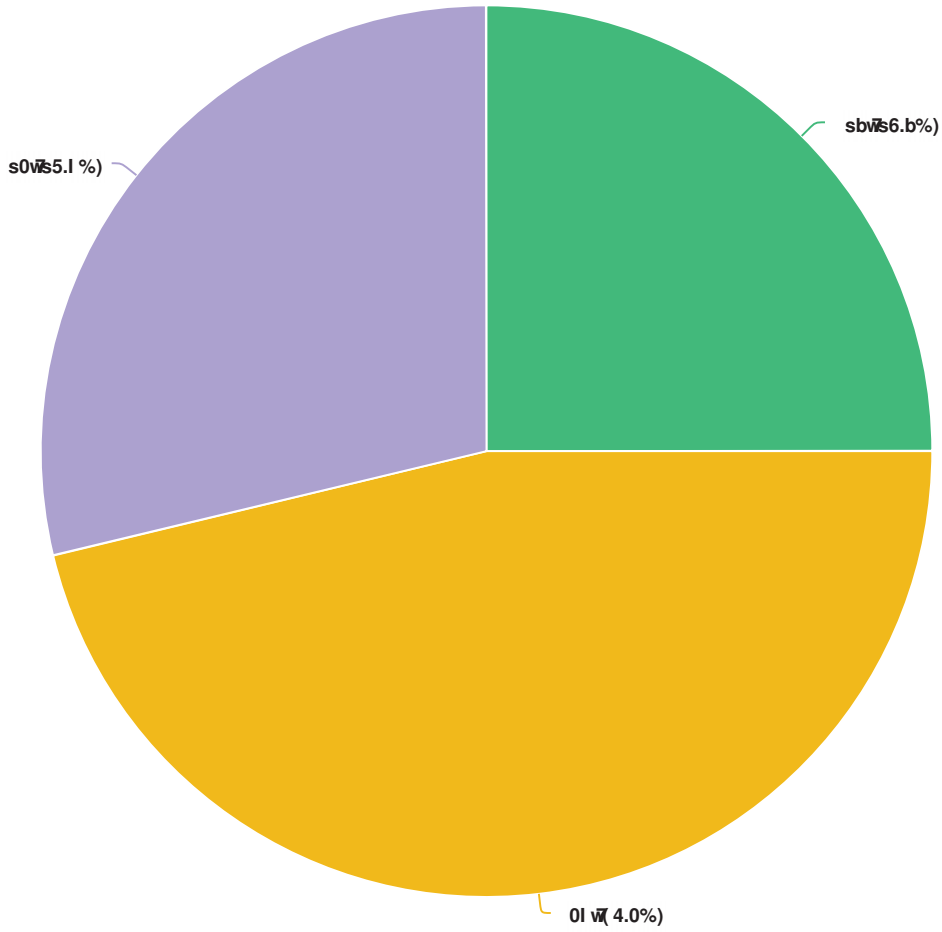
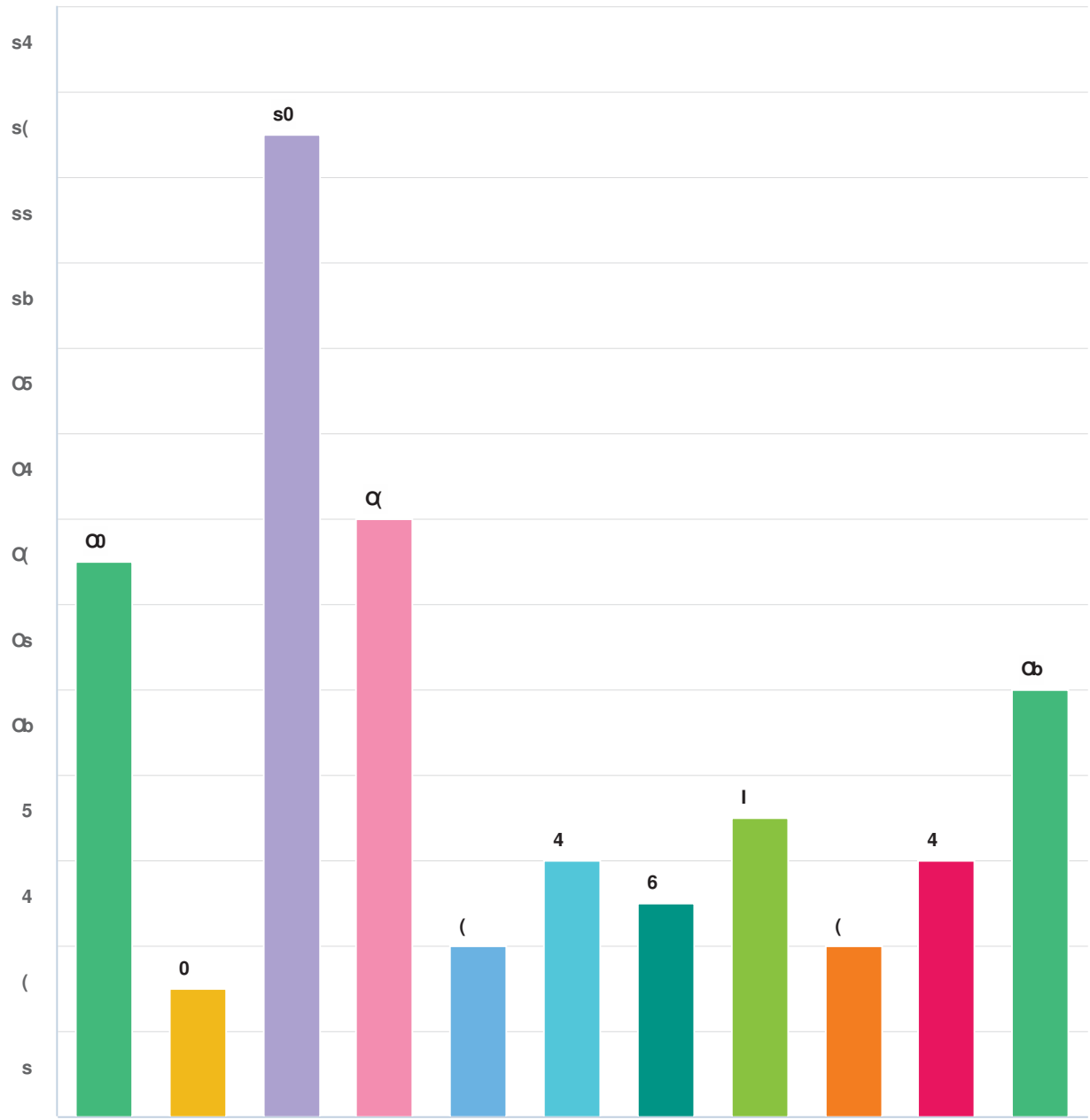


Qi danVéCvepnVéCa

not sure no yes

Mandatory Question (80 response(s))
Question type: Dropdown Question

Q6 wHey wUvwgei vndcrvc9ei nwhdvepperri CVrgwevpre3Vudvfddu9c1k?



Qi danVéCvepnVéCa

- Other (please specify)
- Friend/family member/colleague
- Engagement portal (engage.victoria.ca
- City website (victoria.ca)
- Stakeholder/advocacy group
- Notification from neighbourhood association
- Direct mail from the City
- Other social media account
- City social media (Facebook/Twitter/Instagram)
- Newspaper advertisement (Vic News/Oak Bay News)
- Newspaper advertisement (Times Colonist)

Mandatory Question (80 response(s))
Question type: Checkbox Question

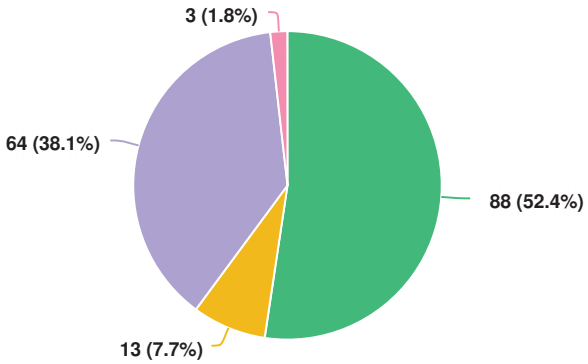
Jubilee - Phase 2 - Virtual Corridor Tour

SURVEY RESPONSE REPORT
09 October 2020 - 30 November 2020

PROJECT NAME:
All Ages and Abilities Cycling Network

SURVEY QUESTIONS

Q1 How did you view the full-length designs?

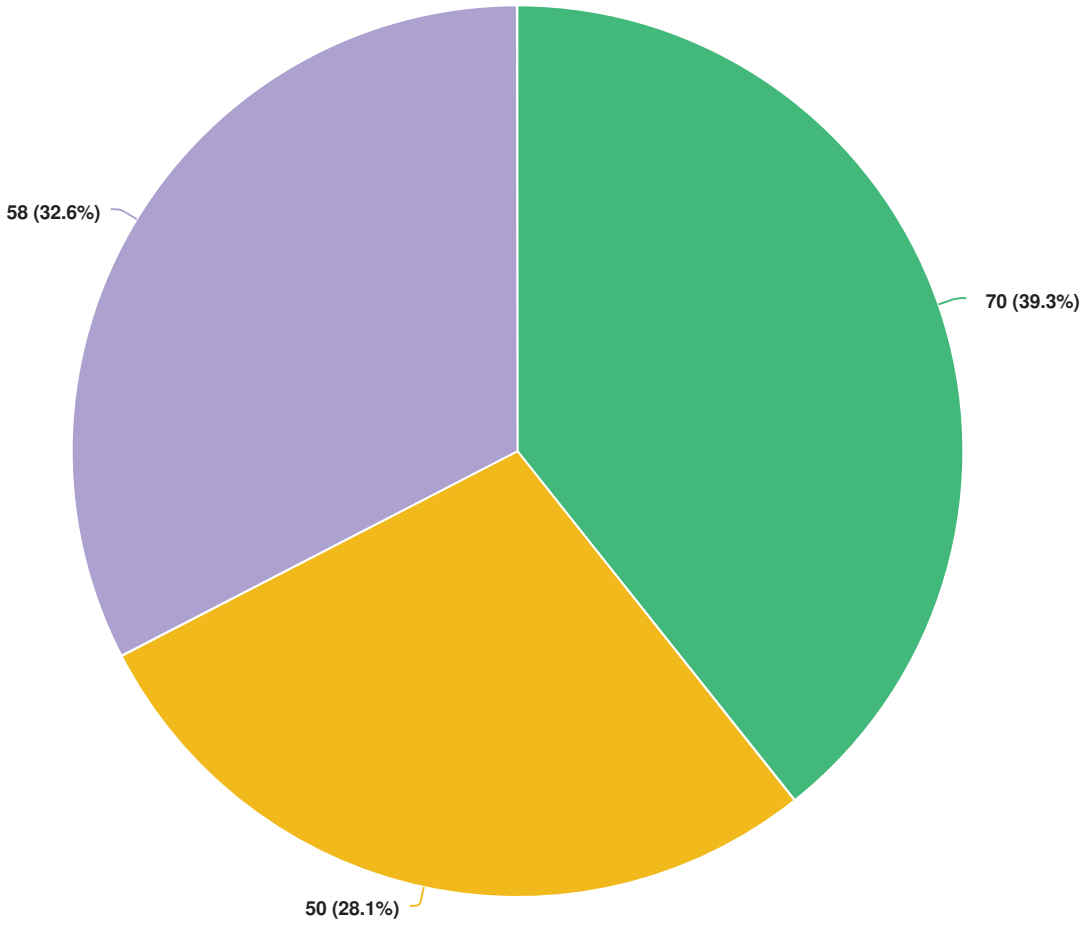


Question options

- Virtual corridor tour video
- PDF drawings
- I viewed both the video and PDF drawings
- I did not view the full-length designs

Mandatory Question (168 response(s))
Question type: Radio Button Question

Q2 Please select your preferred route for priority investment.

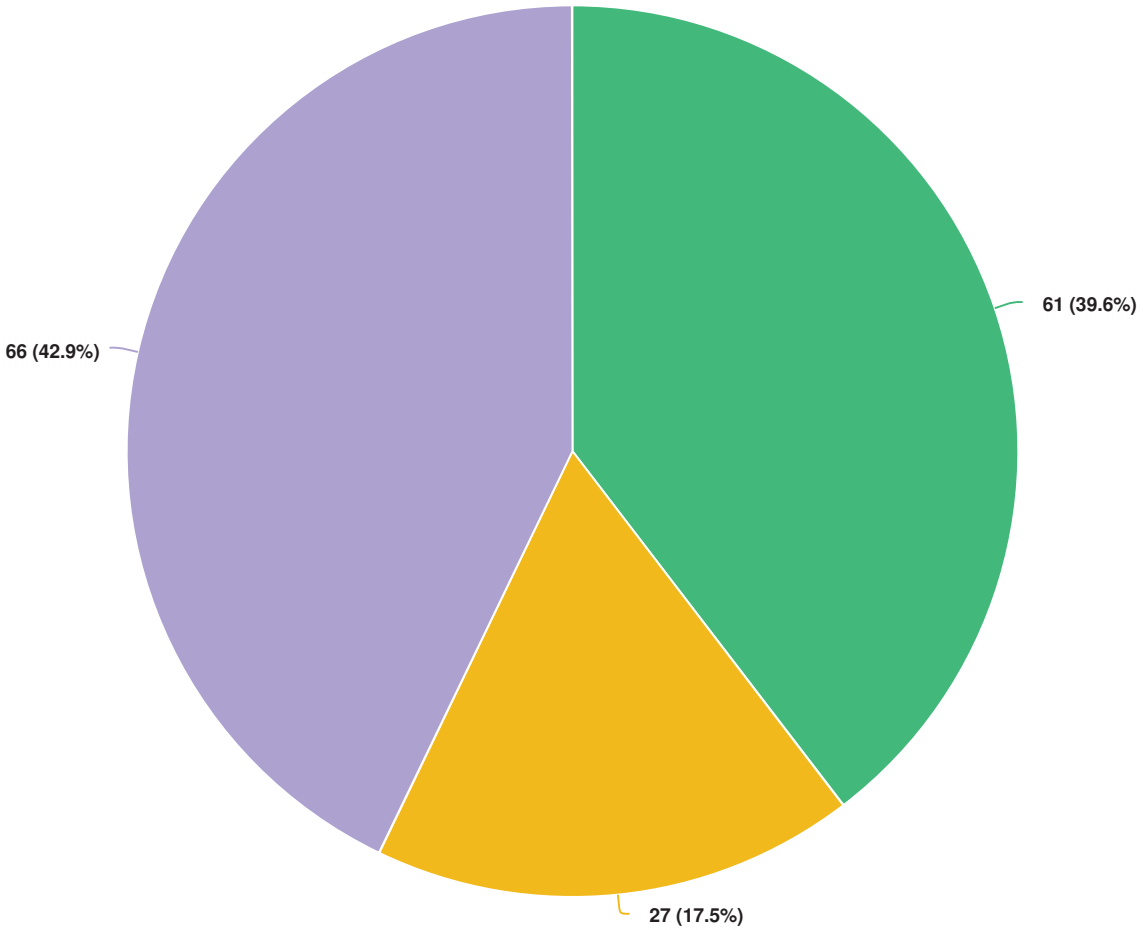


Question options

- Fort Street
- Fort-Leighton
- Oak Bay Avenue

Mandatory Question (178 response(s))
Question type: Dropdown Question

Q3 Please select your second choice route (if applicable).



Question options

Fort Street Fort-Leighton Oak Bay Avenue

Optional question (154 response(s), 24 skipped)
Question type: Dropdown Question

Q4 Share any comments related to your route preference. Note: any detailed feedback on the design should be shared using the Route Map tool.

Screen Name Redacted 10/15/2020 11:59 AM	I think money is better spent adding bike lanes to a main road that doesn't already have any (Oak Bay) rather than one that already does (Fort) or one that doesn't need any (Leighton)
Screen Name Redacted 10/15/2020 12:32 PM	I prefer the Oak Bay route, because it offers a route towards Oak Bay shopping destinations that I am likely to use, and there is no other safe cycling route in that part of the city. That said, the Fort Street option (through to Cadboro Bay Rd is a very close second, because it fulfils a different unmet need for safe urban cycling. If the Haultain route is ever completed to the AAA standard, it eliminates some of the need for the Fort-Cadboro Bay connection, but is still useful for getting to central Oak Bay (and shopping along Foul Bay Rd). My preference would be to seriously investigate the feasibility of putting in protected bike lanes along both of the above corridors. The Fort-Leighton route does not fulfil any criteria that are not better met with either of the other two route options – it is by far the least useful option, as it does not lead anywhere particularly useful without having to turn onto a major (unprotected) artery to end up where people want to go. If Foul Bay Rd featured protected bike lanes, my opinion might be different, but it would still not easily to connect to anything past Victoria's eastern boundary.
Screen Name Redacted 10/15/2020 01:25 PM	At this time I believe council should delay further bike lanes and focus on other more timely issues eg. homelessness, COVID 19 related issues. I chose the Fort-Leighton route, if a route must be chosen, as it seems like the least expensive and least disruptive of the options. During this pandemic, we have enough disruptions in our lives and creating more seems irresponsible at this time. Thank you.
Screen Name Redacted 10/15/2020 02:19 PM	There are no bike lanes on Oak Bay Avenue and lots of traffic and lots of parked cars. There are painted bike lanes on Fort (certainly not safe, nor ideal). The Route Map is not working so I shall just state that attention in the Richmond intersection is necessary, improved pedestrian crossings too.
Screen Name Redacted 10/15/2020 05:26 PM	Your route-map tool link is broken! https://engage.victoria.ca/aaa-cycling-network/maps/jubilee-route-map does not work. Regardless, the Leighton Road plan is not necessary and dangerous. The street is already 30km/h east of Richmond. Preventing turns at Richmond and Leighton could severely affect emergency service access to buildings on Leighton. I am the Strata president for 1745 Leighton Road. Ambulances, Police, and Fire need access from Richmond to Leighton. Having them enter and exit from Fort adds extra time and problems. Cyclists have no problems getting across Richmond now. If you try to implement this plan without real consultation with Stratas and building owners we will seek legal recourse.
Screen Name Redacted 10/16/2020 08:19 AM	The biggest oversight by city planning is that the cost of these improvements often isn’t paid by people who use them. Motorists are often left holding the

	bike everywhere, it's the equivalent of getting a free pass on paying into the projects. Long term it becomes a deterrent to own property if everyone else but you benefits from it because city planners are riding the coattails of your taxes. I get it, it's catchy to have a city with bike lanes but we're running short on room for vehicles and the answer is not getting rid of the vehicles. This might have worked in a place like Holland where the bike was first before the car but in Victoria you don't just get to work backwards. It's a failed plan that will drive down tax input from people that can afford to contribute. Think twice before chopping off vehicle access:
Screen Name Redacted 10/16/2020 09:11 AM	Just keep the same procedure as pandora where vat's cannot turn right on red light. Do not have different rules on that throughout the city. It's too confusing with drivers. We're as lol used to Pandora bike lanes now. Do the same everywhere. And please do not put so many marking on the road. Keep it simple. Bright green is good on bike lanes. But too much writing and symbols on the pavement distract drivers trying to read them and this is dangerous.
Screen Name Redacted 10/16/2020 01:10 PM	I support whatever route is the least invasive to roadways (i.e. stop closing sections of streets to cars like Vancouver and Richardson!!!)
Screen Name Redacted 10/18/2020 04:56 PM	It makes sense to invest in bike infrastructure along routes that people already have to choose to get to places- and it also makes sense to make upgrades on BOTH Fort street and Oak Bay avenue for bikes. These are incredibly busy roads that commuters need to use regularly
Screen Name Redacted 10/19/2020 09:39 AM	Definitely do not put the protected bike lane on Oak Bay Ave. There are too many businesses that depend on using parking on both sides of the road. Fort Street is also a very busy street with many businesses and apartment buildings, so encourage using Leighton St.
Screen Name Redacted 10/19/2020 05:09 PM	I didn't even bother reviewing the designs that included Leighton, I don't think its a route worth considering. Fort street would be great for commuters and Oak Bay ave would be great for shopping and tourism. Leighton goes nowhere.
Screen Name Redacted 10/20/2020 03:57 PM	Oak Bay avenue is too wide, fast and loud. We could easily add protected bike lanes to modernize the corridor and improve access to shopping in Oak Bay on bike.
Screen Name Redacted 10/20/2020 11:04 PM	Oak Bay Expands Network Others do not
Screen Name Redacted 10/21/2020 01:26 PM	If I had to choose one, the Fort St. option definitely makes the most sense. It is by far the most used route already in terms of number of cyclists. Even if protected lanes were developed on the other route options, I know many cyclists (including myself) would still use Fort St. as it is the most direct and convenient road for most bike traffic travelling through the area. For the long term, I think it would be ideal to have protected lanes on Fort St. AND on

Screen Name Redacted 10/23/2020 09:53 AM	You need to provide a no option. This survey is designed to get a yes answer The City does not have the money to do any more bike lanes . You are in the process of making a mess of Vancouver st. and will then move on to Richardson st which will put cyclists in danger.
Screen Name Redacted 10/24/2020 09:45 AM	Oak bay ave is the most direct route for anyone living along the corridor and is already a common cycle route
Screen Name Redacted 10/25/2020 09:40 AM	Having been on these streets many times as a pedestrian, cyclist and vehicle operator, I believe the Fort St option is the first option to be processed. I believe the Fort-Leighton option should be completed in the future and the Oak Bay option should be completed in the future as well.
Screen Name Redacted 10/25/2020 01:37 PM	I like what you have done on Oak Bay Avenue. Business may decry the loss of car parking though.
Screen Name Redacted 10/25/2020 06:22 PM	I cycle all these choices. At the moment Oak Bay Avenue is the worst to cycle on with Fort and Leighton being not too bad so I would like to see Oak Bay targeted first
Screen Name Redacted 10/27/2020 03:58 PM	I support bike lanes on both Fort and Oak Bay as they go in different directions, both useful to cyclists. Hopefully the Oak Bay council (are you consulting with them?) have plans for extension along both these routes. I do not support any development of Leighton, for three reasons - 1) the vehicle traffic is negligible so there is no need for any safety improvement, 2) the eastern end doesn't lead anywhere except to a particularly bike-unfriendly part of Foul Bay Rd, 3) the intersection with Richmond becomes unbelievably restricted and will surely antagonize vehicle drivers, for essentially no benefit to cyclists.
Screen Name Redacted 10/28/2020 02:44 PM	How come I don't have a choice to say "NO" to anything. this survey is a joke.
Screen Name Redacted 10/28/2020 03:53 PM	The Fort/Richmond junction is extremely dangerous as drivers SB on Richmond do not stop for red light and turn right without regard to pedestrians and their priority on the crosswalk. I have been hit by 1 car there already. The proposed Leighton/Fort junction is not user friendly. Buses and bikes cannot share a space - the bus will block bikes.
Screen Name Redacted 10/28/2020 04:29 PM	Safe way for students to get to Oak Bay HS and Camosun/UVic
Screen Name Redacted 10/29/2020 11:56 AM	My preferred route would be Oak Bay Ave but there's no way the merchants would tolerate it so, by default, I've chosen Leighton. The main question I have there relates to the intersection treatment at Leighton and Foul Bay. Note: it's terribly unfortunate that Oak Bay has next to zero investment in Bicycle infrastructure.

10/30/2020 12:37 PM	turn left would have to turn right, travel a few metres, dismount, use a crosswalk, and then mount and ride in the direction they wanted - that's bad bike lane planning!
Screen Name Redacted 10/31/2020 07:29 PM	There's already bike lanes on Fort, and will have minimal impact on street parking. Offers better connections towards UVic.
Screen Name Redacted 11/01/2020 03:21 AM	This route connects well with Fort St. in Oak Bay
Screen Name Redacted 11/01/2020 08:58 AM	The leighton street design spits you out onto Foul bay at the most restrictive part which doesn't really benefit anyone. If money was no issue I would say that doing both the plans for oak bay and fort would be beneficial.
Screen Name Redacted 11/03/2020 05:45 AM	As a ful time bicyclist that lives in Oakbay I strongly feel Oakbay Avenue is confusing and busy enough. Fort st or fort and Leighton which is my route home anyway is a good option
Screen Name Redacted 11/03/2020 08:00 AM	I choose you leave our tax money alone until you start making Bikes follow the rules of the road and they are insured
Screen Name Redacted 11/03/2020 08:03 AM	This is great! I'm new to this site...nice to NOT have to have or use Facebook!
Screen Name Redacted 11/03/2020 08:18 AM	The main difference for me is about whether the priority is improving commutes (safety, speed) vs a more livable city. Oak Bay offers a route that takes cyclists to a lot of community destinations (popular retail stores, coffee shops) and therefore integrates cycling with a support for merchants. Fort is more of a thoroughfare and would promote expediency, but I don't see opportunities where cyclists are likely to stop in at local businesses -- they're just heading home.
Screen Name Redacted 11/03/2020 08:39 AM	ideally, all of the routes shown in the video would get a AAA bike lane
Screen Name Redacted 11/03/2020 08:57 AM	It was a tough choice - ideally the city would build both fort & oak bay
Screen Name Redacted 11/03/2020 10:47 AM	Fort street provides the best and most direct connections to major destinations such as RJH, UVic, and Fort/Foul Bay commercial area.
Screen Name Redacted 11/03/2020 11:10 AM	We cannot afford to lose parking on Oak Bay Ave. I live on Fell St. and even now, Oak Bay shoppers frequently park in Residential spaces on my street. Oak Bay Ave. is heavily traveled, too, so reducing lanes will adversely affect access and hurt local businesses. Leighton is ideal for may reasons. It is often used as a shortcut by drivers avoiding traffic lights. A shared bike lane should further reduce through traffic. The Fort Street option is my second

	the Oak Bay option.
Screen Name Redacted 11/03/2020 11:38 AM	It would work really well to have both Fort St. and Oak Bay Ave.
Screen Name Redacted 11/03/2020 12:08 PM	Build bike lanes and don't block the flow of traffic. What you've done on Pandora and Vancouver nothing short of moronic. Build bike lanes that are simple and not over engineered. Simple bollards to separate traffic and bikes is used in pro-bike cities like Paris and Barcelona. Build bike lanes in a manner that doesn't surprise and piss off neighbouring municipalities like Oak Bay by impeding intra-municipal traffic flow. Imagine how Victoria would feel if Saanich decided to block car traffic on Cook St above Maplewood for their own bike lane development. Bike lane development must represent the needs of all street users, not just single interest groups like cycling coalitions. I walk, cycle, and drive.
Screen Name Redacted 11/03/2020 12:38 PM	I need to go to businesses, residences, the hospital etc. The Leighton Route reaches none of those places.
Screen Name Redacted 11/03/2020 01:12 PM	Fort street is much more dangerous than the other two, and I think this would benefit the safety of riders more often than the other two.
Screen Name Redacted 11/03/2020 02:07 PM	Both the Fort St and Oak Bay route run along street that I'm most likely to have errands and shopping. The Leighton route is quieter, good for commuting but away from businesses
Screen Name Redacted 11/03/2020 02:19 PM	I prefer the Fort Street and Oak Bay Ave options for their use of protected bike lanes throughout each route. Protected bike lanes make me feel a lot safer on busier roads than unprotected lanes do.
Screen Name Redacted 11/03/2020 02:31 PM	As a Leighton Road Resident, and an avid cyclist that also drives more frequently in the wet, winter months, I do have concerns with the restricted left turns at Richmond and Leighton. I live right on the corner of this intersection and it means that if I drive home coming from Oak Bay Ave and Richmond I can only access my home from a vehicle if I then go down two side streets. It seems odd to direct vehicles down side/residential streets (Belcher) to access homes on Leighton. I think the crossing at Richmond and Leighton can be improved for cyclists without having to require vehicles no access to Leighton off of Richmond via left turn. Maybe make it a double crossing with lights to flash and make vehicles stop. This would be a compromise for all methods of transportation. Otherwise the proposal looks great.
Screen Name Redacted 11/03/2020 03:47 PM	It keeps cyclists on lower volume streets. Fewer conflicts with cars. How much does the City spend to facilitate those who rely on mobility scooters to get around?
Screen Name Redacted 11/03/2020 03:48 PM	Option 2 leaves the rider without a bike lane when it reaches Foul Bay Road. I already use the Fort St bike route and Oak Bay Avenue.

Screen Name Redacted 11/03/2020 04:03 PM	The disadvantage of the Fort Street route is that there are inadequate bike lanes to Oak Bay Village. It would be great if Oak Bay could make Cranmore and Hampshire bike friendly streets. They are already very bike friendly but having signage and paint to make them more bike friendly would provide and excellent route for bikes to get to Oak Bay village.
Screen Name Redacted 11/03/2020 07:13 PM	Fort St. gets users farther north than Oak Bay. There is already (going to be) one AAA bike lane south of here, but none(?) north of here. Plus, Fort St. to Foul Bay is the best bike route from downtown to the University, and passing right past the hospital is another big plus.
Screen Name Redacted 11/03/2020 08:12 PM	Using main roads allows for easier connection to services (bus connections for example) and business.
Screen Name Redacted 11/03/2020 08:28 PM	If Victoria will put in the bike corridor in Oak Bay Avenue, hopefully the city of Oak Bay will continue the tracing through Oak Bay Avenue. This is a road which already has a high level of bike traffic, but as it is now, it si not a save route for bikes.
Screen Name Redacted 11/03/2020 08:45 PM	The only real solution here should be to do BOTH Fort St and Oak Bay Ave plans. They provide a completely different service and destination and should't be consider interchangeable. 100%. Do both please. Commuters won't use Leighton in significant numbers in my opinion.
Screen Name Redacted 11/03/2020 08:49 PM	Leighton is my ideal route to currently access the amenities at Fort and Foul Bay. It is a safer, less hectic route than Fort or Oak Bay and Foul Bay.
Screen Name Redacted 11/04/2020 06:27 AM	I love the connection to the village of Oak Bay Ave, which is a great biking destination for all Victorians.
Screen Name Redacted 11/04/2020 09:42 AM	The priorities for this route would include the Royal Jubilee Hospital and surrounding area/services, and access to Oak Bay. The Leighton option splits the difference in these options while providing cyclists a more scenic route with less traffic. The Pandora-to-Foul-Bay option solves the problem of getting to Royal Jubilee, but it directs traffic away from Oak Bay, with the Oak Bay Ave option serving the opposite problem. The Leighton option really is the "goldilocks" option of the three.
Screen Name Redacted 11/04/2020 10:49 AM	The section of Oak Bay Ave. described is not residential but primarily small business which are having a difficult enough time to survive right now without the upset of street closures etc. However, until the city aligns with neighbouring cities, e.g. Oak Bay, it is a waste of time and money and cannot be called all ages all abilities. There also has to be recognition of how many bikes are now electric --which is different than my cycling on a 10 speed bike. These are actually motorized vehicles--albeit electric motors not gas but greater speeds etc. Not to mention motor scooters--where do these fit in?

11/04/2020 09:13 PM	chosen route.
Screen Name Redacted 11/05/2020 02:39 AM	Fort is a main route, but having a relatively unused road where bikes feel safe is worth a small detour. Kinda like how Vancouver is worth taking instead of Quadra, even if its out of your way.
Screen Name Redacted 11/05/2020 01:35 PM	I think that Fort street is a better corridor to connect with other bike lanes. Leighton is great in some ways, but because it gets so narrow I think it might be harder for bikes to fit with cars.
Screen Name Redacted 11/05/2020 06:21 PM	I think the fort st should be a higher priority as it provides direct AAA access to the hospital, businesses, and a closer connection to UVic. I also think that it has slightly more traffic than Oak Bay ave. However, I think Oak Bay Ave should also be a priority as that will greatly improve access to businesses in that area as well and also is a high traffic area.
Screen Name Redacted 11/05/2020 09:22 PM	This is an awesome survey with high barriers to completion. You will not get a representative nor large sample of public interest by forcing people to sign up. Make public feedback more accessible please.
Screen Name Redacted 11/06/2020 09:13 AM	Because of all the traffic calming features Leighton is already a challenge to bike along and the exit from Leighton to Foul Bay or from Leighton to Fort can be hazardous. The Fort st. corridor is so close to the Haultain corridor that it won't serve a lot of residential areas. The Oak Bay Avenue gets people into the heart of Oak Bay and all the surrounding residential areas.
Screen Name Redacted 11/06/2020 01:46 PM	Protected bike lanes on Both Oak Bay and Fort St are needed but I prefer to prioritize Fort St with protected lanes because by connecting Fort with protected bike lanes to the intersection at Foul Bay, people will not have gaps in their route. But if you build Oak Bay only, then there is a gap in AAA routes if you turn north at Foul Bay from Oak Bay - and that stretch from Oak Bay Ave up Foul Bay to Fort has no bike lanes and is narrow and difficult to navigate on a bicycle among the cars and parked cars. So that means people would likely have to choose to take a side street like Redfern and Lee, which then deposits them on Fort Street without a protected lane. And with Foul Bay being the boundary of Oak Bay and Victoria, I think it might be difficult to get municipalities to agreement on a time frame and/or need to build infrastructure on that section of Foul Bay Road. In terms of the actual design, I like the protected design with barriers, in general (although I'd prefer to route bike traffic around the bike shelters, not in front to avoid intersecting with buses - but maybe not possible) and I like the improvements for crossing at Chestnut as it provides a link to Shelbourne (or Shakespeare).
Screen Name Redacted 11/06/2020 02:16 PM	If you choose not to do the Fort Street design, then may cyclists on their way to UVic will still take that route (I'm personally fine without the protected lanes), but there will be issues at the Fort/Foulbay Road intersection. This left turn is the biggest pain point for me due to the lack of bike lanes at all here and lack of bike turn boxes.

11/06/2020 09:13 PM	other existing road infrastructure are preferred. Leighton St goes past nothing, from nowhere to nowhere.
Screen Name Redacted 11/09/2020 11:50 AM	I choose Fort as my preferred route because of it's connection to the Cadboro Bay Bike Lanes. If the Oak Bay option is chosen then improving the transit service to Oak Bay would help with the removal of on-street parking since there are a lot of medical buildings that people need to access for appointments. I did not choose the Leighton option because it doesn't connect to community amenities and Foul Bay Road is not very bike friendly.
Screen Name Redacted 11/10/2020 10:58 PM	Oak Bay Ave. is a bit steep for some cyclists. And with more businesses, let's keep the area clear for parking. Therefore I chose the other options.
Screen Name Redacted 11/13/2020 07:24 PM	Oak Bay Ave. longest
Screen Name Redacted 11/14/2020 08:46 AM	Fort St has more busses, therefore more dangerous for cyclists. Crosswalk at Redfern pls!
Screen Name Redacted 11/14/2020 10:29 AM	I live directly in the area and have great concerns about the Leighton and Oak Bay Ave options. I am a cyclist, and appreciate thought about my safety, but both those options will make traffic in this area even more challenging. There is not nearly enough parking already, and removing parking on Oak Bay Ave is only going to make that worse. Banning turns to/from Leighton will make it very challenging to move about the neighbourhood by vehicle, which I understand is the city's goal, but not everyone has the ability to walk/cycle, and even those who do, like myself, still need to drive on occasion. Jubilee is already a pleasant place to cycle and walk, and these changes won't make that any different, they will just make it more difficult for area residents to get to/from their homes. The Fort Street option is really a no-brainer. It will not remove any parking from the street, and will simply improve the existing bike path. I personally don't feel any of this is necessary, as a cyclist, but if you're going to spend millions of taxpayer dollars for any of these, this is the right one. It is a main thoroughfare, with a lot of existing bike traffic. The plans will not affect the neighbourhood negatively like the other two would. It also feeds directly from the rest of Fort Street, which I believe has plans for bike lane upgrades, and to Cadboro Bay Road, which also has existing bike lanes in place. The other two routes will not lead to the same infrastructure, as Leighton ends at Foul Bay, and Oak Bay Ave in Oak Bay proper has no cycling infrastructure at all. I really hope you will take my thoughts into consideration. I would be very upset if you move ahead with the poorly-thought out Leighton or Oak Bay Ave options, as they would take away from the ease of movement in this neighbourhood.
Screen Name Redacted 11/14/2020 03:30 PM	Leighton was first choice because it suits me personally. If I was a NON Jubilee resident, I would pick Fort as it provides direct access to Jubilee Hosp and links to Foul Bay going to Oak Bay, Camosun College and UVIC.

11/15/2020 12:08 PM

the three proposed routes, and should be a priority. Fort seems to get a lot of truck traffic, which I'm most afraid of as a cyclist, and Fort would be greatly improved with protected lanes. Fort is also is a major route for students living downtown and riding to UVic by turning north at Foul Bay Road. Leighton is OK, but of limited utility as it dead-ends at Foul Bay. Traffic on Foul Bay is constant, so a light would have to be installed to stop cars and allow cyclists to turn on and off Leighton. I don't know how Oak Bay would feel about that. Oak Bay Avenue is a local "high street" with lots of storefront retail, unlike Fort. THOSE BUSINESSES MUST BE CONSULTED before any decision is made to remove half of its on-street parking. The blocks here are short, and many drivers turn off and onto side streets, a tendency that will increase if on-street parking is removed. But those drivers will not be looking for cyclists, and may not even be able to see them if they're behind parked cars. It would be like Pandora or Fort downtown, but without the lights at every block indicating when bikes can safely go, or cars can turn right: a mess, and one I would avoid, to keep from getting clipped by cars turning across the bike lane. DO NOT PUT PROTECTED LANES ON OAK BAY AVENUE.

Screen Name Redacted
11/16/2020 03:57 PM

I like the Leighton Avenue route best, but think Fort Street and Oak Bay Avenue are likely to be more popular and used by folks.

Screen Name Redacted
11/16/2020 05:25 PM

Parking is a priority on Oak Bay Avenue as businesses and increased densification of residential projects is causing frustration for parking as it is. There will be a new 4-story development at Redfern and Oak Bay Avenue. Existing parking will be lost due to new bump-outs and 'commercial vehicle only' parking--as explained at a neighbourhood meeting with the developer. Your video mentions Redfern heading south to "Redfern Park". The park mentioned is north of Oak Bay Ave, not south. The 900 and 1000 block Redfern are used excessively by traffic trying to avoid Fort and Foul Bay. Finally consolidating the thru and right hand lanes heading East on Foul Bay is a TERRIBLE idea. Your plan will be funnelling even more traffic down Redfern, so I must assert that it would be a very poor decision. As it is, traffic in two lanes in each direction on Oak Bay Avenue results in cars backing up all the way to Redfern. Please don't mess with the existing traffic pattern at Oak Bay Ave and Foul Bay. It's already strained, but it works. What your plan will cause is even more traffic cutting through along north and south Redfern (as we experience now) and other side streets, as traffic tries avoid the congestion at Foul Bay. Note our attempts to stop excess traffic with the use of large concrete planters on Redfern. Even more traffic blockers are planned for Brighton avenue, as we neighbours are the ones to get the excess traffic. There is a current neighbourhood project being reviewed for a grant to reduce traffic flow on Brighton. The more obstacles you create on Oak Bay Avenue, the more traffic will flow through adjacent neighbourhoods. It's not safe for people on these streets. Please do not change traffic on Oak Bay Ave. I wish the city would put even one tenth of their efforts into dealing with important issues in our City and stop these projects that make it worse for

Screen Name Redacted 11/16/2020 07:51 PM	Oak Bay is best for getting bikers safely from Johnson and Fort bike lanes to the shops of Oak Bay Avenue and on to the shoreline. It's also best for west to east bikers as it connects smoothly to Fort and Pandora bike lanes.
Screen Name Redacted 11/16/2020 10:02 PM	For me as a South Jubilee resident the Fort Leighton route is probably best but for the many people coming from other parts of the city to the Hospital or going on to Oak Bay High or Willows or Camosun college, the Fort street option makes for a safer route
Screen Name Redacted 11/17/2020 10:47 AM	Fort-Leighton is already a low-traffic route for bikes. The real problems and dangers are on the higher-traffic routes.
Screen Name Redacted 11/17/2020 11:08 AM	I think that all 3 of the designs should be implemented starting with the Fort Street route and as it goes by the Chestnut connector, that block out to be paved as the surface is very rough and dangerous at night and with the Fort street route the traffic on that connector will increase. I think then in the future the Oak Bay route should be completed....the Leighton Road route in the most part falls out of the Fort St route. Question...Has a count been made of the bike traffic currently on each of the routes?
Screen Name Redacted 11/17/2020 11:25 AM	The Oak Bay modification is ill-conceived. Oak Bay is already congested and is lacking in sufficient parking. With the planned Richardson Bike lane construction, and closure of Richardson at Foul Bay, traffic will be diverted to Oak Bay and Fairfield resulting in more traffic on Oak Bay Ave. The removal of parking will compound teh issue of accessibility to Oak Ave. The proposal is a bad concept!
Screen Name Redacted 11/17/2020 03:51 PM	After many years previously living in Vancouver where bike lanes have exploded in number and use, and as a long time cyclist as commuter and recreational rider I strongly support any improvements to safety and utility of cycling. Any of the options would be an improvement over the existing situation. However from a utility point of view (accessing stories, shops of other sorts, schools etc and connecting to other major cycling routes) the Fort Street option seems optimal to me. The Leighton street option does provide a nice recreational route (it is a lovely street near our house in fact) but lacks utility of providing safe access to shops, restaurants etc. Notably the Leighton street option also dumps one onto Foul Bay Road which is not cycle friendly between Oak Bay and Fort. The middle ground perhaps is Oak Bay Avenue as it does improve safe access to stores etc and for now is a somewhat quieter street than Fort Street. But I am not convinced that it overall provides the biggest bang for the buck in terms of utility and linkage to other cycle routes. So for me, Fort Street is by far the top candidate.
Screen Name Redacted 11/17/2020 08:37 PM	The proposed bicycle/ pedestrian crossing at Chestnut street should include space on the south edge of the street for bicycles to stop outside (rather than within) the bike lane while waiting for the crossing signal.
Screen Name Redacted	Fort street is the most logical route assuming turns at Richmond and Foul

Screen Name Redacted 11/19/2020 11:21 AM	Fort Street continues the bike stream from downtown and connects with the existing bike lanes of Cadboro Bay Road. Simplest and safest for all traffic.
Screen Name Redacted 11/19/2020 03:37 PM	We feel leighton would be the best route because it is not as busy both oak bay and fort st are very well travelled and main arteries
Screen Name Redacted 11/19/2020 04:15 PM	I am against Leighton Road, as that road really doesn't connect you with any other routes or commercial business.
Screen Name Redacted 11/20/2020 10:11 AM	Oak Bay Avenue is not a tenable option. The lack of surface parking near those retailers is already an issue and results in reduced residential parking and problems with people accessing the retailers. leighton is a logical choice as it prevents the issues associated with bus-bike conflict (huge for parents like me - I am not letting my kids use a bike lane where buses and bikes need to share the route at any point) and avoids the parking reduction associated with putting the bike lanes on Oak Bay Ave.
Screen Name Redacted 11/20/2020 12:10 PM	Leighton is a natural bike lane...especially with Sundance School, Redfern Park and the new Wasapi Park. A Big concern is the traffic that the new Jawl Development at Oak Bay and Redfern will funnel all traffic to their underground parking by way of Redfern via Leighton Street!! A Variance must be made to allow residents of that building to enter off the main arterial, Oak Bay Ave. Another plus for making Leighton a bike lane is the connection through Redfern Street on both sides of Oak Bay Avenue to the proposed Richardson bike lane. Either Redfern or Foul Bay (once it is made safe for bikes) could connect to Richardson. Slowing the traffic on Leighton will help the safety aspect and eventually, as more and more bike traffic uses Leighton, less cars will use it as a speedy cut though. Something also needs to be done where Leighton meets Foul Bay Rd, which is a very dangerous bike route for the blocks between Fort and Oak Bay Ave. A crosswalk at Redfern to Redbarn is absolutely needed regardless for where the bike lanes are.
Screen Name Redacted 11/21/2020 10:49 AM	Leighton is already a challenge for drivers, pedestrians and cyclists. If Bank Street School re-opens it will add to the situation. There are too many blind spots at junctions to allow for additional safe cycling.
Screen Name Redacted 11/21/2020 12:25 PM	Fort Leighton seems like a good middle route, building on current usage and avoiding shared bus-cycling access, but would require a safe solution to the Leighton-Foul Bay intersection. I definitely do not support the Oak Bay Avenue option - Lifelabs new location on Oak Bay avenue will increase congestion and road user conflict in this already busy area, potentially expanding into surrounding residential areas.
Screen Name Redacted 11/21/2020 10:33 PM	Fort / Cadboro Bay Rd already has bike lanes. Leighton goes nowhere. Oak Bay Ave needs upgrading and may prompt the Dist of Oak Bay to do

Screen Name Redacted 11/22/2020 10:59 AM	Fort Street is my preference because it connects places like Urban Grocer and the Oak Bay Rec Centre. Oak Bay Avenue would be nice, but the pushback from all the shop owners would be horrendous. Oak Bay isn't TOO bad to cycle along right now, but Fort Street is awful. Leighton would be useless because it doesn't go to enough locations that cyclists need to access. And it ends in the middle of Foul Bay Road. It is already good for cycling because of the traffic calming already done.
Screen Name Redacted 11/22/2020 01:34 PM	Both Fort and Oak Bay Ave offer routes along which fast-paced travel is expected, and it follows a straight path. Oak Bay would be great for more casual riding, and commuters will use Fort regardless of a bike lane, but it wouls help. But the Leighton route meanders around traffic calming sections, would create an additional intersection throught Richmond where resident and rush hour traffic is already tight, and it is way too close to the Fort/Richmond intersection that already deals with blockage due to the 3 or so businesses on Fort that ask customer traffic to turn into the parkinglot, thereby clogging Richmond. Bank street school will open in 2021 and further complicate things with morning and 3 pm drop offs and pick ups. Why battle to go down traffic-calmed Leighton when there are direct and smooth flowing routes that serve a greater number of destinations and you don't have to slow down for school children?
Screen Name Redacted 11/23/2020 11:22 AM	I drive the Fort Street corridor every day and see how tight the pathways can be, especially at the Oak Bay/Fort junction and up to Leighton Street. I used to attend Oak Bay High School and would choose to cycle Leighton rather than Fort because of the high volume of commuter traffic and busses on Fort, and would avoid Oak Bay most times due to the lack of bike infrastructure and the higher volumes of traffic. Any way we can avoid busses and cyclists sharing space and having to avoid each other, especially when considering young students biking to school, I would prefer.
Screen Name Redacted 11/23/2020 06:04 PM	Regardless of the route choice, it is vital that there are excellent connections with Richmond and Foul Bay.
Screen Name Redacted 11/25/2020 07:41 PM	Oak Bay Ave is a main throughfare in need of protected bike lanes
Screen Name Redacted 11/26/2020 10:16 AM	Fort already has a separate, marked bike lane, whereas Oak Bay Avenue has nothing. Recently (Nov 26, 2020), a cyclist was taken to the hospital after getting "door"-ed riding on Oak Bay Avenue and Fell. There seems to be a greater need to make this area safer compared to the other route options.
Screen Name Redacted 11/26/2020 02:20 PM	While I support those project, construction needs to wait until we are through the pandemic and not in a state of emergency/recovery phase. FULL STOP.
Screen Name Redacted 11/26/2020 04:50 PM	Fort Street already has bike lanes and cycling on Leighton is relatively safe now whereas cycling on Oak Bay Avenue. is currently dangerous. Also this

Screen Name Redacted 11/26/2020 06:20 PM	Please PLEASE choose Oak Bay Avenue. Cyclists put their lives at risk riding down that road. Fort Street and Leighton Ave are already moderately safe, while Oak Bay Avenue is an absolute nightmare due to traffic and risk of getting "doored."
Screen Name Redacted 11/26/2020 06:36 PM	Linking school catchment of Oak Bay High with Oaklands
Screen Name Redacted 11/26/2020 07:26 PM	The Oak Bay Avenue option will link in with the eventual Oak Bay Avenue (in Oak Bay) extension. Many cyclists bike along this route every day, and it is exceedingly dangerous with the commuter traffic. Meanwhile, the avenue is certainly wide enough to accommodate bike lanes.
Screen Name Redacted 11/26/2020 08:53 PM	I chose Oak Bay Avenue because cycling on Oak Bay Avenue is awful right now, and there's no road South of Oak Bay Avenue that would be suitable for cycling. This means that anyone South of Oak Bay Ave would have to cross the street and take Leighton. At the same time, I think that the Fort Street route is also a good choice. In particular, it would provide safe access to Jubilee Hospital, Oak Bay High School, and the plaza at Fort and Foul Bay. And I like that Fort would have protected lanes from its start to its end. In fact, both candidates are so strong, that I feel that the city should seriously consider doing both.
Screen Name Redacted 11/26/2020 10:06 PM	I would prefer to see Fort St upgraded as I believe it has nice connections to other major cycling networks. An upgrade along Oak Bay Avenue would be great; however, I feel like it is already a wide enough street to cycle along for the moment. The Leighton Rd upgrades seem largely pointless as this is already a low traffic volume route. While not considered much here, I would love to see something done on Foul Bay Rd between Oak Bay Ave and Fort St as this is currently too narrow of a street on which to cycle. Nevertheless, it feels like a major North/South route for people travelling from Camosun/UVIC into Oak Bay.
Screen Name Redacted 11/26/2020 10:28 PM	This route will have the most impact on cycling comfort and safety.
Screen Name Redacted 11/27/2020 10:41 PM	Fort Street is already an established cycle route that is easily extended. Leighton Street is a charming, unique quiet street that cannot accommodate additional traffic - either by bike or vehicle - or a loss of parking. The suggested changes to Oak Bay Avenue would actually make it more pedestrian and bicycle friendly.
Screen Name Redacted 11/28/2020 04:49 PM	Use Fort the most.
Screen Name Redacted 11/28/2020 06:43 PM	I would rather the Fort Street protect lane be two way to allow easy transition from the currently built Fort Street protected two way lanes

11/28/2020 07:21 PM	been completed all the way to Fort Street? If so, be sure that the connections are sensible -- changing from two way bike lanes to one way bike lanes requires some cyclists to cross the street.
Screen Name Redacted 11/28/2020 08:19 PM	Leighton has few cars and no buses, and is the least likely to disrupt the preexisting traffic flow. We need bike lanes to have just as much usability as roads for cars. Too much bike infrastructure in the city lately has been develop to the detriment of car users, like the Vancouver street changes. Bikes should not have access at the expense of cars. We need an equitable system. Casual and amateur cyclists tend only to bike when it's not raining, which is not a good fit for this climate. We cannot make infrastructure that only accommodates a tiny fraction of the population, and only when the sun is shining. We need to develop infrastructure that utilizes the routes we have, without taking those routes away from cars. Blocking roads or reducing lanes increases drive time, and also creates resentment for cyclists. At the same time, the city is installing electric vehicle charging stations. We should be encouraging cycling while also encouraging the use of green technology. If we make the roads undriveable, residents aren't going to bother switching over to clean energy vehicles.
Screen Name Redacted 11/28/2020 10:15 PM	Fort would he the best choice since it won't over crowd oakbay ave. While still giving access to cyclists to the jubilee and oakbay area.
Screen Name Redacted 11/29/2020 09:57 AM	From my observations (I live just off of Oak Bay Avenue) Oak Bay is a heavy traffic area for bikes. As observed in other areas, regardless of the bike lane, cyclists will continue to use the same routes they always have. Also Leighton makes no sense at all--it would feel like an orphaned stretch of a bike lane with no purpose. let's put bike lanes where we need them.
Screen Name Redacted 11/29/2020 12:55 PM	Fort was already upgraded in the recent past (thank you! I love it.) so further investment would be limited to an upgrade and might not deliver much bang for the buck. Leighton is unworkable due to difficulties crossing Richmond, variable single lane traffic calming Richmond to Foul Bay, and an end point on Foul Bay Road that is beyond the comfort zone of the most vulnerable/insecure riders who would benefit from a segregated bikeway. Oak Bay presently has nothing for cycling infrastructure, therefore appearing to be most worthy of priority investment. In my view the need is highest there. Hopefully Oak Bay will continue the route into Oak Bay Village in the near future.
Screen Name Redacted 11/29/2020 04:03 PM	Intersection at Leigton and foul bay road!! Deadly crossing Foul Bay. Lots of speeding, aggressive drivers. Crossing FoulBay is very dangeours.
Screen Name Redacted 11/30/2020 08:13 AM	Fort st. Is the most industrial of the three options, most of the businesses along the way have off street parking. This is easily the widest road and should have the most room. The intersections are all not square, and this poses a challenge. But compared to the Leighton route it does not require cyclists to cross major arteries like Richmond and Fort so in the end should

Screen Name Redacted 11/30/2020 08:16 AM	Nothing wrong with Fort as it is and too busy to lose more space to concrete barriers. Add Leighton as a bike share route much like many Vancouver bikeways that have road markings and simple controlled crossings. Easiest and cheapest.
Screen Name Redacted 11/30/2020 09:06 AM	I prefer the simplicity and safety of this option.
Screen Name Redacted 11/30/2020 09:10 AM	Leighton is a lovely street for bikers. Oak Bay and Fort do not need the added congestion that these lanes provide as seen by downtown. Both fort and oak bay have high volumes of traffic and cyclist would be much safer on Leighton.
Screen Name Redacted 11/30/2020 09:44 AM	Cancel this project, a complete waste of taxpayers dollars
Screen Name Redacted 11/30/2020 10:34 AM	Prefer Leighton Road option since it is already preferred by cyclists. This route also avoids continuing congestion on Fort Street and will avoid ongoing issue with bus and blind individuals.
Screen Name Redacted 11/30/2020 11:49 AM	I don't agree with the whole premise of the network itself. I am an older resident who is not capable of riding a bike so my safety and convenience depend upon the use of a car. By its very nature, your network is not "all ages and all abilities" nor can it ever be so. This fact contradicts the ridiculous and propagandistic title for the entire endeavour. You are setting out to literally wreak the ability to get around this rather small city in a convenient and efficient manner. I have to ask: has there been any calculation of the excess carbon that will be pumped into the atmosphere by the cars sitting in small traffic jams up and down this route? In any event, my route preference, if this retrograde program is going to go ahead, is definitely to use the Fort-Leighton Corridor Design option. This is side street with little traffic, let the bikes go there and leave the arterial roads alone. Oak Bay Avenue will be unusable if you go forward with this in addition to shutting down Richardson. This is a very very strong preference. My last major suggestion is that you ban bikes from Fort and Oak Bay once the Leighton Corridor is completed. Have a safe bike lane and make people use it. And last by not least, any businesses on these will routes will also be very negatively affected by the lanes, more of a reason not to use the Oak Bay route. This submission is on behalf of my entire extended family of 14 who live here in Victoria.
Screen Name Redacted 11/30/2020 01:13 PM	I ride my bike every day, so safety is important, but also important is cost & impact on vehicular traffic. It appears to me that the Leighton St option should be the least expensive & disruptive to put into place.
Screen Name Redacted 11/30/2020 01:20 PM	Please ensure that whatever route is taken that local resident consultation and planning for all affected areas is undertaken. The impacts on traffic and parking will be significant for business, but also for residents on minor streets

	looking for parking) and parking in residential areas (regardless of signage). Please consult widely and design with all concerned. That said, I think this is a great initiative!
Screen Name Redacted 11/30/2020 01:30 PM	Fort Street is a very busy street, and with the hospital and emergency vehicles coming and going constantly, I have major concerns with safety for cyclist, pedestrians and vehicles if the route were to go along Fort Street.
Screen Name Redacted 11/30/2020 02:49 PM	Let's do the least costly design and try to impact as few drivers as possible. Save taxpayer $
Screen Name Redacted 11/30/2020 07:05 PM	It's time to do Oak Bay Ave. It's just time. I'm a medium-skill cyclist, not particularly bold, but Fort St at least has the painted lanes and I do use them to ride to UVic and to see friends in the Jubilee neighbourhood. In contrast, because Oak Bay Ave has no cycling facilities at all, I avoid it unless absolutely necessary. If I need to go to a store there, I plot a convoluted route through side-streets to within a block of the store I want, bypassing all the other stores who *could* potentially have had my business. I would love to shop more on Oak Bay Avenue, but it just doesn't feel safe to do so.
Screen Name Redacted 11/30/2020 08:53 PM	Leave main roads With so many retail locations open to vehicle traffic, too much cross over, extra lights and markings make sharing dangerous for bikes and cars
Screen Name Redacted 11/30/2020 08:53 PM	I feel like the majority of bike traffic will be on oak bay ave so I think that corridor should be prioritized. Having previously lived on Leighton, I don't like the restrictions on accessing housing that would entail from the proposals for the Leighton corridor.
Screen Name Redacted 11/30/2020 10:33 PM	I think Fort Street makes the most sense as it is already a heavily-used bicycle route. Absolutely do not like Leighton becoming a route. It is narrow and used by neighbourhood drivers to enter/exit the area.

Optional question (126 response(s), 52 skipped)
Question type: Essay Question

APPENDIX 2-C: ROUTE MAP TOOL RESPONSES

OAKLANDS ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design.
41 pins were added to the Oaklands Connector Route Map Tool.



OAKLANDS MAP - PIN DETAILS

Date of contribution	Marker Details		Your Comment
	Category	Location	
Oct 19 20 04:35:38 pm	Suggest something to be added	Doncaster	fix the dip in the road
Oct 19 20 04:29:59 pm	Design element you like	Doncaster @ Myrtle	safer crossing with stop signs for cars on Myrtle
Oct 19 20 05:13:35 pm	Design element you like	Doncaster @ Myrtle	Improved crossing
Oct 21 20 04:16:12 pm	Design element you like	Doncaster @ Myrtle	Stop signs here would be good.
Nov 18 20 09:11:28 pm	Suggest something to be added	Doncaster @ Myrtle	Part of the safety problems at this intersection are parking issues related to the daycare. Lots of cars coming and going at peak times, u-turns being done in that intersection, and parking on both sides of the street (even though one side is residential only) cause problems with the sight lines and congestion. If the parking on the daycare side of the street was opened up more by being time limited and communication
Nov 26 20 11:47:19 pm	Design element you like	Doncaster @ Myrtle	A better crossing here would be great. Consider jutting out a section of sidewalk for easier visibility and to reduce the width of the road to prevent U-turns at this intersection - perhaps one or two residential parking spots would be removed. I used to work here and the parking along the North Side of Myrtle is almost always full.
Oct 19 20 04:36:26 pm	Design element you dislike	Hillside @ Doncaster	bikes don't work well at 90 degree turns, you provide smooth turns for cars, do the same for bikes. People are creating a curve in the dirt.
Oct 19 20 04:37:04 pm	Suggest something to be added	Hillside @ Doncaster	this lane to connect over feels like being a sitting duck in between car lanes, so dangerous.
Oct 21 20 04:15:55 pm	Design element you dislike	Hillside @ Doncaster	This crossing doesn't feel easy or safe on a bike
Oct 24 20 01:21:01 pm	Design element you dislike	Hillside @ Doncaster	This is an uncomfortable crossing particularly since crossing is synced with left turning (impatient) vehicles off Doncaster.
Nov 26 20 11:39:44 pm	Suggest something to be added	Hillside @ Doncaster	So there's a dirt/mud path here created by cyclists cutting the corner of the current pathway. Admittedly, the current path isn't ideal for cyclists - ideally the dirt path would just be paved. However, perhaps the current design was constructed due to property line limits with the Hillside Professional Building. Nevertheless, I find it particularly annoying (as a pedestrian in particular) when cyclists don't keep on their dedicated pathways because they become unpredictable. Perhaps it's possible to address this issue by widening the path just a little. Additionally
Nov 13 20 04:11:36 pm	Suggest something to be added	Kings @ MUP	Add speed hump before the crosswalk or raise the cross walk so cars slow down coming into the parking lot/crossing the biking and walking path
Nov 26 20 11:50:30 pm	Suggest something to be added	Kings @ MUP	Same as other comment - add a speedhump to reduce speed of park entrants.
Oct 19 20 04:34:08 pm	Suggest something to be added	Kings MUP entrance	improve the path here, the bollard narrows the access for bikes and pedestrians too much
Nov 26 20 11:51:02 pm	Suggest something to be added	Kings MUP entrance	Same as other comment - allow easier access for cyclists
Oct 19 20 04:34:22 pm	Suggest something to be added	MUP	add lighting, its too dark
Oct 19 20 04:37:51 pm	Design element you like	MUP	some fencing would make it safer
Oct 19 20 05:16:20 pm	Suggest something to be added	MUP	Wider path and additional lighting.
Oct 21 20 04:20:28 pm	Suggest something to be added	MUP	This path could stand to be widened.
Oct 24 20 01:12:56 pm	Suggest something to be added	MUP	Multi-use pathways are less than desirable (particularly in a new infrastructure context), however in this case seems unavoidable. I think the pathway should be widened with designations for walking and bicycling. And added lighting as noted by others.

Oct 26 20 06:17:27 pm	Suggest something to be added	MUP	The pathway through the park needs lighting. If the AAA network is to succeed as a transportation network, it needs to attract users at night. Many more vulnerable riders will not feel safe riding through a park, or by the tennis courts, at night without being able to see around them.
Nov 06 20 09:21:00 pm	Suggest something to be added	MUP	Widen path by adding permeable pathway on one side (or both sides), to create options for walking and cycling without increasing impermeable surface area.
Oct 21 20 04:17:34 pm	Suggest something to be added	Myrtle	Speed bumps on Myrtle on both sides of Doncaster are necessary here. I used to work for Romeo's as a driver, and the delivery vehicles fly down this road at unsafe speeds constantly. The stop sign would be good, but speed bumps would also ensure they travel at a safe speed, since they don't right now.
Oct 19 20 04:30:24 pm	Suggest something to be added	Pearl	sidewalk on the north side of Pearl
Oct 19 20 04:31:56 pm	Suggest something to be added	Pearl	stop signs for those on Shakespeare
Oct 19 20 04:35:17 pm	Suggest something to be added	Pearl	repave this part of Pearl by Shakespeare, its so bumpy right now
Oct 19 20 05:12:44 pm	Suggest something to be added	Pearl	This section of Pearl St needs sidewalks.
Oct 21 20 04:18:59 pm	Suggest something to be added	Pearl @ Shakespeare	A 4 way stop here is necessary
Nov 26 20 11:28:11 pm	Suggest something to be added	Pearl @ Shakespeare	When traveling East on Pearl it is very difficult to see traffic on Shakespear. A 4-way stop may be the best option. Otherwise consider limiting parking near the intersection.
Oct 19 20 05:15:38 pm	Design element you like	Shakespeare	The traffic calming and safety upgrades look great (stop signs, speed humps, 30km).
Oct 21 20 04:19:23 pm	Design element you like	Shakespeare	Love the traffic calming in these sections
Nov 26 20 11:29:07 pm	Design element you like	Shakespeare	Traffic calming measures
Oct 21 20 04:22:13 pm	Suggest something to be added	Shakespeare @ Haultain	Speed bumps around here would be good, as well as potentially limiting street parking for improved visibility
Oct 27 20 06:44:22 pm	Suggest something to be added	Shakespeare @ Haultain Oaklands - entire corridor	Why not continue the route south to Begbie, making a good alternative to Shelbourne.
Oct 19 20 04:37:30 pm	Design element you like	Shakespeare @ Lionel	adding stop sign here is great
Oct 19 20 04:32:49 pm	Design element you like	Shakespeare @ Ryan	safer crossing, this one cars often are going fast and cars park right next to the path entrance, blocking access partially and site lines
Oct 19 20 05:20:15 pm	Design element you like	Shakespeare @ Ryan	The crossing is heavily used and is currently made unsafe by fast vehicles and poor sightlines. The new design looks much better.
Oct 21 20 04:20:12 pm	Design element you like	Shakespeare @ Ryan	Improved crossing is good here. Would love to see a speed bump or two as well.
Nov 26 20 11:48:53 pm	Design element you like	Shakespeare @ Ryan	Better crossing. Currently, sightlines are often poor.
Oct 19 20 04:33:32 pm	Design element you like	Shakespeare MUP entrance	glad this will be improved, currently you have to make a detour into the basketball court slightly to exit through the bollards, its an awkward turn.
Oct 19 20 05:17:17 pm	Design element you like	Shakespeare MUP entrance	Happy to see this location being improved. Currently it is awkward to use with a cargo bicycle.

FERNWOOD ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design.
45 pins were added to the Fernwood Connector Route Map Tool.



FERNWOOD MAP - PIN DETAILS

Date of contribution	Marker Details		Your Comment
	Category		
Oct 19 20 05:36:07 pm	Design element you like	Avebury	speed hump
Oct 20 20 11:45:33 am	Suggest something to be added	Avebury	Add a 30km sign in both directions on each block of the corridor.
Oct 19 20 04:49:32 pm	Suggest something to be added	Avebury @ Haultain	add way finding to destinations at either end of Haultain with distance in km
Oct 19 20 04:41:51 pm	Design element you like	Bay @ Avebury	safer crossing would be very welcome here
Oct 19 20 05:28:51 pm	Design element you like	Bay @ Avebury	Currently this crossing is the most dangerous part of my commute to downtown. The new design looks much safer for both walking and riding a bike.
Oct 19 20 05:32:25 pm	Suggest something to be added	Bay @ Avebury	A button to activate a flashing light would improve safety. Similar to other sections of Bay, drivers often have the sun in their eyes or have slipped into highway hypnosis. A flashing light will reduce the likelihood of an accident.
Oct 19 20 05:34:12 pm	Suggest something to be added	Bay @ Avebury	restrict northbound car access to reduce vehicle volumes
Oct 20 20 11:44:30 am	Suggest something to be added	Bay @ Avebury	Ensure that it's easy to enter and exit on a bike without dismounting. Also, how would a bike safely turn left here from Bay to Avebury (flashing light)?
Oct 20 20 12:21:17 pm	Design element you like	Bay @ Avebury	Looks great! It is essential to have this small section built as a 2-way protected lane. We have a cargo bike and find it hard to squeeze between the telephone pole and hedge at Oregon and Bay. If encountering a pedestrian we have to walk our bikes on the road and potentially block riders coming in the opposite direction. This also helps drivers to make a safe turn to the right and avoid accidents with riders who are travelling West to Oregon. A bollard with a reflective strip would be good, at both ends.
Oct 21 20 03:50:55 pm	Design element you like	Bay @ Avebury	Hardscaped infrastructure is very welcomed here, Bay is a nightmare on a bike.
Oct 24 20 12:44:22 pm	Suggest something to be added	Bay @ Avebury	Add bike loop activated bike crossing signals and pedestrian activated crossing signals.
Oct 27 20 06:09:34 pm	Design element you dislike	Bay @ Avebury	These dog-leg intersections are dangerous on narrow roads as there is never enough separation when 2-way lanes are constructed. The bike lanes are made too narrow, and westbound cyclists are too close to oncoming traffic. Better if the southbound route is on Roseberry -> Oregon so cyclists travel east on Bay
Oct 27 20 06:24:45 pm	Suggest something to be added	Bay @ Avebury	Southbound route should be Roseberry -> Oregon so cyclists travel east on Bay, with only one bike lane needed.
Nov 05 20 03:36:01 pm	Suggest something to be added	Bay @ Avebury	Turning left off Bay in both directions is definitely the most dangerous part of the route here. Features to make this safer are important. Maybe an island in Bay for cyclist to wait to turn left from? Especially dangerous early and late in the day with the sun in drivers eyes.
Nov 06 20 01:16:30 pm	Suggest something to be added	Bay @ Avebury	Safety upgrade idea: Consider copying the intersection design seen at Fort St and Chestnut St or Lansdowne Rd and Aldridge St to restrict Northbound car traffic. Two-way traffic exists at Haultain and Avebury and one-way exit (for cars) at Bay and Avebury. Alternatively put a bus stop there and copy the design seen at Lansdowne Rd and Frechette St. Both suggested patterns for Bay and Avebury would be two-way to walk, bike and use a wheelchair, but exit only for cars.
Oct 21 20 03:52:05 pm	Suggest something to be added	Bay @ Avebury Bay @ Oregon	Restricting vehicles from turning on to Oregon and Avebury here would be great, they're easily accessed from other streets and it would help make the area safer for cyclists like me.
Oct 19 20 04:47:48 pm	Design element you like	Begbie connection	connection to Pandora
Oct 24 20 12:50:14 pm	Suggest something to be added	Begbie connection	Does not appear to be clear means to access safely from the South, perhaps a short section of two-way protected from the island crosswalk to the corner (form part of eventual Pandora bikeway) Or event better, to the intersection of Pandora and Fernwood.
Oct 19 20 05:40:13 pm	Design element you like	Fernwood - entire corridor	A future bike connection to Pandora will allow me to safety commute to work.

Oct 27 20 06:13:02 pm	Design element you dislike	Fernwood - entire corridor	Access not clear on this difficult intersection. Suggest moving the whole route eastward on to Shakespeare/Scott; that better matches up to the Oaklands connector, and provides a safe alt. route to Shelbourne
Oct 20 20 11:51:18 am	Suggest something to be added	Fernwood - entire corridor Avebury	Is it possible to add a shared-road sign to inform drivers who may not notice the sharrows? Perhaps on the same sign post as the 30km sign? This is particularly important on roads like Avebury Ave that experience drivers travelling way to fast North from Bay St. A prominent 30km and shared road sign in blocks near busy streets will help drivers to shift modes - from a highway mindset to a residential road mindset.
Oct 19 20 04:43:36 pm	Suggest something to be added	Oregon	add street lighting, this block is completely dark at night
Oct 19 20 04:46:32 pm	Design element you like	Oregon	speed hump
Oct 19 20 05:36:46 pm	Suggest something to be added	Oregon	move speed hump to here from by Pembroke
Nov 26 20 11:19:18 pm	Suggest something to be added	Oregon	In response to another comment. Admittedly, I don't travel this route - but a speedhump here does not seem ideal as it looks rather steep incline from gmaps and adding a speedhump would further increase this gradient for cyclists.
Oct 19 20 05:29:13 pm	Suggest something to be added	Oregon @ Denman	add speed humps on Denman
Oct 19 20 05:28:43 pm	Design element you dislike	Oregon @ Pembroke	speed hump at the top of a hill, why?
Nov 23 20 09:45:07 am	Suggest something to be added	Oregon @ Pembroke	A stop sign would be helpful here to improve safety for pedestrians walking East along Pembroke St through this intersection.
Nov 23 20 09:48:58 am	Suggest something to be added	Oregon @ Pembroke	At the intersection of Pembroke and Oregon there is often a car parked right up to the intersection as there is no yellow paint along the curb. This becomes a safety issue for two reasons. First, it reduces sight lines. Secondly, cars turning North onto Oregon from Pembroke have to take the turn wide which puts people in the other lane at risk. Can yellow paint be added? There is usually plenty of parking a few feet further North on Oregon.
Oct 19 20 04:42:33 pm	Design element you like	Oregon @ Walnut	stop sign change is great
Oct 19 20 04:43:10 pm	Suggest something to be added	Oregon @ Walnut	water pools right at the curb cuts on the east side of Oregon at Walnut (both sides)
Oct 19 20 05:35:47 pm	Design element you like	Oregon @ Walnut	A stop sign will improve safety for pedestrians, those entering the park, and help with traffic calming.
Oct 19 20 05:36:24 pm	Suggest something to be added	Oregon @ Walnut	add speed hump
Oct 20 20 11:43:09 am	Suggest something to be added	Oregon @ Walnut	The yellow curb paint needs to be re-applied in this intersection. Especially on the South-West corner. Cars sometimes park right at the corner and block the sightline.
Nov 05 20 03:30:27 pm	Suggest something to be added	Oregon @ Walnut	Agree that features to prevent cars from parking close to the intersection which blocks visibility need to be added.
Nov 05 20 03:37:35 pm	Suggest something to be added	Oregon @ Walnut	4-Way stop here to keep car's speed down, especially cars going N. coming down the hill from Oregon. Many already do not stop at the stop sign here.
Oct 19 20 05:37:16 pm	Design element you like	Stanley	The traffic calming will be helpful (speed humps, stop signs, 30km) as drivers go way to fast here.
Oct 19 20 04:48:04 pm	Design element you like	Stanley @ Gladstone	4 way stop
Oct 19 20 05:38:37 pm	Design element you like	Stanley @ Gladstone	Amazing, finally, a stop sign at Gladstone & Stanley. It was always an unexpected situation for pedestrians who expect one to be there.

Oct 19 20 04:45:16 pm	Suggest something to be added	Stanley @ Pembroke	restrict cars from parking right next to the corner, there are no curbs so this is done here all the time and it makes the sight lines very difficult to see if a vehicle is coming
Oct 19 20 04:48:24 pm	Suggest something to be added	Stanley @ Pembroke	make it a three way stop
Oct 21 20 03:49:42 pm	Suggest something to be added	Stanley @ Pembroke	Agree with Si, restricting parking here would be great.
Nov 10 20 07:32:03 pm	Suggest something to be added	Stanley @ Pembroke	The sightlines are always blocked at this intersection by vehicles parked at the South-East corner on Pembroke. Please consider installing a sidewalk with yellow paint, barrier or bollards to improve sightlines. Alternatively, put a stop sign on Pembroke.
Oct 19 20 04:45:51 pm	Suggest something to be added	Walnut	walnut needs repaving, it is very bumping with many cuts and patching
Nov 05 20 03:31:58 pm	Suggest something to be added	Walnut	Suggest having the bike route continue on Walnut to Chambers to avoid the steep hill up Oregon

FORT STREET CENTRAL ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design.
5. pins were added to the Fort Street Central Route Map Tool.



FORT CENTRAL MAP - PIN DETAILS

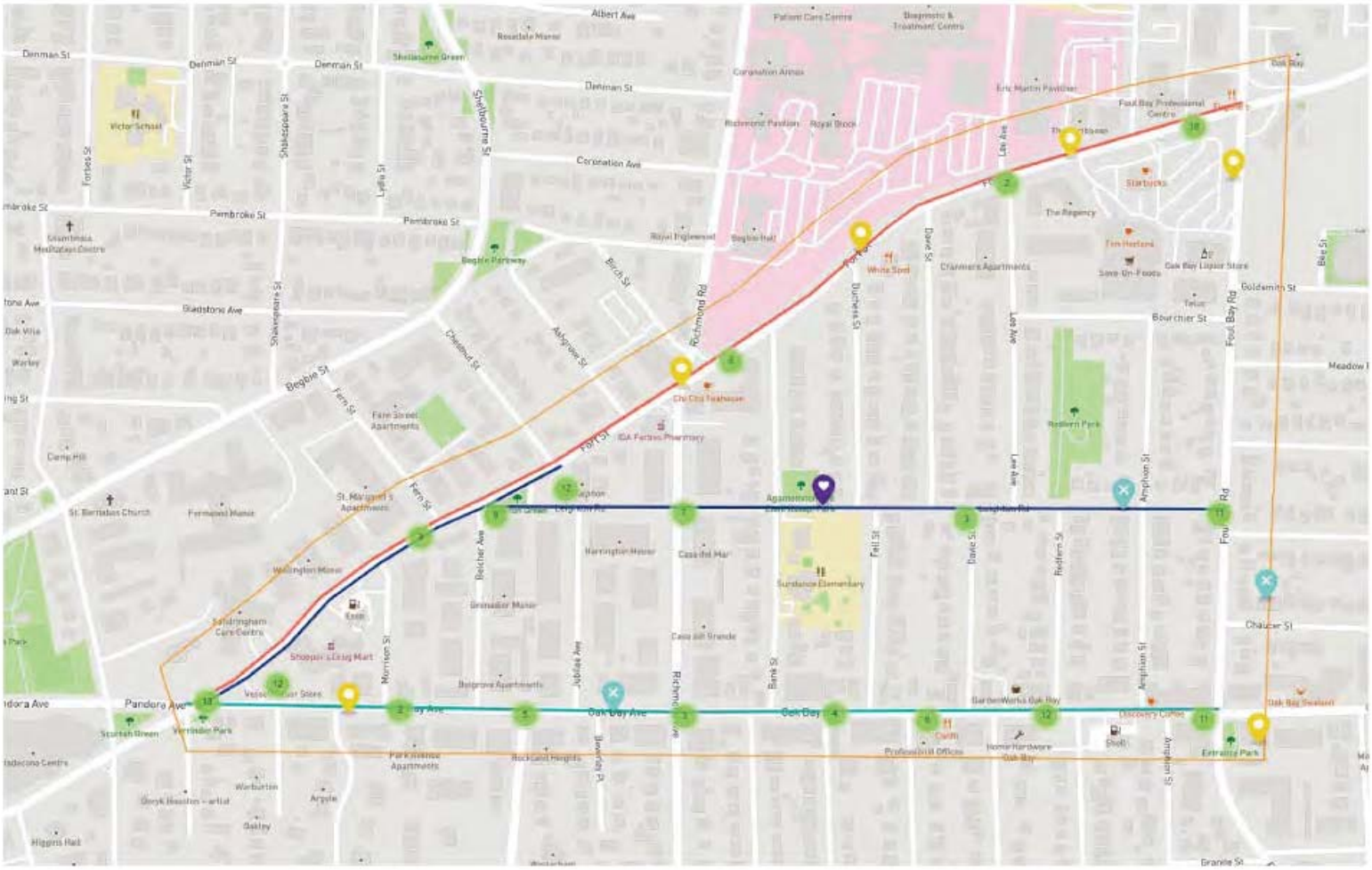
Date of contribution	Marker Details		Your Comment
	Category	Location	
Oct 20 20 12:07:58 pm	Suggest something to be added	Fort @ Belmont	add bike parking spots, corral
Oct 20 20 03:49:59 pm	Suggest something to be added	Fort @ Belmont	This section of Belmont is not used often and seems a bit dangerous. What about closing it and making Scurrah Green more accessible on foot or by bike. Placemaking opportunity?
Oct 21 20 04:10:29 pm	Suggest something to be added	Fort @ Belmont	Agree with BK, this would be a great placemaking opportunity
Oct 20 20 12:12:09 pm	Suggest something to be added	Fort @ Cook	way finding to Craigdarroch, oak bay ave, fort street destinations
Nov 03 20 05:23:42 pm	Design element you like	Fort @ Cook	I like the proposal for bike detections at this intersection.
Oct 20 20 12:06:13 pm	Design element you like	Fort @ Fernwood	removing most southbound traffic will reduce conflicts
Oct 20 20 03:42:54 pm	Design element you like	Fort @ Fernwood	Safer for both bikes and drivers. Exiting here in a car was tricky to begin with so this is a welcomed change.
Oct 21 20 04:05:59 pm	Design element you like	Fort @ Fernwood	The removal of the southbound lane here is welcomed, it's not needed and will greatly improve safety.
Oct 21 20 04:06:29 pm	Design element you dislike	Fort @ Fernwood	Painted lanes do little to protect cyclists, bollards or some other form of hardscaping would be much better.
Oct 27 20 06:01:10 pm	Design element you dislike	Fort @ Fernwood	If the bike lane remained on the south side of Fort there would be no need for vehicle restrictions in this block. Cars and bikes have to co-exist on the rest of Fernwood which is never going to be a AAA route.
Oct 27 20 08:06:01 pm	Suggest something to be added	Fort @ Fernwood	Perhaps this is already planned, but it would be good to add a few bollards to delineate the bike lane and keep confused drivers from parking in it.
Oct 30 20 01:17:15 pm	Suggest something to be added	Fort @ Fernwood	The safest way I've found to get over to Fort from here is to cut thru the schoolyard. Could some kind of path be marked out like on the Gladstone route?
Nov 07 20 04:21:36 pm	Design element you like	Fort @ Fernwood	I really like the changes on Fernwood. I often use Fernwood as a cycling route already so this will make it much easier to connect to Fort Street
Nov 27 20 10:48:02 am	Suggest something to be added	Fort @ Fernwood	Parking should probably be on the east side of the street or cars may drive southbound in the parking spots if they are empty. It doesn't seem intuitive to have parking on the west side of the road when only northbound cars are allowed.
Nov 27 20 10:48:59 am	Suggest something to be added	Fort @ Fernwood	Protected southbound contraflow bike lane on Fernwood and protected northbound lane.
Nov 27 20 10:50:43 am	Design element you dislike	Fort @ Fernwood	get rid of parking, there are lots and many street spaces around here. This is just creating unnecessary conflict zone and doesn't add enough protection for people walking or biking.
Nov 28 20 11:29:38 pm	Suggest something to be added	Fort @ Fernwood	I agree with several others that bollards or some delineation above and beyond being inside of the parking would be helpful. It is still an improvement to create a dedicated bike lane inside parking, and I hope the City will do much more of this in the future, particularly with existing routes that have both parking and painted lanes.
Nov 28 20 11:33:21 pm	Suggest something to be added	Fort @ Joan	Hopefully a safe crossing will facilitate access to the Castle.
Oct 24 20 11:10:17 am	Suggest something to be added	Fort @ Linden	Linden is an easier (than Moss) bike street and should provide good access to and from the Rockland/North Fairfield area if the crossing did not (appear to) require a dismount and use of the uncontrolled crosswalk. Suggest improvement to add bike activated signals and shared bike markings near the intersection on Linden.
Nov 03 20 05:25:02 pm	Design element you like	Fort @ Linden	I like the proposal for increased pedestrian visibility at this crosswalk. This is one of the worst crosswalks in my opinion. Vehicles rarely stop here and they are usually going 5-10 km/h over the speed limit.

Nov 07 20 04:23:03 pm	Suggest something to be added	Fort @ Linden	It would be nice to have a way to access the bike lanes from Linden without needing to use the crosswalk.
Oct 20 20 12:04:44 pm	Suggest something to be added	Fort @ Moss	add audible signal for the pedestrian/bike crossing
Oct 20 20 12:14:02 pm	Suggest something to be added	Fort @ Moss	add bike parking on street for school and nearby destinations (e.g. Craigdarroch)
Oct 20 20 03:53:28 pm	Design element you like	Fort @ Moss	The Moss St crossing upgrade with a bike signal is a great addition. Especially with all the kids riding to school, or commuters connecting to the Fort lane.
Oct 24 20 12:04:09 am	Design element you like	Fort @ Moss	Great addition. Gives access to the students attending Central
Oct 27 20 05:53:42 pm	Suggest something to be added	Fort @ Moss	An eastbound crossing from the north to the south side of Fort would be better here than at Harrison - and safer for crossing the Fernwood intersection
Oct 20 20 12:15:03 pm	Design element you dislike	Fort @ Shell Station	too many driveways / sources of potential conflict
Oct 20 20 12:08:54 pm	Suggest something to be added	Fort @ St Charles	add flashing lights to the pedestrian crossing
Oct 20 20 12:06:31 pm	Design element you like	Fort @ Yates	design is much better than what is currently there
Oct 21 20 04:08:58 pm	Suggest something to be added	Fort @ Yates	Much better than what currently exists but potentially complicated and confusing, perhaps a signalized crossing or something like it would be good here
Oct 24 20 11:14:52 am	Suggest something to be added	Fort @ Yates	Do not see a rational for changing from two-way to one-way lanes at this point? Seems only to add complexity and requires bike users to make mid-stream adjustments (seams like consistency would improve safety). However, If the existing design is retained, the addition of crossing signals would seem essential here (retaining two-way would likely simplify the signals)
Oct 27 20 05:47:20 pm	Design element you dislike	Fort @ Yates	The westbound crossing at Harrison St is MID-intersection! Extremely dangerous and makes for a tortuous path over the island. Move it west on to Yates.
Oct 27 20 05:49:16 pm	Design element you dislike	Fort @ Yates	The eastbound crossing makes no sense here and needlessly complicates the intersection since vehicles currently have no reason to stop
Nov 06 20 02:44:03 pm	Design element you like	Fort @ Yates	Love this plan for transistioning between 2 one-way lanes and 1 two-way lane.
Nov 07 20 04:20:20 pm	Suggest something to be added	Fort @ Yates	I like this design. Seems to be a good way to transition between the segments. However with all the crossings I think it would be beneficial if a pedestrian/cyclist traffic signal was added as well.
Nov 26 20 10:44:27 pm	Suggest something to be added	Fort @ Yates	This is a busy corridor. I'm surprised there isn't already an activated crossing signal here, but one should definitely be added.
Nov 28 20 11:32:02 pm	Suggest something to be added	Fort @ Yates	Agreeing with SNChalmers on need for a signalized crossing. This will need some significant work to make it safe and slow it down. Access to the Shell should probably be limited to one way in and out on both sides.
Oct 24 20 11:18:49 am	Design element you dislike	Fort Central - mixing zones	The graphic layout is a bit unclear on treatment of bikeways at bus stops, but it appears the treatment is similar to that once proposed for Cook St. If the plan is to have buses and eight year olds merging, I think this will discourage use and likely be discomforting to bus drivers. One of the issues currently, if your timing isn't good, is you have to play leap-frog with a bus at each stop.
Oct 24 20 11:19:55 am	Suggest something to be added	Fort Central - mixing zones	The graphic layout is a bit unclear on treatment of bikeways at bus stops, but it appears the treatment is similar to that once proposed for Cook St. If the plan is to have buses and eight year olds merging, I think this will discourage use and likely be discomforting to bus drivers. One of the issues currently, if your timing isn't good, is you have to play leap-frog with a bus at each stop.
Oct 24 20 11:21:56 am	Suggest something to be added	Fort Central - mixing zones	The graphic layout is a bit unclear on treatment of bikeways at bus stops, but it appears the treatment is similar to that once proposed for Cook St. If the plan is to have buses and eight year olds merging, I think this will discourage use and likely be discomforting to bus drivers. One of the issues currently, if your timing isn't good, is you have to play leap-frog with a bus at each stop.
Oct 27 20 08:13:20 pm	Design element you dislike	Fort Central - mixing zones	I'm somewhat concerned about conflicts between buses and cyclists. Most guidelines I've seen suggest having buses stop in the traffic lane and either using islands or, if space is tight, making the bike lane at the bus stop level with the sidewalk.

Oct 27 20 08:13:36 pm	Design element you dislike	Fort Central - mixing zones	I'm somewhat concerned about conflicts between buses and cyclists. Most guidelines I've seen suggest having buses stop in the traffic lane and either using islands or, if space is tight, making the bike lane at the bus stop level with the sidewalk.
Oct 27 20 08:14:35 pm	Design element you dislike	Fort Central - mixing zones	I'm somewhat concerned about conflicts between buses and cyclists. Most guidelines I've seen suggest having buses stop in the traffic lane and either using islands or, if space is tight, making the bike lane at the bus stop level with the sidewalk.
Nov 03 20 09:02:04 am	Design element you dislike	Fort Central - mixing zones	I feel the bus should not be stopping in a bike lane, if there is no room for a seperate bus stop they should be stopping in a car lane not merging with a biker.
Oct 20 20 03:50:54 pm	Suggest something to be added	Fort Central - one-way corridor	Road marking for bus stops to prevent cars from parking in them.
Oct 21 20 04:12:28 pm	Design element you like	Fort Central - one-way corridor	Physical lanes here are a huge upgrade, current conditions aren't safe at all
Oct 20 20 12:07:06 pm	Suggest something to be added	Fort Central - Stadacona Ctr	add a proper sidewalk on the northern side of Fort by Stadacona centre
Oct 20 20 03:46:55 pm	Design element you like	Fort Central - Stadacona Ctr	Landscaping upgrade would improve the area.
Oct 20 20 03:48:44 pm	Suggest something to be added	Fort Central - Stadacona Ctr	This area is awkward as a pedestrian. Can we add a sidewalk?
Oct 20 20 03:51:12 pm	Suggest something to be added	Fort Central - Stadacona Ctr	More bike parking in this shopping area.
Oct 21 20 04:09:57 pm	Suggest something to be added	Fort Central - Stadacona Ctr	Landscaping and sidewalks would be great here
Oct 20 20 03:41:52 pm	Design element you like	Fort Central - whole corridor	A nice protected bike connection from Fernwood rd to downtown. The extension of the existing Fort lane will simplify the connection. A major upgrade from the old painted bike lane that cut across Fort.
Oct 21 20 04:11:17 pm	Design element you like	Fort Street - whole corridor	Protected lanes here are way better than what currently exists, big upgrade
Nov 26 20 10:34:46 pm	Design element you like	Fort Street - whole corridor	Not having to worry about interacting with busses is a great addition to safety.
Oct 20 20 12:11:19 pm	Suggest something to be added	Oak Bay Junction	wayfinding to destinations on Fort and Oak Bay ave
Nov 26 20 10:54:30 pm	Suggest something to be added	Oak Bay Junction	Consider having a dedicated bike lane here right after this busy intersection, so that cyclists don't have to compete with busses. Perhaps part of "Scurrah Green" could be sacrificed to make this happen.
Nov 28 20 11:34:34 pm	Suggest something to be added	Oak Bay Junction	Please do what it takes to make this intersection safe to use. A continuous protected lane onto Oak Bay Ave would be optimal.

JUBILEE ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design.
149 pins were added to the Jubilee Route Map Tool.



JUBILEE MAP - PIN DETAILS

Date of contribution	Marker Details		Your Comment
	Category	Location	
Nov 03 20 06:50:57 pm	Suggest something to be added	all corridors	Whatever route is chosen, please please please consider making protected lanes. I bike with my toddler in a chariot and would still not feel great biking in such a busy area with street parking if it was just painted bike lanes.
Oct 19 20 05:16:31 pm	Design element you like	Amphion @ Oak Bay Ave	wider sidewalks are needed here, especially by the bus stop
Oct 21 20 04:31:20 pm	Suggest something to be added	Bank @ Fort Duchess @ Fort Davie @ Fort	Restricting left turns from Bank, Duchess, and Davie on to Fort might be a good idea here.
Oct 19 20 05:22:42 pm	Design element you like	Chestnut @ Fort	new crossing for bikes and pedestrians
Oct 21 20 04:28:33 pm	Design element you like	Chestnut @ Fort	New crossing here would be great
Oct 30 20 01:05:42 pm	Design element you dislike	Chestnut @ Fort	This one makes no sense - to turn left you have to turn right, travel a few metres, dismount, use a pedestrian crosswalk, mount your bike and finally go the direction you want?! Bad planning
Nov 03 20 04:47:24 pm	Design element you like	Chestnut @ Fort	This is great. I live on Leighton and often have to take a risky cross here on my bike to get up Fort St.
Nov 16 20 10:19:29 pm	Suggest something to be added	Chestnut @ Fort	This seems to be an okay option if going west to back track to Chester if there is a pedestrian light.
Nov 17 20 03:24:47 pm	Design element you like	Chestnut @ Fort	I like this idea of a crosswalk at this point.
Nov 22 20 10:13:13 am	Design element you dislike	Chestnut @ Fort	The left turn from Leighton to Fort via a crosswalk further North-West of Leighton is a very poor choice. Many cyclists will opt to try and cross Fort directly rather than dismount to cross the crosswalk. This is not a good idea!
Nov 23 20 11:33:54 am	Suggest something to be added	Chestnut @ Fort	A safer crossing here would be fantastic - as a driver I often see pedestrians and cyclists jaywalking across here.
Nov 26 20 09:36:38 pm	Design element you like	Chestnut @ Fort	An official crossing here would be great as many people cross here already.
Oct 21 20 04:40:32 pm	Suggest something to be added	Clare @ Oak Bay Ave	Restricting vehicle left turns on to Oak Bay from side streets could be a good idea here
Oct 21 20 04:41:01 pm	Design element you like	Clare @ Oak Bay Ave	Improved crossing would be great
Oct 20 20 04:10:57 pm	Suggest something to be added	Davie @ Oak Bay Ave	Remove one parking space and add bike parking. Makes it easier to shop along this section.
Oct 21 20 04:42:03 pm	Design element you like	Davie @ Oak Bay Ave	Adding/improving pedestrian crossings here would be huge
Nov 15 20 12:30:28 pm	Design element you dislike	Davie @ Oak Bay Ave	Many cars turn on and off Davie here to use the parking behind Home Hardware. They will not see cyclists in a protected lane behind parked cars. Collisions are inevitable.
Nov 20 20 10:15:17 am	Design element you dislike	Davie @ Oak Bay Ave	Parking and pedestrian crossing is already a huge problem in this area, and buses use this street. Adding bike lanes will complicate things further. Move the bike lanes onto Leighton - it's safe and prevents conflicts with neighbours around parking. BUT also add a cross walk here - I'm amazed someone hasn't been seriously injured here already.
Oct 21 20 04:28:11 pm	Suggest something to be added	Fern @ Fort Street	Not sure what the plan would be here for cyclists to make a safe left on to Fern.
Oct 21 20 04:32:25 pm	Suggest something to be added	Fort - Jubilee village driveway	This intersection doesn't feel particularly safe as a cyclist with people turning left on to Fort out of the parking lot, perhaps some safety improvements could be made here

Oct 24 20 02:00:03 pm	Design element you dislike	Fort - whole corridor	I think two-way bikeways should be retained throughout Fort (and others) as the dye is cast from what is already installed downtown. In my view changing use from one to the other is confusing, and confusion is less safe.
Nov 22 20 10:21:18 am	Design element you dislike	Fort - whole corridor	This junction is currently a nightmare for cyclists and the protected bike lane ending here does not allow easy access to much in the way of residential neighbourhoods. The Haultain bike route gets people nicely into many residential neighbourhoods North of Fort, while an Oak Bay Avenue bike rout gets people well into the neighbourhoods between Fort and Richardson. This route is not a good idea.
Oct 18 20 05:03:38 pm	Suggest something to be added	Fort @ Foul Bay	I'm curious about how the city thinks cyclists in separated bike lanes will be able to turn from Fort street onto Foul Bay. This is a really important route for students and commuters, and this intersection is already difficult and dangerous to navigate with the traffic exiting from the save on foods. How are bikes supposed to cross concrete barriers and multiple lanes of traffic to turn left?
Oct 19 20 05:21:18 pm	Suggest something to be added	Fort @ Foul Bay	bike parking
Oct 20 20 11:13:08 pm	Suggest something to be added	Fort @ Foul Bay	Add a way to turn left from Fort st to Foul Bay
Oct 21 20 04:32:53 pm	Suggest something to be added	Fort @ Foul Bay	Agree with Si, loads of bike parking here would be great
Oct 21 20 04:33:40 pm	Suggest something to be added	Fort @ Foul Bay	Getting this left from Fort on to Foul Bay is really important, it's dangerous at the moment.
Nov 04 20 04:22:38 pm	Suggest something to be added	Fort @ Foul Bay	In agreement with other comments: there needs to be infrastructure in place that allows for both safe left and right turns onto Foul Bay Road when approaching either from the west or east along Fort St/Cadboro Bay Rd.
Nov 06 20 02:53:39 pm	Suggest something to be added	Fort @ Foul Bay	I really want this left turn from Fort onto Foul Bay to be easier as a cyclist. I make this turn all the time and it's scary even as a confident cyclist.
Oct 24 20 02:33:27 pm	Suggest something to be added	Fort @ Foul Bay Fort - whole corridor	Staying with two-way design on Fort (and eventually on FoulBay/Henderson) could make this a simple corner for cyclists traveling to/from Camosum College and UVic to Fort and Pandora
Nov 06 20 09:24:12 am	Design element you dislike	Fort @ Foul Bay Fort - whole corridor	The Fort St corridor is too close to the Haultain corridor and this end of Fort St is largely commercial, with relatively little residential. This junction is also a nasty junction for cyclists. Oak Bay avenue is a much better route to more populated neigborhoods
Nov 06 20 02:52:42 pm	Design element you like	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Nov 06 20 02:53:00 pm	Design element you like	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Nov 06 20 02:56:26 pm	Design element you like	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Nov 06 20 02:57:20 pm	Design element you like	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Nov 06 20 03:01:45 pm	Design element you like	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Nov 06 20 03:09:47 pm	Suggest something to be added	Fort @ Trent	My apologies please disregard my 3 purple pins . I meant to add a yellow pin with the same comment:Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high
Nov 06 20 03:13:51 pm	Suggest something to be added	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Nov 06 20 03:14:20 pm	Suggest something to be added	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street. This is a high priority for me
Oct 20 20 11:14:05 pm	Design element you dislike	Fort Street - whole corridor	Having bikes and buses share space is not suitable for the AAA network
Nov 23 20 11:30:52 am	Design element you dislike	Fort Street - whole corridor	The bus stop here and on the other side of the Oak Bay/Fort junction (which I notice is missing from this map) are both scary spots for cyclists. Avoid busses and bikes mingling if possible.

Oct 18 20 05:11:58 pm	Design element you dislike	Foul Bay @ Leighton	Foul bay road at this location has narrow lanes and fast traffic- adding many cyclists being forced to turn on and off the road here is a terrible idea
Oct 21 20 04:35:40 pm	Design element you dislike	Foul Bay @ Leighton	Agree with Zed here
Nov 06 20 09:18:00 am	Design element you dislike	Foul Bay @ Leighton	This is a hight traffic turnout onto Foul Bay. There is a cross walk, but cars don't tend to stop for bikes wanting to turn left - even when the crosswalk is occupied.
Nov 09 20 11:55:52 am	Suggest something to be added	Foul Bay @ Leighton	Would need some sort of intersection updates for cyclists to turn onto Foul Bay. Foul Bay Road would also need some improvements since there is on-street parking to weave and lots of traffic.
Nov 14 20 03:50:57 pm	Design element you dislike	Foul Bay @ Leighton	I've driven through this intersection and find the newly installed pedestrian activated crosswalk to lack visiblity. I've also noticed as a pedestrian cars driving through without stopping. This intersection needs some work, especially for left turns unto Foul Bay. Easy access cyclist activated light needed.
Nov 22 20 10:15:09 am	Design element you dislike	Foul Bay @ Leighton	Turning left here from Leighton to Foul Bay is difficult unless you use the crosswalk. Many cyclists eschew getting off their bike to cross on a crosswalk, and then re-mounting the bike in traffic. This is not a good idea
Oct 18 20 05:10:22 pm	Suggest something to be added	Foul Bay @ Oak Bay Ave	Cyclists will need assistance such as an advance light system to turn from oak bay ave to foul bay road- this intersection already has very narrow lanes, and puts cyclists in harms way when attempting to turn left. It's important that the busy commuter/student route from downtown to UVic be safe
Oct 21 20 04:43:11 pm	Suggest something to be added	Foul Bay @ Oak Bay Ave	Making these left turns safe is very important
Nov 04 20 04:26:01 pm	Suggest something to be added	Foul Bay @ Oak Bay Ave	Agree with Zed's points about controlled intersections and cyclist protection.
Nov 23 20 11:40:35 am	Design element you dislike	Foul Bay @ Oak Bay Ave	Agree with bike17 - cycling Foul Bay from this point is a total hazard, as the road is narrow and the traffic is heavy.
Nov 30 20 10:48:50 pm	Design element you dislike	Foul Bay @ Oak Bay Ave	This section of Foul Bay between OB Ave and Fort is narrow and dangerous for cyclists. It wouldn't be a safe connection. It's already a tight fit for cars on a busy day.
Nov 30 20 10:49:36 pm	Design element you like	Foul Bay @ Oak Bay Ave	I agree it would be good to improve this intersection so that traffic flows more easily and safely. It's a tight fit all around.
Oct 24 20 02:43:02 pm	Suggest something to be added	Lee @ Fort	One-way (both sides) design will require better Fort crossing access at Lea for Hospital access (lots of commuters).
Nov 14 20 03:54:50 pm	Suggest something to be added	Lee @ Fort	Consider ways to us Lee Ave as access to hospital and use of traffic lights for left turns onto Fort
Nov 06 20 09:19:11 am	Design element you dislike	Leighton @ Fort	This is a very busy road and turning from Leighton, left onto Fort will be dangerous without a traffic light
Nov 06 20 09:21:55 am	Design element you dislike	Leighton @ Fort	Unless a traffic light is installed, turning left out of Leighton onto Fort will be extremely hazardous when traffic is heavy.
Nov 23 20 11:36:50 am	Suggest something to be added	Leighton @ Fort	In order to safely transition from Leighton to Fort, consider putting in two-way bike lanes in so cyclists don't have to cross Fort Street.
Nov 06 20 02:47:24 pm	Design element you dislike	Leighton @ Fort Chestnut @ Fort	This transistion from Leighton Rd to West bound on Fort looks like a real pian that will make me get off my bike.
Oct 21 20 04:37:57 pm	Design element you like	Oak Bay @ Morrison	A safe crossing here would be great
Oct 18 20 04:58:54 pm	Suggest something to be added	Oak Bay Junction	This intersection is a complete mess right now and puts cyclists, pedestrians and drivers in dangerous spots daily. Connecting from Pandora to the new Fort street bike lane would be very dangerous without some assistance for cyclists like advance lights
Oct 20 20 04:07:01 pm	Design element you dislike	Oak Bay Junction	Slip lanes are for highways, not cities. An old relic that should be removed.

Oct 21 20 01:30:54 pm	Suggest something to be added	Oak Bay Junction	Agree with Zed, this intersection is dangerous as it is and any improvements to bike lanes would be very welcome.
Oct 21 20 04:25:12 pm	Suggest something to be added	Oak Bay Junction	This intersection is very unsafe, lots of improvements needed here regardless of the chosen route.
Oct 24 20 02:02:53 pm	Suggest something to be added	Oak Bay Junction	Two-way bikeway type signal changes here could match up with what has been done downtown (no right turns etc). Also, there would be opportunities to better design conflicts at bus stops (fewer stops could mean better design for similar cost).
Oct 27 20 05:36:27 pm	Suggest something to be added	Oak Bay Junction	This very oblique intersection is problematic for cyclists. For left turns we may have to accept simultaneous crossings with pedestrians
Nov 06 20 02:49:17 pm	Design element you dislike	Oak Bay Junction	I don't understand how a cyclist to supposed to make a left turn from oak bay avenue onto Fort if that choice is made.
Nov 06 20 02:51:15 pm	Suggest something to be added	Oak Bay Junction	I find that, at this light going Eastbound on Fort, it is very difficult to see the (vehicle) traffic light. I cannot tell if it's green or not. A bike traffic light here would be good.
Nov 23 20 11:29:47 am	Design element you dislike	Oak Bay Junction, slip lane	I drive the Fort Street corridor every day and am worried for cyclists who are often way too close to vehicles. This passageway is already VERY tight with the pedestrian island and busses passing through - something needs to be changed. Perhaps no right turns from Oak Bay onto Fort? Redirect traffic to use Morrison?
Nov 23 20 11:32:14 am	Design element you dislike	Oak Bay Junction, slip lane	This slip lane and the pedestrian island make the Oak Bay/Fort junction far too tight. Remove the slip lane!
Oct 19 20 05:10:45 pm	Design element you like	Redfern @ Oak Bay Ave	crossing at Redfern
Oct 20 20 04:09:48 pm	Design element you like	Redfern @ Oak Bay Ave	A cross walk has been needed here since Redfern became more of a walking corridor to the shops on this block of Oak Bay Ave.
Oct 21 20 04:42:39 pm	Suggest something to be added	Redfern @ Oak Bay Ave	Agreed re: removing vehicle parking in favor of bike parking. Much more efficient usage of space
Nov 15 20 12:27:55 pm	Design element you dislike	Redfern @ Oak Bay Ave	Many cars turn on to Redfern here to use the parking behind Red Barn Market. They will not see cyclists in a protected lane behind parked cars. Collisions are inevitable.
Nov 29 20 01:01:56 pm	Suggest something to be added	Redfern @ Oak Bay Ave	Crosswalk needed!
Nov 30 20 11:07:09 pm	Design element you like	Redfern @ Oak Bay Ave	Crosswalk needed. (Video has arrow going wrong way to Redfern park, which is north of here).
Nov 04 20 04:27:20 pm	Suggest something to be added	Redfern @ Oak Bay Ave whole corridor - Oak Bay Ave	Congregate bike parking along this corridor would allow for easy access to retail and other amenities along this corridor.
Oct 18 20 05:01:18 pm	Design element you dislike	Richmond @ Fort	Making cyclists and buses navigate a busy intersection that lacks visibility and then have to negotiate sharing lanes at a bus stop does not make sense. There is enough room in this area to create a bus stop like those used on Pandora downtown, so cyclists and buses do not have to cross into one another's space.
Oct 21 20 04:29:29 pm	Suggest something to be added	Richmond @ Fort	This intersection feels unsafe as a cyclist, improvements are needed. A safe left from fort on to Richmond would also be appreciated.
Nov 30 20 10:58:11 pm	Suggest something to be added	Richmond @ Fort	This is a messy area for buses/bikes/cars/pedestrians. I don't agree that Pandora-style bus islands be added--those are not accessible for those with impaired vision
Oct 24 20 02:14:26 pm	Design element you dislike	Richmond @ Fort whole corridor - Fort	Agree with Zed and reiterate that a two-way design on Fort would reduce the number of bus stops to deal with and allow (cost) a better design for the stops on the one side.
Oct 27 20 05:21:08 pm	Design element you dislike	Richmond @ Leighton	If this route is chosen, the resulting restrictions at the Richmond intersection are over the top. There is no point in antagonizing drivers with excessive turn restrictions that don't benefit cyclists.
Nov 03 20 04:45:42 pm	Design element you dislike	Richmond @ Leighton	As resident of Leighton (to the left) this seems odd to make me access my home (on the corner there) to make me now drive down a residential street (Jubilee) that is designed for less car traffic. I cycle a lot during the year and I am amenable to most of the route, but it seems odd to restrict left turns for something that arguably has little benefit to cyclists. Why not make it a double crosswalk as there is already one there? or have a button that can be pressed to flash the lights of the existing crosswalk?

Nov 14 20 03:44:34 pm	Design element you like	Richmond @ Leighton	Regardless of which route is selected, make the proposed traffic controls at Richmond and Leighton. This is the only investment requireds to Make Leighton safer and solves some other traffic problems at this intersection. Cyclist access to trigger crosswalk also required.
Nov 18 20 06:40:22 pm	Design element you dislike	Richmond @ Leighton	The suggestion the prevent vehicle East/West traffic on Leighton Road across Richmond is unnecessary and dangerous. Preventing left turns from Richmond Ave to Leighton prevents residents and emergency vehicles from having quick access to properties, potentially endangering people needing fire trucks or ambulances. Furthermore, the intersection is not busy outside of rush hour times. As a resident and owner in a condo building on the corner of Leighton and Richmond I am deeply concerned by the potential to block traffic. Furthermore, I do not think the
Nov 26 20 09:27:24 pm	Design element you like	Richmond @ Leighton	Regardless of which route is chosen, I think a double cross-walk here should be considered. There is no sidewalk from Bank St to Duchess St on the North side, so it seems odd to only have the crosswalk at this intersection also on the North side. However, I'm unsure the bollards are necessary unless this route is chosen for cyclists.
Nov 30 20 10:45:39 pm	Design element you dislike	Richmond @ Leighton	I don't like the idea of eliminating east/west turns here. I live on Bank and regularly travel Leighton to head into/out of the neighbourhood.
Oct 21 20 04:39:48 pm	Suggest something to be added	Richmond @ Oak Bay Ave	What's the plan for safe left turns at this intersection?
Nov 04 20 04:28:25 pm	Suggest something to be added	Richmond @ Oak Bay Ave	This is a key intersection for commuters heading both north and south on cycle or in motor vehicles. I suggest enhancing this intersection to provide greater safety for all road users.
Nov 28 20 07:39:39 pm	Suggest something to be added	Richmond @ Oak Bay Ave	Thinking about how to make north/south connections for cyclists heading to Camosun and UVic.
Oct 21 20 04:39:12 pm	Suggest something to be added	Rockland @ Oak Bay Ave	This crossing needs improving, the road is wide enough for it.
Nov 26 20 09:33:31 pm	Suggest something to be added	Rockland @ Oak Bay Ave	Consider making improvements here. Why is the crossing currently on the West side of Rockland Ave when the sidewalk along Rockland Ave is on the Eastside?
Nov 30 20 10:53:34 pm	Design element you like	Rockland @ Oak Bay Ave	Yes, please improve this crosswalk to make it safer. I use it regularly, and it's not that visible for cars (I say this as a driver, too). I agree with Kurt--the crosswalk should match up to the sidewalk on the east side of Rockland, not the west side, where it ends.
Oct 27 20 05:30:16 pm	Design element you like	whole corridor	Both routes (Oak Bay Ave and Fort St) should be developed - they are equally important. And I think the one-way lanes are fine - I don't see any other practical way to cross this intersection
Oct 21 20 04:29:49 pm	Design element you dislike	whole corridor - Fort Street	Agree with Zed re: bus stop safety
Nov 03 20 12:34:13 pm	Design element you dislike	whole corridor - Fort Street	Do not pour curbs to separate the bike lanes from traffic. Paint them as conventional buffered bike lanes.
Nov 06 20 02:48:04 pm	Design element you like	whole corridor - Fort Street	Love the hard curb to separate the bike lane from traffic.
Nov 17 20 03:57:47 pm	Design element you like	whole corridor - Fort Street	The whole route is superb in terms of providing improved safe access to shops, cafes, professional offices and schools as well as nicely linking to existing cycling routes.
Nov 30 20 11:03:17 pm	Design element you like	whole corridor - Fort Street	Bike lane on Fort make most sense as it connects at Fort/Foul Bay intersection to Foul Bay up to UVic/Camosun, and Cadboro Bay Road into Oak Bay.
Oct 18 20 05:07:29 pm	Design element you dislike	whole corridor - Leighton	I don't understand how cyclists choosing to use this route will be able to connect from Leighton Road to the right side of Fort Street to get downtown without getting off their bike and using some kind of pedestrian crosswalk, or braving extremely busy traffic conditions to cross multiple lanes. Additionally, the Leighton street route means that cyclists trying to get to local businesses in important areas like oak bay ave or the Fort-foul Bay Area will have to cut across traffic and use narrow residential roads that do not have bike lanes. This completely defeats the point of
Oct 19 20 05:18:25 pm	Design element you dislike	whole corridor - Leighton	route to nowhere that serves no one
Oct 21 20 04:35:16 pm	Design element you dislike	whole corridor - Leighton	This route doesn't really take anybody anywhere important, and provides the smallest safety increase. Not really sure why it's being considered unless fully protected lanes on Foul Bay come with it, but even then those would be better served by the other two route options. Not a fan of this one
Oct 27 20 05:18:13 pm	Design element you dislike	whole corridor - Leighton	Vehicle traffic is negligible on this route so there is no need to waste precious improvement $$ on it
Oct 27 20 05:19:59 pm	Design element you dislike	whole corridor - Leighton	Leighton doesn't lead anywhere useful - not a good option at all

Nov 03 20 07:08:29 pm	Design element you like	whole corridor - Leighton	Adding "share the road" markings and lowering the speed limit on this road isn't a bad idea at all, if this road would be used as a secondary bike route.
Nov 03 20 08:53:29 pm	Design element you like	whole corridor - Leighton	Currently use this route to walk or bike to most amentities in the area. Will need a safer way to cross Foul Bay to head north or into Oak Bay on back roads. Prefer this route since it can lead everywhere (e.g., OB Rec, Save On, OB Bikes, Red Barn) on less traveled roads
Nov 04 20 04:25:23 pm	Design element you like	whole corridor - Leighton	In agreement with others that have commented that this is a tight and busy area, would require changes to create space and safety for cycles and motor vehicles. However, I disagree with comments suggesting this end point isn't useful: it's a midway point between the two, which doesn't force people commuting towards Comosun/UVic to travel through Oak Bay and doesn't require people travelling to Oak Bay to head northward, away from their destination
Nov 17 20 03:21:22 pm	Suggest something to be added	whole corridor - Leighton	If the Fort-Leighton route was chosen, I would like to see the Fort St area from Lee to Foul Bay made a protected bike lane as in the Fort St Design. That would enable people to come down Leighton, then turn left on Lee to join Fort St if they were continuing on to Oak Bay or up Foul Bay Rd.
Nov 17 20 03:54:16 pm	Design element you dislike	whole corridor - Leighton	This route basically dead ends on a very cyclist unfriendly section of Foul Bay between Oak Bay and Fort.
Nov 17 20 03:56:03 pm	Design element you dislike	whole corridor - Leighton	A pleasant enough street but lacks the utility of providing access to shops, restaurants etc. In other words it captures safety features but does not have value added.
Nov 20 20 10:17:09 am	Design element you like	whole corridor - Leighton	I love this plan. As a parent I would feel safe sending my kids to school along this route, and I love that it runs along side Bank St school and provides kids an active and safe means of transportation to get to school. It also slows traffic around the school. It could also be connected to Oak Bay High and Oak Bay Rec with relative ease.
Nov 26 20 09:29:37 pm	Design element you dislike	whole corridor - Leighton	I don't see the value in upgrading this corridor as there is already little traffic along this road and it doesn't connect travelers to other major corridors.
Nov 30 20 11:11:42 pm	Design element you dislike	whole corridor - Leighton	Bad idea to have bike lane on Leighton. This crossing is a bit blind and has only been marginally improved by the pedestrian-activated signal. This section of FB Road is too narrow to fit cyclists and cars.
Nov 03 20 07:06:25 pm	Design element you dislike	whole corridor - Leighton Chestnut @ Fort Street	The dogleg on the Leighton Rd route going west feels like it would be super awkward. I also don't like that the place this route crosses Fort St would be a (marked, but) uncontrolled crossing.
Nov 30 20 07:18:11 pm	Design element you dislike	whole corridor - Leighton Chestnut @ Fort Street	There is no way I'd backtrack up to Chestnut to cross Fort when going westbound, but crossing the way it is now is very hazardous. This would be enough to cause me not to use this route at all.
Nov 16 20 07:47:53 pm	Design element you dislike	whole corridor - Leighton whole corridor - Oak Bay Ave Chestnut @ Fort Street	I use Leighton all the time but agree with other observers that the left turn on to Fort is a nightmare and going right to the crosswalk is impractical. Therefore, I support Oak Bay as the most useful bike thoroughfare especially as on the east it connects directly to the OB high street shops and on the west to both Fort and Pandora bike lanes. (Those interested in accessing Fort can use Leighton as is.)
Oct 19 20 05:13:34 pm	Suggest something to be added	whole corridor - mixing zones	paint the roads red (not just the curbs) where bikes and buses mix to also discourage cars standing in the bus stop/bike mixing zone.
Oct 20 20 11:09:10 pm	Design element you dislike	whole corridor - mixing zones	Shared Space between buses and bikes is not AAA - Boarding across raised bike lanes can be made to work with appropriate marking design cues
Oct 21 20 04:37:27 pm	Design element you dislike	whole corridor - mixing zones	Not a fan of buses and bikes mixing, should be avoided if possible
Oct 21 20 04:38:20 pm	Design element you dislike	whole corridor - mixing zones	Not a fan of buses and bikes mixing, should be avoided if possible
Nov 28 20 07:31:23 pm	Design element you dislike	whole corridor - mixing zones	Busses are some of the scariest vehicles for cyclists to interact with. Look for ways to avoid having them interact with cyclists on all these routes.
Oct 21 20 04:37:15 pm	Design element you dislike	whole corridor - mixing zones	Not a fan of buses and bikes mixing, should be avoided if possible
Oct 19 20 05:11:26 pm	Design element you dislike	whole corridor - Oak Bay Ave	no bike parking corrals on the whole corridor, a lot more on sidewalk bike parking will be needed or side-street bike corrals
Nov 03 20 12:32:56 pm	Design element you dislike	whole corridor - Oak Bay Ave	I do not like having the bike lanes separated from the road with a curb or bollards. The bike lanes should be a conventional painted buffered bike lane.
Nov 03 20 07:10:53 pm	Design element you dislike	whole corridor - Oak Bay Ave	Removing street parking on Oak Bay isn't a great idea, it's already rather limited.

Nov 06 20 09:25:58 am	Design element you like	whole corridor - Oak Bay Ave	This route is well situated between the Haultain corridor and the Richardson corridor and well serves the residential neigborhoods between the two.
Nov 09 20 12:10:23 pm	Suggest something to be added	whole corridor - Oak Bay Ave	BC Transit could improve bus service to Oak Bay to augment the on-street parking removal. Current service does not run often enough making vehicles a more convenient option for getting to appointments with businesses along Oak Bay Ave.
Nov 14 20 04:03:57 pm	Design element you dislike	whole corridor - Oak Bay Ave	Lots of T intersections on OBA. Cyclist will be tempted to exit bike lanes and use traffic lanes for left turns.Sort of defeats reason for Segregated bike lanes
Nov 14 20 04:07:03 pm	Design element you dislike	whole corridor - Oak Bay Ave	Sight lines for drivers to see fast cyclist in bike lanes while trying to make a right turn, Especially serious for bike lane hiding behind parked cars.
Nov 16 20 03:52:30 pm	Suggest something to be added	whole corridor - Oak Bay Ave	This whole stretch of Foul Bay Road to Oak Bay is hazardous on a bike and is not a good connector for either the Leighton or Foul Bay route. I am a regular cyclist and have no strong feelings about which route, but would tend to avoid Oak Bay for the route because of a loss of parking.
Nov 16 20 10:16:52 pm	Design element you dislike	whole corridor - Oak Bay Ave	The loss of parking is going to hurt a lot of businesses. Cars will be forced to park in residential areas.
Nov 17 20 01:12:58 pm	Suggest something to be added	whole corridor - Oak Bay Ave	Cyclists are also shoppers, and it would benefit all the businesses along OB Ave to have a safe cycle route into the village. I've encountered tourists on numerous occasions looking for a safe route to OB village. I think option 3 might encourage OB Mayor and Council to become more cycle route friendly and extend the route into the village.
Nov 17 20 03:23:54 pm	Suggest something to be added	whole corridor - Oak Bay Ave	The Oak Bay route means if you are going north to UVIC or Camosun or Oak Bay High, you have to ride on Foul Bay Rd. Totally not safe. Even continuing into Oak Bay Village can be scary with the volume of traffic and number of parked cars on this road
Nov 17 20 04:00:26 pm	Design element you dislike	whole corridor - Oak Bay Ave	The route overall provides value in terms of safety and utility (access to stores etc) but I have little confidence that this will link up effectively to the rest of Oak Bay Avenue. If Oak Bay comes through with an equally well thought upgrading for. cycling/walking, then I would warm to the option, putting it on par perhaps with Fort Street option.
Nov 28 20 11:49:06 am	Design element you dislike	whole corridor - Oak Bay Ave	Please do NOT put a bike lane here. I live in this area and enjoy all the local businesses. Removing parking would reduce customers. Also, it would be pointless since it would stop at Foul Bay Rd.
Nov 28 20 11:52:32 am	Design element you dislike	whole corridor - Oak Bay Ave	Please do NOT put a bike lane here. I live in this area and enjoy all the local businesses. Removing parking would reduce customers. Also, it would be pointless since it would stop at Foul Bay Rd.
Nov 30 20 09:42:37 am	Suggest something to be added	whole corridor - Oak Bay Ave	I always use Leighton and Brighton Streets and I avoid Oak Bay because it's narrow. I don't see a way to put bike lanes on a vital corridor for vehicles.
Nov 30 20 10:51:29 pm	Suggest something to be added	whole corridor - Oak Bay Ave	Please do not take away parking here. There are lots of businesses, and if people cannot find parking here, they come onto the side streets and park in resident-only parking, which is rarely ticketed or enforced.
Nov 21 20 07:10:26 am	Suggest something to be added	whole corridor - Oak Bay whole corridor - Leighton	There seems no way to make a general comment so I have chosen this. I definitely think Oak Bay shouldn't be the new route, partly because I understand it to be the most expensive. Probably the Leighton route makes most sense. Cost should definitely be taken into consideration.
Oct 20 20 04:00:17 pm	Design element you like	whole corridor - OB	Protected bike lanes on Oak Bay avenue would be a major improvement. I would be more likely to shop and eat in Oak Bay if I could bike there safely.
Nov 15 20 01:02:41 pm	Suggest something to be added	whole corridor - OB	Traffic calming measures and safe crossings on this stretch of Oak Bay Ave are much needed. Sidewalks also could use widening.
Oct 21 20 01:29:15 pm	Suggest something to be added	whole corridor - support OB alignment	Protected bike lanes along Oak Bay avenue would be amazing!! this would seriously help the flow of traffic better as cyclists wouldn't have to be worried about car doors opening or cars pulling to the side of the road, etc.
Nov 03 20 08:21:48 pm	Design element you like	whole corridor - support OB alignment	I agree with the plan to put bike lanes on Oak Bay Ave. Fort St is too busy and too complicated to accommodate bike lanes.
Oct 18 20 05:14:56 pm	Design element you like		Improvements to this intersection are long overdue and will make cyclists, pedestrians and vehicle traffic much safer. I see many people confused by the rules and frustrated by poor visibility at this intersection
Oct 19 20 05:23:39 pm	Suggest something to be added		bike parking corral, there are shops and now a grocery store here
Oct 21 20 04:26:36 pm	Suggest something to be added		More bike parking here would be fantastic, there isn't much at the moment.

Nov 14 20 03:56:37 pm	Design element you dislike		Video has arrow pointing south to Refern Park, which is North of Leighton
Nov 14 20 04:16:01 pm	Design element you dislike		Very long term. The block between OBA and Leighton narrows Foul Bay Rd. It is a life threatening exercise to go North or South. To facilitate future North and South accessibility the city should buy all the houses on its side of Foul Bay, tear down the houses, widen the road and use the balance of the land for a park or for CRD below market rent housing
Nov 20 20 10:12:53 am	Design element you dislike		Not a fan of buses and bikes mixing - i would never let my kids use a route where this was plan, and as a less confident biker I would avoid it as well.

APPENDIX 3: EMAILED FEEDBACK

Re: Personal information

Amelia Potvin <apotvin@victoria.ca>
Thu 9/24/2020 2:34 PM

To: Engineering Email inquiry <eng@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>

I followed up Personal information to confirm we received her msg.

From: Engineering Email inquiry <eng@victoria.ca>
Sent: September 24, 2020 11:52 AM
To: Sarah Webb <swebb@victoria.ca>
Cc: Engineering Email inquiry <eng@victoria.ca>; Julie Robson <jrobson@victoria.ca>
Subject: Fw: Personal information

Sarah for you or your staff for info/response.

Personal information

re: bike lane Jubilee area, she wants to vote for Fort St.

Please copy eng@victoria.ca when responding.

Thanks

Vicki

RE: AAA bike Fernwood Connector feedback

Personal information
Thu 10/1/2020 2:58 PM

To: Amelia Potvin <apotvin@victoria.ca>

5 attachments (12 KB)

pastedImagebase640.png; pastedImagebase641.png; pastedImagebase642.png; pastedImagebase643.png; pastedImagebase644.png;

Hello Amelia,
Thanks for your response.
I was happy to hear from you of the alternate "connector" route from Haultain, via Cedar Hill, Walnut, Chambers, Princess to Vancouver St. I sure hope it will be well marked as a choice for a bicycle route, treated equally importantly as the signage etc. for the "mega-hill" route up Oregon St.

I guess it looks nice to have evidence on maps of "bike route" and "connector" evenly spaced on the map, and obviously the city wants to show the routes all "intersecting" However, the "connectors" are already there,(our streets) providing "equitable access" to all. The "Bike Committee" in this case is merely choosing our route for us, that is, which side streets to take from Haultain area to Pandora area, and marking it with signage. Unless there is a plan for budget and enforcement, changing speed limits makes no difference. I recognize they also want to incorporate user feedback, that is why I am persisting in this.

I remain convinced that the hill on Oregon St. should be designated as the alternate route for " spandex olympians" and "power assist" type bikes, with the main route avoiding the hill using a route similar to the one you describe as an "alternate" which is also like the one I described. After all, the network is supposed to be for "all abilities".

Thanks again.
Personal information

Sent from Mail for Windows 10

From: Amelia Potvin
Sent: September 30, 2020 2:35 PM
To: Personal information
Cc: Engagement
Subject: Re: AAA bike Fernwood Connector feedback

Good afternoon Personal information

Thanks for getting in touch about the Fernwood Connector route and for expressing your support for work on the network.
I appreciate your comments about the grade on Oregon Street and I can assure you the planning and development team is intimately familiar with the route characteristics including the grade in the portion from Walnut to Taunton.

In the network planning process, the Fernwood connector route was selected based on a variety of factors including the priority to provide equitable access to the netowrk. Making Chambers the principal route did not make sense due to the proximity (2 blocks) from the AAA route on Vancouver Street. As you mention, it's very difficult to avoid any hill in this area.

The crossing at Bay and Avebury will be designed to be protected - part of the improvement details that will be shared once full-length designs are shared with the public later this fall.

Additionally, depending on origin and destination, another "Connector" route was approved as part of the Kings-Haultain corridor design which connects the Haultain corridor to the Vancouver Street corridor via Cedar Hill, Walnut, Chambers, and Princess.
I've attached the network map for reference which includes all routes in the 32km priority network.

Don't hesitate to reach out if you have any questions or comments.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751

From: Personal information
Sent: September 28, 2020 4:13 PM
To: Engagement <engage@victoria.ca>
Subject: AAA bike Fernwood Connector feedback

Hello Engage Victoria,
Me: Personal information
Qualificaons:liv ed and biked in Fernwood through several great bikes since 1978
Main Concern: Fernwood connector does not take “relief” into account: or is it really a map for electric bikes, scooters etc.?
The hill rising up from Walnut on Oregon Street is a deal breaker. Because I live on Grant Street, I have tried all streets from Haultain to cross over to Grant. The hill on Oregon is about the worst! However no geng aà way from the hill if your ride ends on the 1400, 1500 blocks of Vining, Pembroke, Balmoral or Gladstone.
For everyone else, riding to and from connecng do wntown to Fernwood, Oaklands, Hillside Mall, U-vic etc., the hills can and should be avoided, and if the “good for electric bikes” path cannot be shelved at the very least, designate a route connecng t o Pandora from the Hillside area that is suitable to human powered bicycles.
Suggested low-hill bike connector: heading downtown: cross Bay St. at Avebury (although this is an awkward “jog” and it is unclear to me how a bicycle would negoa te this crossing unless as a pedestrian, even with fancy road painng) then t ake Walnut west, left on Fernwood, then right to connue on W alnut to Chambers, south on Chambers all the way to Pandora, the last 1 block hill on Chambers is fun, or if too steep, turn west from Chambersat North Park to Cook (good crossing at Cook and North Park),join Pandora from Cook, or Vancouver.
This suggested route or variaon of it g ets rid of major hills.
Please, before making the Oregon Hill an official route, get on a bike with another all-ages all abilies per son and give both routes a try. Running the route in a car doesn’t count. And looking at a non-relief street map doesn’t

count either.

Thanks very much for working on the bike trails.

Sincerely.

Personal information

Sent from Mail for Windows 10

FW: AAA cycling network planning for aaJubilee Neighbourhood

Engagement <engage@victoria.ca>
Wed 10/7/2020 2:10 PM
To: Amelia Potvin <apotvin@victoria.ca>

Hey Amelia,

Some feedback here. I also added her to the list for updates.

Personal information

-----Original Message-----
From: Personal information
Sent: October 7, 2020 10:53 AM
To: Engagement <engage@victoria.ca>
Subject: AAA cycling network planning for aaJubilee Neighbourhood

Dear Amelia Potvin,

I would like to receive emails and updates.

Regarding the letter sent(15 September, 2020)...I found the map at the bottom indecipherable and difficult to see visually.

I am an advocate for the AAA link along Leighton St. I have observed anecdotally that Leighton St., presently with street quietening barriers, is used well especially by AAA Cyclists. I am a very long time avid walker and enjoy seeing families with all ages out on the street safely. It appears to be a natural cycle route, an observation from a Kiwi who spent much of my young life on a bike.

Cheers,
Personal information

Victoria, BC V8R 6P3

FW: Your Jubilee Route Map Thing is Busted

Engagement <engage@victoria.ca>
Tue 10/13/2020 10:54 AM
To: Amelia Potvin <apotvin@victoria.ca>
AAA comments

From: Personal information
Sent: October 10, 2020 5:17 PM
To: Engagement <engage@victoria.ca>
Subject: Your Jubilee Route Map Thing is Busted

No ma er where I move pins, all I get is "Please move the pins inside the boundary" and the Submit bu on is greyed out, no ma er where I move a pin or which of them I try.

Your survey was also too short and provided no opportunity for meaningful, detailed feedback of any of the route opons.

So far your new registraon-r equired public input tools are really deeply unimpressive.

Fortunately, you sll ha ve a public email address. For now, at least.

Accordingly, here's the feedback I WOULD have put on map pins or in your survey, if either had been properly designed.

Leighton Road is an absolute and total waste of me. Dr op it enr ely. There are no desna ons along it, it g oes absolutely nowhere.

BOTH Fort and Oak Bay should be built.

As currently designed, both Fort and OB Ave are underwhelming and disappoinng. Mixing z ones at every single bus stop is pure lazy design especially on OB Ave, which has a curb to curb distance equal to most of Pandora Ave, where you managed floang bus s tops just fine.

Fort is gh ter especially between Pandora and Richmond, but east of Richmond there should be space for floang bus stops and an actual, real, connuous AAA bik e route that doesn't involve jousng with busses.

So fix the bus stops, commit to building both OB Ave and Fort, and you've got a great project. Unl then, this looks phoned in.

Yours,
Personal information

FW: Phase 2 Jubilee bike route

Engagement <engage@victoria.ca>
Tue 10/13/2020 10:55 AM
To: Amelia Potvin <apotvin@victoria.ca>
AAA

From: Personal information
Sent: October 10, 2020 2:50 PM
To: Engagement <engage@victoria.ca>
Subject: Phase 2 Jubilee bike route

Hi,

Please note: none of these routes are in North Jubilee so this is a South Jubilee route survey.

I completed the short quesonnair e re: the future bike paths for South Jubilee then a empted to pin and provide feedback on the route maps as specified. The site did not allow me to submit my comments so I'm sending them here hoping they will reach the correct site.

My preferred route is via Fort-Leighton. Plans are underway for the development of the Bank/Leighton St school site which includes the heritage Bank St brick building and the Sundance elementary school. The site will be built to accommodate a full elementary school with community rooms for public use. This will require enhanced safe routes for children and parents biking their kids to school.

From Leighton, both Oak Bay Ave and Fort St are only a short 1 or 2 block ride on quiet residenal s treets.

Since most of Leighton is already traffic calmed, the cost of further enhancement of the bike path will be lessened.

There is a flashing light crosswalk at Leighton & Foul Bay and a quiet side street from there to Oak Bay Community Centre, Bowker Creek path, and Oak Bay High.

The Fort St route is too far from Oak Bay Ave.

The Oak Bay Ave route is too far from Fort St.

There is a real need for safe north-south bike paths. We do not allow our kids to go on to either Richmond or Foul Bay with their bikes. We were not able to allow the kids to bike to their elementary school at Oaklands for this reason. And they will not be allowed to bike to their middle school at Lansdowne either since Richmond is far too busy and unsafe.

Thank you.

Sincerely,

Personal information

Victoria, BC

Re: Your response on All Ages and Abilities Cycling Network

Personal information

Tue 10/13/2020 4:12 PM

To: Amelia Potvin <apotvin@victoria.ca>

Thank you for your response but it still does not address the issue of taking away the options of those with limited mobility from accessing certain shops/ businesses when you take away the curb side parking on a street and put up barriers between lanes. The bike lanes as you propose do just that. When I cannot park within a block of something then I cannot take my mother with her walker there. If there is Curb side parking only on one side of the street then unless there is a controlled cross walk within that block can I safely cross the street with her.

Personal information

On Oct 13, 2020, at 2:38 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon Personal information

Thank you for your email. I appreciate your position on the proposed options.
As the cycling network is an approved project, our public engagement is focused on collecting feedback on designs rather than whether the cycling network projects should proceed at all.

We know the cycling network isn't for everyone. However, creating a 32km network of cycling facilities on the City's more than 275kms of roadways corrects an imbalance of how City right-of-way has been allocated over the past decades. In other words, it is not about taking options away from people rather, the cycling network focuses on providing safe options for those who want to and can cycle. These people have historically been underserved by the City's road networks.

I can appreciate the difficulty of finding parking downtown. Retaining on-street parking is always top of mind when planning for cycling infrastructure- especially downtown where there is more demand for businesses and services. Along all the corridors on which cycling facilities have been built, ample on-street parking has been retained and all efforts have been made to maximize parking closer to key destinations. There are always special challenges when trying to strike a balance between meeting the needs of all road users. Are there any particular destinations that you are trying to access that do not have parking? we can always look to adjust curbside designations to either improve parking turnover or improve accessibility.

The comments you shared have been noted and will be included as part of the feedback that is shared with Council as part of the final report on this project.

Please don't hesitate to reach out if you have any further questions or comments.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works

City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

From: Personal information
Sent: October 11, 2020 3:06 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Your response on All Ages and Abilies Cy cling Network

I wish you had somewhere to actually write comments. My preference is for none of the opons! Separated bike lanes reduce accessibility for those with mobility issues. Your all abilies lanes ar e ableist and cater to those who can ride a bike, a scooter, a skateboard without consideraon f or those with limited mobility or who need to use walkers, canes etc. Because of bike lanes I can no longer take my elderly mother who uses a walker and can only walk so far, safely to many downtown areas. I need curb side parking to safely get her out and myself out. Oak bay Ave is too narrow for your suggesons and a bik e lane would kill the businesses along it. Taking the few parking spaces available away will mean only those physically able will be able to shop. I would have preferred bike lanes on secondary streets only, with minimal numbers requiring those who are able, the cyclists, to travel one road over rather than to clog every street with a bike lane.

When making these plans please think of those who can never physically able to use those resources and choose ways that minimize the impact on those who are already mobility challenged.

Personal information

Sent from my iPad

On Oct 11, 2020, at 1:13 PM, City of Victoria Engagement <support@engagementhq.com> wrote:

Thank you for your response on **All Ages and Abilities Cycling Network**

Have Your Say

Personal information
Hi

Thank you for completing the survey Jubilee - Phase 2 - Virtual Corridor Tour. Your responses are listed below for your reference:

How did you view the full-length designs?
Virtual corridor tour video

Please select your preferred route for priority investment.
Fort-Leighton

How did you learn about the opportunity to provide input?
Direct mail from the City

Thank you,
City of Victoria (BC)

Other projects that might interest you

sc̓əmaθən | Peter Pollen Waterfront Park

sc̓əmaθən/Peter Pollen Waterfront Park, the City of Victoria's expanded three-acre park, is...

View Project

Missing Middle Housing

Missing Middle Housing is the gap between apartments and single-family homesWhether starting out,...

View Project

Village and Corridor Planning: Fernwood, North Park, and Hillside-Quadra

A healthy and livable community includes people at every stage of life. Help us plan a future...

View Project

View all projects

You are receiving this email because you participated on **Have Your Say**.
Powered by **EngagementHQ**

FW: Cycling Network Feedback

Engagement <engage@victoria.ca>
Mon 10/26/2020 12:22 PM
To: Amelia Potvin <apotvin@victoria.ca>

From: Personal information
Sent: October 25, 2020 10:21 AM
To: Engagement <engage@victoria.ca>
Subject: Cycling Network Feedback

Hello There,

I reviewed the proposed improvements to the cycling routes via the virtual presentation videos and PDF maps.

Great job!

I have competed the survey and would like to express my support for more cycling, pedestrian and transit improvements for the city.

My 85 year old mother is an active senior on our city streets in the Fernwood at Johnson neighborhood. She walks there daily and takes transit most days as well.

My wife and I walk and cycle in the city and occasionally use our vehicle.
We support the measures which can help reduce the number of vehicles in the city, especially in the city core.

Having visited many cities around the world, we have wonderful memories of the pedestrian friendly areas we have enjoyed.
Copenhagen stands out and we hope Victoria can work towards something the Stroget pedestrian area espouses.

Thank you for making Victoria such a wonderful place to live!

Personal information

FW: Your response on All Ages and Abilities Cycling Network

Engagement <engage@victoria.ca>
Tue 11/17/2020 8:18 AM
To: Amelia Potvin <apotvin@victoria.ca>

From: Personal information
Sent: November 16, 2020 5:41 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Your response on All Ages and Abilies Cy cling Network

One more comment. If you remove a traffic lane on Oak Bay Avenue, every me someone is tr ying to parallel park, all the traffic behind will have to stop, or go into oncoming traffic lane to get around. Has anyone actually thought this trough??? The plan is short sighted, inappropriate, and dangerous.

Personal information

O Nov 16, 2020, at 5:25 PM, City of Victoria Engagement <support@engagementhq.com> wrote:

Have Your Say

Hi Personal information

Thank you for completing the survey Jubilee - Phase 2 - Virtual Corridor Tour. Your responses are listed below for your reference:

How did you view the full-length designs?

Virtual corridor tour video

Please select your preferred route for priority investment.

Fort Street

Please select your second choice route (if applicable).

Fort-Leighton

Share any comments related to your route preference. Note: any detailed feedback on the design should be shared using the Route Map tool.

Parking is a priority on Oak Bay Avenue as businesses and increased densification of residential projects is causing frustration for parking as it is. There will be a new 4-story development at Redfern and Oak Bay Avenue. Existing parking will be lost due to new bump-outs and 'commercial vehicle only' parking--as explained at a neighbourhood meeting with the developer. Your video mentions Redfern heading south to "Redfern Park". The park mentioned is north of Oak Bay Ave, not south. The 900 and 1000 block Redfern are used excessively by traffic trying to avoid Fort and Foul Bay. Finally consolidating the thru and right hand lanes heading East on Foul Bay is a TERRIBLE idea. Your plan will be funnelling even more traffic down Redfern, so I must assert that it would be a very poor decision. As it is, traffic in two lanes in each direction on Oak Bay Avenue results in cars backing up all the way to Redfern. Please don't mess with the existing traffic pattern at Oak Bay Ave and Foul Bay. It's already strained, but it works. What your plan will cause is even more traffic cutting through along north and south Redfern (as we experience now) and other side streets, as traffic tries avoid the congestion at Foul Bay. Note our attempts to stop excess traffic with the use of large concrete planters on Redfern. Even more traffic blockers are planned for Brighton avenue, as we neighbours are the ones to get the excess traffic. There is a current neighbourhood project being reviewed for a grant to reduce traffic flow on Brighton. The more obstacles you create on Oak Bay Avenue, the more traffic will flow through adjacent neighbourhoods. It's not safe for people on these streets. Please do not change traffic on Oak Bay Ave. I wish the city would put even one tenth of their efforts into dealing with important issues in our City and stop these projects that make it worse for neighbourhoods.

How did you learn about the opportunity to provide input?

Family member/friend/colleague, Other (please specify) - Neighbourhood Association asking for support to stop this project.

Thank you,
City of Victoria (BC)

Other projects that might interest you

Regional 40 km/h Pilot Project

The City of Victoria is working with municipalities across the Capital Region to explore a...

View Project

View all projects

You are receiving this email because you participated on **Have Your Say**.
Powered by **EngagementHQ**

FW: South Jubliee bike lanes

Engagement <engage@victoria.ca>
Tue 11/24/2020 10:50 AM
To: Amelia Potvin <apotvin@victoria.ca>

From: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Sent: November 24, 2020 10:16 AM
To: Engagement <engage@victoria.ca>
Subject: FW: South Jubliee bike lanes

Hi Team,

I am forwarding this as it seems like the writer tried to participate in an online engagement initiative. Hoping you can still include it.

Thanks!
heather

Heather McIntyre
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

From: Personal information >
Sent: November 21, 2020 3:51 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: South Jubliee bike lanes

Dear Mayor & Council I have looked at the bike lane plans for South Jubilee. I am not good with computers & couldn't figure out how to do the survey but I did want to let you know what I think. I really disagree with Oak Bay Ave. for bike lanes. I live at the corner of Fell & Leighton & walk the Ave. all the me. Ther e are too many small businesses there that would be adversely by bike lanes. They all need to receive & ship freight & there is hardly enough room for the trucks to do this now. I think Leighton is equally poor. The traffic calming things that are there now preclude 2 cars from passing each other. I think bike lanes would just make an already congested small road a true nightmare. That leaves Fort St. It is wider than Leighton & Oak Bay Ave. & doesn't have the number of businesses that would be affected by bike lanes. So Fort ST. gets my vote! Thanks for reading this. Yours Truly Personal information

Traffic/injury data?

Personal information

Wed 11/25/2020 12:37 PM

To: Amelia Potvin <apotvin@victoria.ca>; Sarah Webb <swebb@victoria.ca>

Hi Amelia and Sarah,

I just went out for a lunch walk and unfortunately came across a major injury on Fell Street and Oak Bay of a woman on a bike that got hit by a car door and went into traffic. I'm not sure if her condition but she was in the ambulance.

Does the city of Victoria receive data on accidents injuries along each street? I'd be curious to know if there have been any other bike related accidents, and how that compares to Fort Street, which already has painted lanes. At what stage is this information considered?

Thanks.

Personal information

FW: bike lanes for Fort Street or Leighton

Engagement <engage@victoria.ca>
Thu 11/26/2020 7:47 AM
To: Amelia Potvin <apotvin@victoria.ca>

From: Personal information
Sent: November 25, 2020 8:47 PM
To: Engagement <engage@victoria.ca>
Subject: bike lanes for Fort Street or Leighton

Hi,

Sorry, I totally forgot about the meeting until 8:25 pm this evening but I wanted to get my thoughts across to you.

I find these bike lanes create a lot of stress and problems for Victoria as you are putting them on very narrow streets and having two-way bike routes on one-way streets is very confusing to pedestrians and drivers as have to get your head around being on a one-way street but have to look both ways etc. Plus, I find bicyclists tend to not follow the rules of the road which is frustrating as well. As a bike rider I would prefer to ride on quicker roads therefore, Leighton street is more of an option for me as it would be a quieter ride as there are less people driving on this street. What I find on the intersection of Fort and Fern Street is that bicycles do not pay attention of the light and ride right through the red light. I have witness this more than a few times unfortunately as I did not see one rider as I was turning left off of Fern Street onto Fort Street and it was a red light for him but all of the sudden, he was in front of me.

What I am interested in and more of an impact on my daily life is the Richardson Street bike corridor. When will I see information on this.

Thank you, Personal information

Re: Amelia Potvin wants to share the file Fort Central Corridor_Design_.pdf with you

Personal information

Wed 12/2/2020 6:09 PM

To: Amelia Potvin <apotvin@victoria.ca>

Thank you very much for this reminder. I have been very busy of late and might have missed this opportunity. I hope that my comments below will relate to the survey which I have not seen.

I drive an Electric car and I am a regular cyclist using my bicycle mostly for needed transportation rather than for recreation.

As a general comment I noticed that there was little information in the presentations regarding the effect of the change to motor vehicle traffic.

Also in all cases I am in favour of the suggestion of the reduction of speed limits where proposed

Jubilee route. The fort street route and the oak bay ave route with the addition of concrete curbs are the least desirable as they would narrow the street and make it more difficult for cyclists and motor vehicles to take advantage of the using the wider unrestricted street. The current painted line on fort street is most adequate.

The Fort street Layton road option seems the best here with the exception again of ading the concrete curbs on Fort street I trave Fort street mostly on my bike to get from james bay to Oak Bay and find the existing painted lines on Fort street and the wide street which is Oak Bay avenue very comfortable biking and a good route for bicycling as it is.

The Fernwood Connector and the Oaklands Cponnectior both look like good plans and in my opinion should go ahead/

The Fort Street Central Route. This is the most problematic of all the proposals the change on some streets from two way traffic, the narrowing of streets with the addition of curbs and the addition a a two way restricted bike route are all changes for the worse and would hinder all traffic, bicycle and motorized too much. The two way bicycle route is especially bad. On my bike I avoid Pandora street with the two way lanes which are confusing, dangerous, restrictive with awkward stops and turns and just plain annoying for someone who rides their bike following all the regular rules of the road. There seems to be too many exceptions and extras with the two way lanes. I hope no more are built and even that the existing ones are some day eliminated so I can once again comfortably ride my bike down Pandora street and Water street matching traffic on the right side of the road.

These are my comments

Once again I would like to thank you very much for adding these to the input of the general public.

Sincerely,

Personal information

On Dec 2, 2020, at 4:11 PM, Amelia Potvin <apotvin@victoria ca> wrote:

Good a. ernoon Personal information

I just wanted to check in to see if you'd like to submit any feedback on the proposed designs either by subming the sur vey forms I sent you or sending your thoughts via email?

The public consultaon period closed Monda y but I am sll pr ocessing data for the next week or so and am happy to include your input.

Kind regards,

Amelia

From: Personal information

Sent: T

To: Amelia Potvin <apotvin@victoria ca>

Subject: Re: Amelia Potvin wants to share the file Fort Central Corridor_Design_.pdf with you

All of these links work
Thank you

Personal information

On Nov 24, 2020, at 8:09 PM, Amelia Potvin <apotvin@victoria ca> wrote:

Oh darn, sorry about that.
I'll try sharing the PDFs a different way

Try these links:

Jubilee

- Fort Street All Ages and Abilities Cycling Network | Have Your Say (victoria.ca)
- Fort-Leighton All Ages and Abilities Cycling Network | Have Your Say (victoria.ca)
- Oak Bay Avenue All Ages and Abilities Cycling Network | Have Your Say (victoria.ca)

Oaklands Connector All Ages and Abilities Cycling Network | Have Your Say (victoria.ca)

Fernwood Connector All Ages and Abilities Cycling Network | Have Your Say (victoria.ca)

Fort Street Central All Ages and Abilities Cycling Network | Have Your Say (victoria.ca)

Let me know if this works for you.

Amelia

From: Personal information
Sent: Tuesday, November 24, 2020 6:27:48 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Amelia Potvin wants to share the file Fort Central Corridor_Design_.pdf with you

Turns out all of your links require a person sign and have a password. There is no neighbourhood meeting near my area (James Bay). Maybe it has already happened. I will in any case at least view the You tube videos and be more informed.

Personal information

On Nov 24, 2020, at 2:46 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

To view Fort Central Corridor_Design_.pdf, sign in or create an account.

FW: (+1 Personal information

Engineering Email inquiry <eng@victoria.ca>

Mon 12/7/2020 12:51 PM

To: Timothy Hewett <THewett@victoria.ca>; Amelia Potvin <apotvin@victoria.ca>
Cc: Engineering Email inquiry <eng@victoria.ca>

1 attachments (812 KB)

voicemail_192_734567.wav;

Please call & listen to message.

Russ
Red Barn Market
Personal information

Re: Oak Bay bike lane.

Please copy eng@victoria.ca when responding.

Thanks

Vicki

Supporting Redbarn & Looking for SAFE bike route.

Personal information

Fri 12/11/2020 3:40 PM

To Personal information
C
<

Dear Amelia,

We are the home owners Personal information . We are avid cyclists, and have family members (young and old) that visit us on bike. And, we live in our homes while providing affordable housing for three other families who also cycle. **Having a bike lane up Oak Bay Avenue would severely impact our safety and quality of property enjoyment because:**

- We need Oak Bay Avenue to take it's delivery trucks to the front of its businesses (like Redbarn).
- When Redbarn is not able to accommodate its deliveries on Oak Bay Avenue, the deliveries are sent to the back.
- There are outdated bylaws in place to help with the massive volume of back up beeps, refrigerator units, and air breaks-its' just not sustainable.
- We have worked long and hard with Redbarn, the City, and as neighbours to establish better traffic flow to and from Redbarn. Ross Kenny & Nick Sullivan are familiar with our hard teamwork.

We support Redbarn in opposing the bike lanes up Oak Bay Ave. As a cysvlist, the back streets (Brighton, Leighton, and especially Richardson are our go-to routes for travel. I love the bike lanes the city has been putting in (LOVE them), but unless the city is willing to mandate smaller delivery trucks on the streets of Victoria, we don't want to share the road, or our street with large delivery trucks.

Please keep us in the loop. **Oak Bay Avenue is our neighbour, and we like to keep the dialogue open.**

Thanks for all the hard work you are doing, and thanks for talking with Redbarn-they are good neighbours.

Personal information and **TEN** other house holds on Redfern Street.

FW: Your question on All Ages and Abilities Cycling Network was answered

Engagement <engage@victoria.ca>
Tue 12/8/2020 7:42 AM
To: Amelia Potvin <apotvin@victoria.ca>

From: Personal information
Sent: December 7, 2020 8:04 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Your queson on All Ag es and Abilies Cy cling Network was answered

Thank you for you answer below. I have reviewed the report to which you provided a link and it is interesng and contains a wide variety of hard data on road accidents in BC. While it is informav e, it does not, unfortunately, directly respond to my queson which ask ed for informaon r elated to your specific plans for data collecon and assessmen t of the impact of these proposed changes.

It is important to take a data focused approach to the long-term management of traffic issues: how many accidents over me, r educons in acciden ts, trip duraons, indir ect and economic costs to ciz ens of traveling around the city via different means, etc etc. To have evidence based management you have to have, well, evidence. If you do not have this data and/or have no plans to gather it and use it in decision-making, just tell the public and myself.

Can you please share with the public your "on current traffic volumes and speeds", "traffic modelling" which you state have already been completed.

In regard to trip duraons, an import ant measure of the direct costs imposed on the travelling public (their me, of course, being a valuable commodity with a real economic value), your answer was too imprecise to address my quesons. Y our response: "Travel me s tudies are conducted regionally on select routes every few years to monitor changes with populaon gr owth and infrastructure changes." avoids my queson which w as specific to the routes you are asking for input on. My queson w as: are you planning to do me series trip dur aon s tudies on the specific routes in queson, and shar e them with the public? Telling me that you will do such a study on "select routes" studiously avoids the enquiry. If you have no plans to do such a study, please just answer clearly.

Again, thanks for your response!

Personal information

From: City of Victoria Engagement <support@engagementhq.com>
Reply-To: <engage@victoria.ca>
Date: Thursday, December 3, 2020 at 8:01 AM
To: Personal information
Subject: Your queson on All Ag es and Abilies Cy cling Network was answered

Thank you for your question on You ask, we answer. Please read our response.

Have Your Say

Hi Personal information

Thank you for your question on **All Ages and Abilities Cycling Network**. Our response below has also been posted on the site.

Can you please share with the public your plans to (a) collect hard data on current traffic volumes on the affected routes, with a particular focus on trip durations; (b) collect post-implementation traffic data with the same focus; and (c) report that data to the public so that they can objectively assess the impact of the investments on traffic volumes; trip duration and carbon impact? thanks.

Hi there,

Thank you for your question.

To clarify, the purpose of this engagement process is to gather feedback on route options and associated designs. The City has determined that investments in active transportation infrastructure are beneficial and has committed to completing a 32km priority AAA network by the end of 2022.

You may be interested to review the 2016 report "Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in B.C" which highlighted the need for greater focus on vulnerable road users such as pedestrians and cyclists. Systematically moving our communities toward active transportation, including in related infrastructure, education and access, has the potential to simultaneously increase physical activity, reduce motor vehicle crash injuries and fatalities, and improve environmental health.

Yes, the City has collected data on current traffic volumes and speeds to inform the design concepts that are presented. As a part the process we also conduct traffic modeling to consider at how changes will impact the level of service and performance on our roadways. As a part of our mobility strategy, Victoria has adopted a multi-modal level of service approach to managing our roads. This means we evaluate the overall level of service for all road users – including those who travel in a car, on a bus, on foot or on bike. In the Jubilee neighbourhood, the level of service is not expected to change significantly with any of these options as the number of general purpose travel lanes remains the same and designs do not introduce extensive new signal phasing at intersections. Travel time studies are conducted regionally on select routes every few years to monitor changes with population growth and infrastructure changes.

Please feel free to seek clarifications or ask us another question on **You ask, we answer**

Thank you,
City of Victoria (BC)

Other projects that might interest you

Regional 40 km/h Pilot Project

The City of Victoria is working with municipalities across the Capital Region to explore a...

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Re: Virtual Session for Business Stakeholders - Jubilee Road Safety upgrades

Karl @ Oak Bay Bicycles <karl@oakbaybikes.com>
Tue 12/15/2020 10:46 AM
To: Amelia Potvin <apotvin@victoria.ca>

Hi Amelia,

One other point to make on the matter. Commercial space is taxed at approximately 3 times the residential rate.

The house behind the bike shop has a dedicated spot on Fouls Bay for their exclusive use. Half my property is parking. This was mandated by the city.
Based on assessed value I'm paying about 12k a year to the city for my parking lot. Neighbour pays 0.
I have no street parking anywhere, The neighbours have the rights to all of it.

Absurd, insane, offensive and frankly, massively prejudiced.

Thanks and good luck,

Karl

created with MySignature.io

Karl Ullrich

P: 250-598-4111 ext 5
A: 1990 Oak Bay Ave (free parking around back)

oakbaybikes.com

LET US KNOW HOW WE'RE DOING: REVIEW US ON GOOGLE

On Tue, Dec 15, 2020 at 9:01 AM Amelia Potvin <apotvin@victoria.ca> wrote:

> Hi Karl,
>
> Thanks for your response and for this important feedback.
> Though you won't be at the session, I'll be sure to record this as part of the insights collected from business stakeholders.
>
> Stopped by the shop yesterday, it was nice to see Lee, but sorry I missed you.
> Hope you're enjoying the season and staying busy despite all the covid complicaons.
>
> All the best,
>
> Amelia
>
> ---
>
> **From:** Karl @ Oak Bay Bicycles <karl@oakbaybikes.com>
> **Sent:** Monday, December 14, 2020 11:30 AM

To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Virtual Session for Business Stakeholders - Jubilee Road Safety upgrades

Hi Amelia,

Thanks for the reminder on this but my experience is the issue isn't being tackled with any fortitude and these efforts are an exercise in frustration.

Until residential parking is dealt with, i.e. eliminated, any planning is flawed. I can't think of any other public space dedicated to the use of so few at the detriment of so many.
I've brought this up countless times with administrators and residents and realize how absurd the situation has become. No resident wants to give up "their parking" and no councillors want to lobby for removing it.

I'm out,

Sincerely,

Karl

created with MySignature.io

Karl Ullrich

P: 250-598-4111 ext 5
A: 1990 Oak Bay Ave (free parking around back)

oakbaybikes.com

LET US KNOW HOW WE'RE DOING: REVIEW US ON GOOGLE

On Fri, Dec 11, 2020 at 4:00 PM Amelia Potvin <apotvin@victoria.ca> wrote:

> Good afternoon business stakeholders,
>
> In September 2020, the City of Victoria mailed a letter to your business to invite input on planned road safety upgrades in the Jubilee neighbourhood. While some of you have had a chance to participate in this process over the past three months, we are reaching out again to let you know about an upcoming virtual stakeholder meeting for businesses along these corridors.
>
> In this session, City staff will review the three route options together with the differences, opportunities, and impacts of the associated designs. Participants can ask questions, provide feedback, and weigh in on a preferred route for priority investment in 2021.
>
> Four session options are proposed. Please visit the link below to indicate your availability by December 18, 2020.
>
> Virtual Session Options - Doodle Poll
>
> If you have any questions, please do not hesitate to reach out to me directly. We look forward to hearing from you and confirming attendance for this virtual session.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

c. Council Liaison - Marianne Alto
Neighbourhood Liaison - Kimberley Stratford

RE: Jubilee Bike Lane Consultation

Elizabeth Jawl <ejawl@jawlresidential.com>

Thu 1/7/2021 5:08 PM

To: Amelia Potvin <apotvin@victoria.ca>
Cc: David Jawl <djawl@jawlresidential.com>; Peter Jawl <pjawl@jawlresidential.com>

1 attachments (2 MB)
2019-04-24 - 1920 Oak Bay Ave Transportation Study.pdf;

Hi Amelia,

Unfortunately I won't be able to make the business session this evening, but thought it would be helpful if I shared my thoughts with you via email in advance. I have also attached the rezoning Transportation Study provided to planning staff. In the event it hasn't already been shared internally, we thought this would provide some relevant information on parking utilization, intersection turning counts on both Oak Bay Avenue and Leighton, as well as forecasted post development conditions.

Our group is strongly supportive of bike lanes and think it is great that the City is continuing the bike infrastructure to connect to Oak Bay. Overall, we think Fort Street is the most appropriate of the three options. The bike lanes currently run down Fort, so there will be no material change in condition. There will also be no loss of on street parking that will negatively impact commercial/retail businesses (as they currently rely on off-street parking). The Fort alignment also has the benefit of seamlessly connecting to Oak Bay's bike infrastructure. One concern with both the Leighton and Oak Bay alignments is that there is no continuation of the bike infrastructure across the municipal boundary, requiring bicyclists to navigate Foul Bay Road unprotected. We are also supportive of the Leighton alignment which we think would provide a more family friendly bike lane and would have the benefit of not having Bike/Bus interaction on a busy corridor.

With respect to the Oak Bay Avenue alignment we do have some specific comments, concerns and areas of suggested consideration for the City:

- ***Community Concerns*** - One of the biggest concerns from residents we heard during our extensive community consultation process was that they were very concerned about increased traffic and increased parking on the side streets. This was of particular concern to residents on Redfern Street because of it's narrow nature and the fact that many of the homes do not have driveways or garages for off street parking. The loss of the 7 on-street stalls in front of the development will be of concern to these neighbours
- ***Loss of on Street Parking*** - The City's proposal for the Oak Bay alignment has the loss of 7 parking stalls between Davie and Redfern and 5 parking stalls between Redfern and Amphion. The loss of these stalls on a busy retail corridor will push retail visitors on to the already limited and highly utilized side streets. I've attached for your reference the Transportation Study we had prepared in connection with our rezoning application which shows the already high utilization of these parking areas.
- ***High volume of vehicular crossings*** - We are concerned that the high volume of cars having to cross the bike lanes to access Oak Bay from Redfern will create a more dangerous condition for cyclists and will have negative impacts on westbound Oak Bay traffic as cars turning left onto Redfern will need to cross what will hopefully be highly trafficked bike lanes. Additionally, the loss of on street parking along Oak Bay avenue will drive customers of the retail tenants along this corridor to the side streets, creating additional vehicular crossings through the proposed bike lanes. The mixed use building we are constructing will have 4 retail tenants and 30+ residential units above. Our transportation study anticipated the new development would generate 34 trips (17 in, 17 out) in the AM peak hour and 81 trips (47 in, 34 out) in the PM peak hour.
- ***BC Hydro*** – Through our development process it has come to our attention that the Hydro infrastructure along Oak Bay Avenue is quite complex and that it has the potential to have significant cost implications to the City. We would recommend that the City speak with BC Hydro regarding potential impacts with any new infrastructure

I trust this assists and would be happy to discuss further if you have any questions.

Thank you,

Liz

Liz Jawl
Office: 250-940-4647
Mobile: Personal information

From: Amelia Potvin <apotvin@victoria.ca>
Sent: January 5, 2021 3:24 PM
To: Elizabeth Jawl <ejawl@jawlresidential.com>
Subject: Re: Jubilee Bike Lane Consultation

Hi Liz,

My apologies - this email should have gone to you
I just noticed I mispelled your email in the bcc list of the original email.
Details below

Good afternoon,

Thank you to all who took the time to share your availability for a virtual meeting.
Based on the highest availability/interest, we will go ahead with a meeting on:

Thursday January 7
7-8 p.m.
Details at the bottom of this email

We encourage you to visit the cycling network page of the City's engagement portal and view the Jubilee virtual corridor tour video, and the PDF design drawings (navigate to 'Design Drawings - Current Projects') for the Jubilee route options in advance of the meeting. We will review these together at the meeting, but it would be helpful if you have a chance to familiarize yourselves with the proposed designs ahead of time.

If you have any questions in the meantime, or are having difficulty accessing the content, please don't hesitate to reach out.
We look forward to connecting with you soon.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751

Virtual meeting link: https://teams.microsoft.com/l/meetup-join/19%3ameeting_YWIzMDQ4MjAtYTY2Zi00MDRiLWFjZDUtNjAzZTIlM2JiMDIy%40thread.v2/0?context=%7b%22Tid%22%3a%22d7098116-c6e8-4d2a-89ee-db15b6c23375%22%2c%22Oid%22%3a%22d4f0bd08-126a-423b-9743-a2f36814f7b8%22%7d

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Join on your computer or mobile app
Click here to join the meeting

Or call in (audio only)
Confidential passwords and userids

Find a local number | Reset PIN

Learn More | Meeting options | Legal

From: Elizabeth Jawl <ejawl@jawlresidential.com>
Sent: Tuesday, January 5, 2021 2:36 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: RE: Jubilee Bike Lane Consultation

Hi Amelia,

Happy New Year. Just checking in to see whether the business stakeholders meeting has been scheduled yet.

Thanks,

Liz

Liz Jawl
Office: 250-940-4647
Mobile: Personal information

From: Amelia Potvin <apotvin@victoria.ca>
Sent: December 21, 2020 11:58 AM
To: Timothy Hewett <THewett@victoria.ca>; Elizabeth Jawl <ejawl@jawlresidential.com>
Subject: Re: Jubilee Bike Lane Consultation

Hi Tim and Liz,

I recently connected with Peter Jawl and it looks like he must have shared information with you, Liz, as I saw your name signed up to attend our business stakeholders meeting in early January.

I'll be sending out an email shortly with more details. I look forward to connecting soon.

Happy holidays,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751

From: Timothy Hewett <THewett@victoria.ca>
Sent: Monday, December 21, 2020 11:45 AM
To: Elizabeth Jawl <ejawl@jawlresidential.com>
Cc: Amelia Potvin <apotvin@victoria.ca>
Subject: RE: Jubilee Bike Lane Consultation

Good day Liz,

I just realized that this email was held up in a draft version and didn't get out so my apologizes for that.

Regarding the Jubilee cycling network alignment, the formal engagement to confirm which alignment for priority cycling network investments has largely concluded although any insights or comments are always welcome. Note that we are planning to share the findings with Council in the Spring of 2021 to confirm the design direction and preferred alignment choice.

I have cc'd my colleague Amelia who is coordinating the engagement process, please include her on any correspondence if there is feedback you would like to provide. Please reach out if there are any other questions you have in regards.

Tim.

Timothy John Hewett
Interdisciplinary Planner, MSc, RPP, MCIP

Sustainable Transportation Planning & Development,
Engineering and Public Works,
City of Victoria

1 Centennial Square, Victoria BC V8W 1P6
T 250.361.0306 **C** 250.884.8562

From: Elizabeth Jawl <ejawl@jawlresidential.com>
Sent: November 30, 2020 4:13 PM
To: Timothy Hewett <THewett@victoria.ca>
Subject: RE: Jubilee Bike Lane Consultation

Hi Tim,

Nice to be introduced to you via email. I just had a very quick queson about when the public eng agement portal closes for this stage of public feedback for the Jubilee corridor. Is there a date for submission of feedback?

Thanks,

Liz

Liz Jawl
Office: 250-940-4647
Mobile: Personal information

From: Rob Bateman <rbateman@victoria.ca>
Sent: November 30, 2020 4:06 PM
To: Elizabeth Jawl <ejawl@jawlresidenal.c om>
Cc: Timothy Hewe < THewe@vict oria.ca>
Subject: RE: Jubilee Bike Lane Consultaon

Hi Liz,

That would be Tim Hewe < THewe@vict oria.ca>. I have cc'd him with this email.

Thanks,

Rob Bateman, MCIP, RPP
Senior Process Planner
Sustainable Planning and Community Development
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0292 **F** 250.361.0557

From: Elizabeth Jawl <ejawl@jawlresidenal.c om>
Sent: November 30, 2020 2:33 PM
To: Rob Bateman <rbateman@victoria.ca>
Subject: Jubilee Bike Lane Consultaon

Hi Rob. Could you advise which planner/staff member is responsible for the bike lane consultaon. Thank s.

Elizabeth Jawl
Mobile: Personal information
Email: ejawl@jawlresidenal.c om

APPENDIX 4: FEEDBACK TRACKING FROM VIRTUAL EVENTS AND EMAIL

Jubilee - Fort Alignment Feedback		
Comment	**no. of occurences**	**forum**
Fort is preferred route for priority investment	16	total
crossing at Chesnut St		NA meetings, email and
many cycling connections (Foul Bay, Hospital, Cadboro Bay)	4	business stakeholders mtg
least impact to traffic		"
faster traffic on Fort, needs safety improvements		"
Save on Foods - driveway access safety	3	"
safe enough as is		"
best regional / intermunicipal connectivity		"
support additional protection		"
remove slip lanes at Richmon	2	"
concern about bus mixing zones	4	"
seems to be most logical corridor, upgrading what is there		"
connection to hospital		"
connection to Oak Bay infra (Cadboro Bay Rd lanes)	3	"
concern about driveways at Jubilee shopping centre		"
support protected	2	"
support chesnut crossing	3	"
suggest two-way protected lanes		"
concern about L turn onto Foul Bay, need safe option	3	"
ensure good access to Lee (many hospital commuters)		"
oak bay junction - safety needed!	8	"
remove slip lanes @ OB junction		"
concern about L turns for bikes	2	"
suggest floating bus stops		"
safety needed at Richmond	3	"
concern about L turns onto Richmond from Fort		"
does not support floating bus stops		"
support this route / design / access		"
this route makes most sense re: connections		"

Jubilee - Fort-Leighton Alignment Feedback		
Comment	**no. of occurences**	**forum**
support priority investent on leighton	6	total
already traffic calmed		NA meetings, email and
not best investment		business stakeholders mtg
diversion at richmond - concern about local access	5	"
lack of connections @ Foul Bay Rd	3	"
route does not serve anyone	3	"
don't spend money on reduced speed limit signs (already slow moving traffic)		"
improve Chesnut connection		"
no connections		"
turn it into a one-way street (rather than diversion)		"
cars and bikes leapfrogging (due to existing traffic calming)		"
not ideal for AAA (shared use)		"
worst option, make investment where higher safety concern		"
add traffic signal at Richmond (regardless of seelcted route)		"
requires additional improvements / connections to make sense		"
convenient to access south jubilee		"
do Fort-Leighton in addition to other investments		"
add RRFB (cyclist/ped activated) @ Richmond		"
more crossing to Leighton (rather than chesnut)	2	"
too narrow		"
good family friendly route	3	"
concern about existing traffic calming, weaving in & out, adding bikes to the mix		"
great if connections are established @ E end (OB high, rec centre, etc)	2	"
near Bank Street school		"

Jubilee - Oak Bay Ave Alignment Feedback		
Comment	**no. of occurences**	**forum**
support priority investment on Oak Bay ave	24	total
Concern about bus mixing zones	4	NA meetings, email and
Does not support - too congested		business stakeholders mtg
Reduce speed on Oak Bay Ave		"
Access to business driveways		"
Concern about parking loss	7	"
Concern about parking on residential streets		"
left turns to exit bike lanes tricky/unsafe?	4	"
visibility/safety when cars make right turns		"
visibility when buffered by OSP		"
best safety improvement	6	"
investment send signal about bicycle priority		"
serves many/more destinations	4	"
more continuous route throughout the City		"
add RRFB @ Redfern Xwalk	2	"
lack of connections (esp. district of Oak Bay)		"
is now the time? (bettern in 5-10 yrs?)		"
most challenging project, best payoff		"
most complex		"
support added Xwalk @ Redfern		"
(do it regardless of chosen route)		
better route considering future development		"
more likely to draw new people to cycling		"
Misaligned streets		"
support all pedestrian improvements	2	"
RRFBs at pedestrian crossings	2	"
advanced left at Richmond		"
frontage improvements at Redfern		"
off-street parking not adequate, puts pressure on local roads		"
negatively affects businesses		"
concern about loss of OSparking	5	"
concern parking spillover on residential		"
streets / relationships with neighbours	2	
high vehicle speeds on corridor		"
too much going on (busy corridor)		"
many off-set intersections		"
support redfern crossing	2	"
support amphion sidewalk widening		"
concern about bus mixing zones		"
need additional commercial loading which		"
would further reduce OSP (red barn frontage)		
no concern about parking loss		"
support bus mixing zone approach		"
(repeats what has been done elsewhere)		
support crosswalk upgrades	3	"

Oaklands Connector Design Feedback		
Comment	**no. of occurences**	**forum**
support neighbourhood bikeway concept	2	NA meetings & email
support road safety improvments	2	"
support speed humps	2	"
support lower speed limit	2	"
residential only parking on Pearl	2	"
reflective marking on MU trail, esp at bends near courts	3	"
lighting along MU path		"
concern about MU path (Doncaster) pedestrian conflict		"
no new sidewalks		"
support stop control at Myrtle		"
poor sightlines at Myrtle @ peak times (daycare drop off zone)		"
pedestrians on Pearl Street (improve connection)		"
add sidewalk to pearl		"

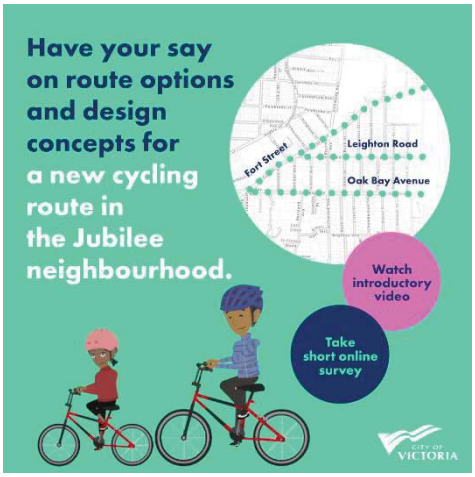
Fernwood Connector Design Feedback		
Comment	**no. of occurences**	**forum**
Support protection at Bay		NA meetings & email
support traffic calming	4	"
add wayfinding		"
support safer crossing @ Bay (ped&bike activated signal / RRFB)	10	"
suggest restricting access for cars turning onto Avebury / Oregon		"
reduce volumes / improve safety	3	
suggest alternate route on Roseberry @ Bay		"
future connection to pandora/begbie	4	"
suggest alternate route on Shakespeare to align with Oaklands		"
add shared road signage in addition to sharrows and reduced speed		"
suggest adding street lights to oregon		"
remove speed hump from steep part of oregon / top of hill	2	"
suggest adding speed humps on Denman		"
add stop sign at Oregon & Pembroke for ped safety (4way)	2	"
restrict parking on Pembroke near Oregon (currently no yellow paint)		"
poor sight lines / unsafe	3	
support new stop at Walnut	2	"
water pools @ curb let-down on E of Oregon @ Walnut		"
suggest 4 way at Oregon & walnut to slow cars down on Oregon - already an issue of not stopping there, speeding down hill		"
support 4way stop @ Gladstone	2	"
restrict parking on Pembroke near Stanley - unsafe, poor sightlines	4	"
suggest all way stop @ Pembroke & Stanley	2	"
repave Walnut		"
suggest alternate route to avoid Oregon Hill	4	"

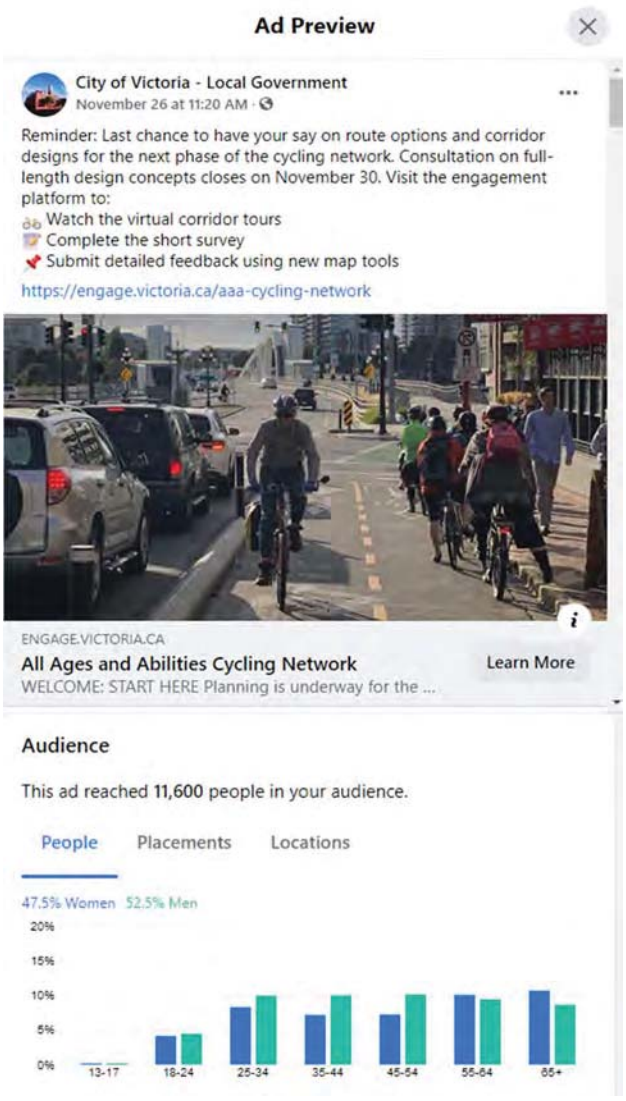
Fort Street Central Design Feedback		
Comment	**no. of occurences**	**forum**
Support improved safety, AAA, proximity to school	3	NA meetings & email
support 2-way concept		"
yates turnaround is busy		"
support pedestrian improvements @ Moss		"
Fernwood doesn't warrant signal/ changes		"
concern about one-way Fernwood	2	"
access to south Fort from North of City (one-way)	2	"
left turn from St-Charles to Fort	2	"
no RRFBs at Fort/Yates		"
suggest added bike crossing incl signal @ Linden	2	"
support improved crossing at Linden	2	"
support upgraded crossing at Moss	3	"
concern about conflict at Fort / Yates intersection		"
suggest signalized crossing @ Fort / Yates		"
concern about bus mixing zones	3	"
support overall design	3	"
need added safety @ Oak Bay Junction	2	"

APPENDIX 1: EXAMPLES OF PROMOTIONAL MATERIALS

1. **Examples of social media promotion and advertisements**

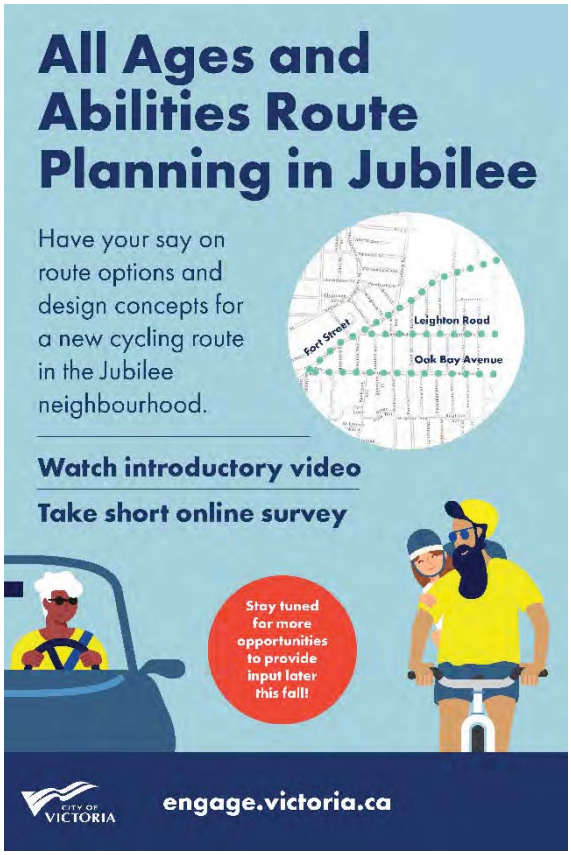








2. Examples of print advertisements





3. Letters sent to residents

CITY OF VICTORIA

1 CENTENNIAL SQUARE, VICTORIA, BC V8W 1P6 | victoria.ca

Engineering and Public Works | Transportation

1 Centennial Square, Victoria, BC V8W 1P6
E engage@victoria.ca T 250.361.0300

September 15, 2020

Planning for Road Safety Investments in the Jubilee Neighbourhood

Planning is underway for the next phase of the All Ages and Abilities (AAA) cycling network. The City is currently seeking input from residents, businesses and commuters on options for a AAA route in the Jubilee neighbourhood.

Three options are being considered and one will be selected as a preferred route for priority investment. Public and stakeholder feedback will be collected between August and October 2020. To learn more and weigh in on options and preferences, visit the Cycling Network page on the City's engagement portal at engage.victoria.ca. There you will find a virtual introduction video, a short survey and links to additional resources.

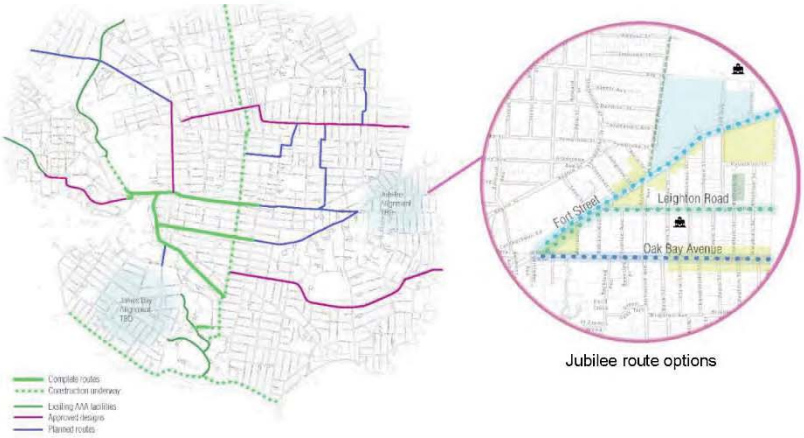
Later this fall, the City will be rolling out full-length designs for further comments and detailed feedback. Stay tuned to the City's Engagement Portal to stay informed about current projects and opportunities to provide input. You can also request to receive email updates through the City's Active Transportation distribution list by emailing engage@victoria.ca.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering & Public Works

c. Council Liaison – Marianne Alto
Neighbourhood Liaison – Kimberly Stratford

All Ages and Abilities Cycling Network



Jubilee route options

CITY OF VICTORIA

1 CENTENNIAL SQUARE, VICTORIA, BC V8W 1P6 | victoria.ca

Engineering and Public Works | Transportation

1 Centennial Square, Victoria, BC V8W 1P6
E engage@victoria.ca T 250.361.0300

September 21, 2020

Planning for Road Safety Investments

Planning is underway for the next phase of corridors in the All Ages and Abilities (AAA) cycling network. You are invited to participate in design consultation for the **Oaklands Connector**, **Fernwood Connector**, and **Fort Street Central** corridors.

The initial phase of engagement starts on September 21, 2020 at engage.victoria.ca. Each corridor features an introductory video, a short survey, and links to additional resources. Later this fall, the City will roll out full-length designs for further comments and detailed feedback from stakeholders and the public.

Keep informed about current projects and opportunities to provide input by requesting to receive automatic email updates. Send an email to engage@victoria.ca with subject line: Active transportation distribution list.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering & Public Works

c. Council Liaisons -
Sharmarke Dubow
Ben Isitt
Geoff Young

Neighbourhood Liaisons -
Michael Hill
Gary Pemberton
Kimberley Stratford



AAA Cycling Network: Oaklands, Fernwood, Fort Central and Fort East

Committee of the Whole

March 18, 2021

1

Purpose of Report

To present recommendations to Council on:

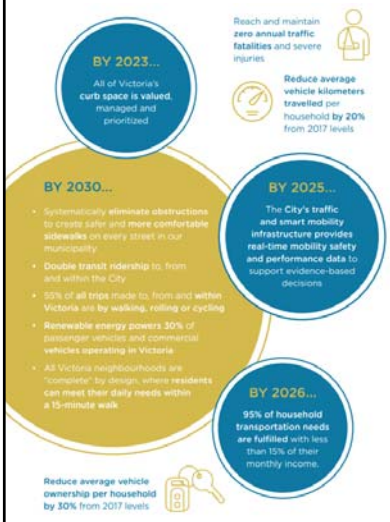
- Fort Street East as the priority AAA route alignment for the Jubilee Neighbourhoods
- Concept designs for Fort Street East and Fort Central projects
- Concept designs for Oaklands Connector and Fernwood Connector projects






2

Go Victoria: Our Vision, Targets and Values



Clean, seamless mobility options for everyone



3

Active Transportation

The All Ages and Abilities (AAA) cycling network is a part of the City's commitment to road safety, climate action, and affordability objectives.

32km priority network extending into every neighbourhood - connecting schools, parks, employment areas, destinations, and regional trails

Network adoption in 2016 with goal to complete by end of 2022

Supports local mode share targets and Regional Pedestrian & Cycling Master Plan objectives



4

Understanding the Opportunity

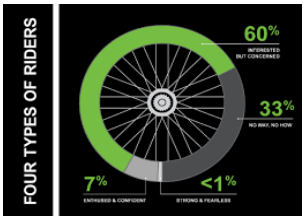
Research demonstrates that cycling becomes a **viable option for more people, more often** when there is a **safe connected network**

39% of cyclists and 42% of non-cyclists › interested but concerned **Latent demand**

Fear of traffic and **desire for connected bicycle routes** are top factors influencing the decision to ride (or not).

63% of cyclists and 48% of non-cyclists › Likely to cycle more… More likely to cycle…

…if more infrastructure is built



5

What We Are Trying To Achieve



When the priority network is complete, **95% of the municipality will be within 500m** of an AAA cycling route.

The network aims to gives more choices to:

- Children and seniors
- Women
- Low-income riders
- Shift workers
- People who occasionally bike or who are concerned about safety and want to bike more often



6

Network Implementation Progress

This report focuses on third phase of the priority network - adding 4.8km and contributing to 81% network completion.



Additional Highlights:

- 13km underway or complete
- 8km planned construction in 2021
- James Bay alignment – alignment and design consultation
- Pandora Avenue Floating Bus Stop Retrofits

7

AAA Bike Infrastructure

Protected Facilities (busy streets)





Neighbourhood Bikeways and Advisory Bike Lanes (traffic calmed streets)





Off-street Facilities (car free routes)





8

Continuous Learning

- **A "complete street" design lens is consistent with Go Victoria and the Official Community Plan**
  - Replaces old assets and improves road network performance
  - Embraces multi-modal level of service
  - Improves the pedestrian experience and removes barriers in the built environment
- **Stakeholders have important insights and ideas**
  - Early feedback is critical to design success
  - Multiple trade-offs in every project – balancing needs within limited space
- **Increasing experience with AAA infrastructure**
  - Increasing user familiarity
  - Lighter touches to balance regulatory requirements and aesthetics
  - Interim treatments to support development and land use changes
  - Planning for future spot improvements







9

Design Consultation Process

- New approaches to consultation with COVID-19
  - Public process August 2020 – November 2020
  - Agency partners January and February 2021
  - Direct mail, advertisements, emails, networks







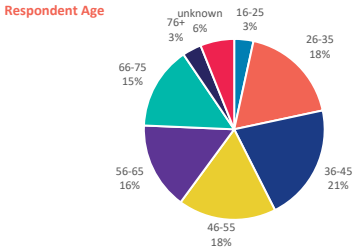


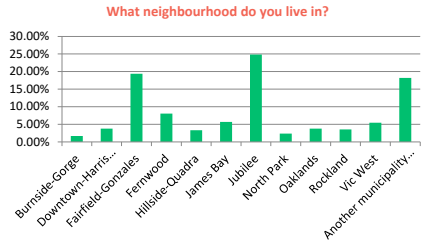


10

Design Consultation Process

- Strong participation with broad range of feedback
  - New suite of on-line tools, with phone calls and written feedback
    - 2,700 informed visitors with 1,198 surveys completed
    - 653 new participant registrations
    - 292 pins posted to the route map tool
  - Discussions with neighbourhood associations, business networks, advocates, District of Oak Bay, Island Health, Parent Advisory Councils





11

Jubilee Route Analysis

- Oak Bay Avenue recommended as part of original Biketoria Network study in 2016
- Council motion to undertake further consultation and consider alternative alignments following community concerns
- Consideration of three routes, within 230m of each other :
  - Fort Street East
  - Oak Bay Avenue
  - Fort-Leighton Corridor



12

Jubilee Route Analysis

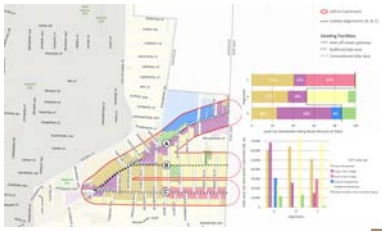
- Multi-criteria evaluation:
  - Road safety improvement potential
  - Network connectivity
  - Current and future cycling demand
  - Vehicle circulation retention
  - Parking retention
  - Synergies with asset renewal
- Consideration of:
  - Hubs and destinations
  - Neighbourhood coverage
  - Land use designations / OCP
  - Topography
  - Tree impacts



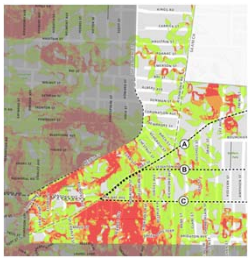
13

Sample Route Analysis & Attributes









14

Fort Street East – Protected Bike Lanes

Key destinations:

Royal Jubilee Hospital District, St. Patrick's School, Fern Street Park, and several commercial shops and services (within *large urban village* designation of OCP)

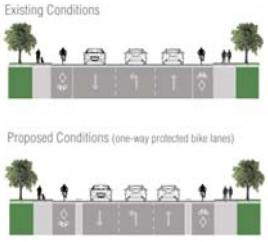
Connectivity:

Connects to existing bike lanes on Richmond Road, Cadboro Bay Road, and Foul Bay Road.

Constraints:

Sections with limited right-of-way as well as moderate topography for west bound riders.





15

Oak Bay Avenue – Protected Bike Lanes

Key destinations:

École Beausoleil Elementary School / Bank Street School, and direct connection to Oak Bay Village (within the *small urban village* designation of OCP)

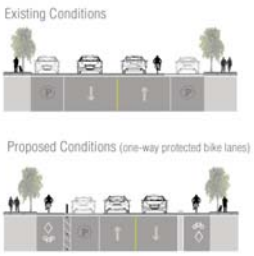
Connectivity:

No current plans for cycling infrastructure or streetscape improvements east of Foul Bay Road within the District of Oak Bay.

Constraints:

Limited right-of-way, loss of 59 parking stalls (47%); some underground utility conflicts





16

Fort-Leighton Corridor – Shared Use

Key destinations:

École Beausoleil Elementary School / Bank Street School, Fern Street Park, Redfern Park, and some commercial shops and services at the west end.

Connectivity:

No existing infrastructure on Foul Bay Road

Constraints:

Lack of destination decreases opportunity for ridership growth; limited options for traffic calming to achieve target volumes





17

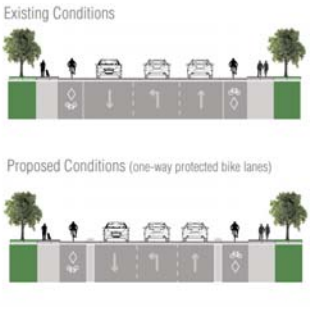
Route Assessment Summary

	Road Safety Improvement Potential	Infrastructure and Network Connectivity	Current and Future Cycling Demand	Vehicle Circulation Retention	Parking Retention	Synergies with Asset Renewal
Fort Street East	Moderate	High	High	High	High	High
Oak Bay Avenue	High	Moderate	High	High	Low	Moderate
Fort Street – Leighton Road	Moderate	Low	Moderate	Moderate	High	Low

18

Jubilee Route Recommendation

- **Fort Street East as Priority Network Investment**
  - Best balance of all factors with fewer trade-offs to achieve AAA design
  - Contributes to managing trip demand at Royal Jubilee Hospital
  - Supports higher diversity of land use under the OCP
  - Formal coordination and support from District of Oak Bay
- **Oak Bay Avenue and Leighton Road to remain on long-term network**
  - Near and medium-term road safety improvements
    - Crosswalk upgrades
    - New crossings
    - Painted bike lanes



19

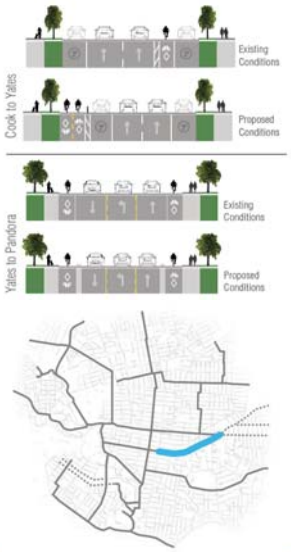
Concept Designs



20

Fort Street Central Design Overview

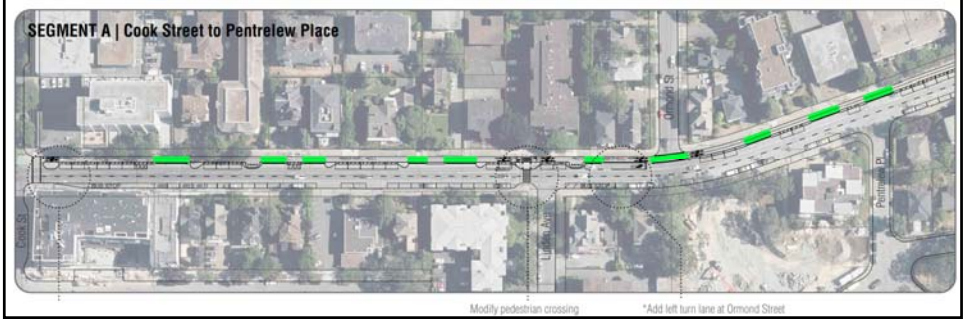
- 1.4km protected bike lanes
  - Two-way protected bike lane from Cook to Yates Street
  - One-way protected bike lanes from Yates to Pandora Street
- Pedestrian crossing enhancements,
  - Linden Avenue
  - Yates Street
- Accommodates frequent transit service and maintains vehicle circulation
- Loss of 37 of 136 parking stalls (27%)
- Detailed Design 2021; Construction 2022



21

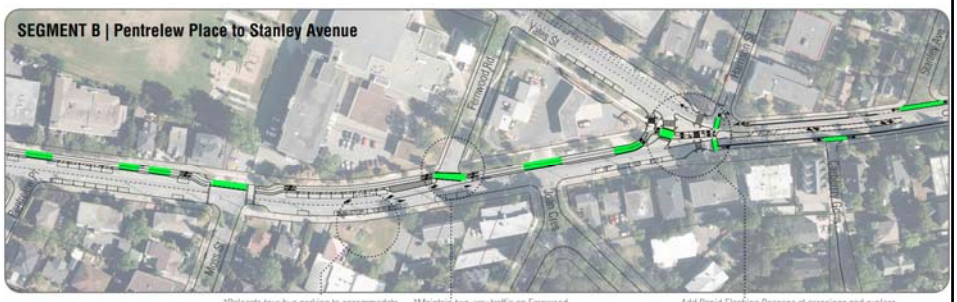
Fort Street Central Design

- Historical context: wagons and streetcars has shaped road network
- Complex arterial intersections
- Varied circulation and access needs
  - Emergency vehicles, transit, school and gas station
- Proposed design represents multi-modal streetscape transformation



22

Fort Street Central Design







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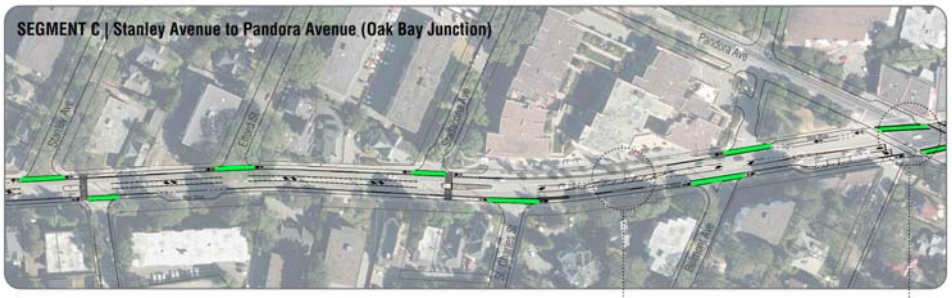
Fort Street Central Design



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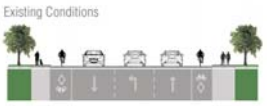
Fort Street East Design Overview

- 1.3km one-way protected bike lanes from Pandora Avenue to Foul Bay Road
- Pedestrian crossing enhancements
  - Richmond Road
  - Chestnut Street
- Accommodates frequent transit service and maintains vehicle circulation and parking
- Detailed Design 2021; Construction 2022





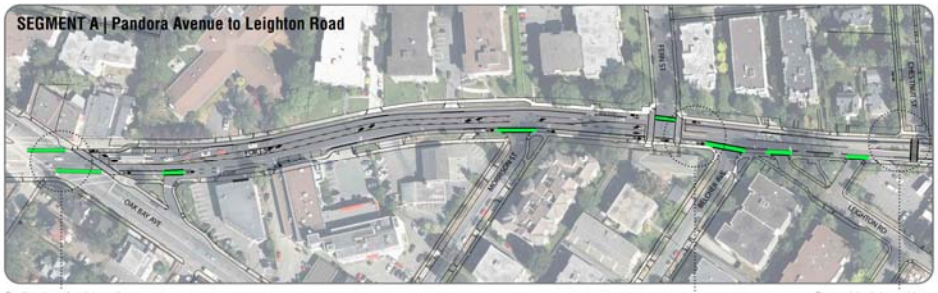






25

Fort Street East Design



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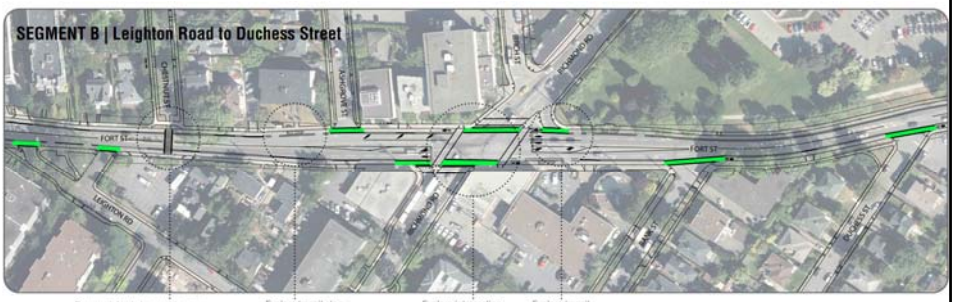
Fort Street East Design



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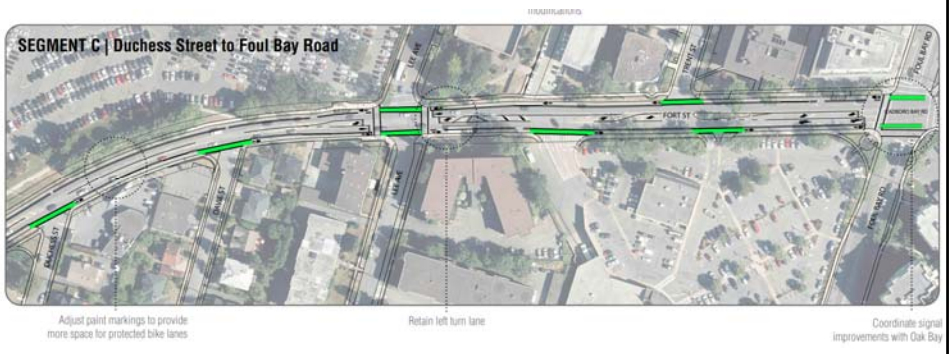
Fort Street East Design



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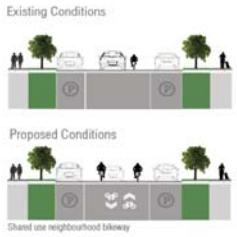
Oaklands Connector

- **1.0km from Hillside Avenue to Haultain Street**
  - Route via Doncaster Drive, Pearl Street, Shakespeare Street and through Oaklands Park
  - Uses existing multi-use pathways
  - Lowering speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings
- Retains on-street parking, no impacts to public transit or emergency vehicles access.
- Future consideration of pathway widening, daylighting projects, pedestrian lighting, and fencing as demand increases
- Planned to be constructed in 2021 with existing funds.





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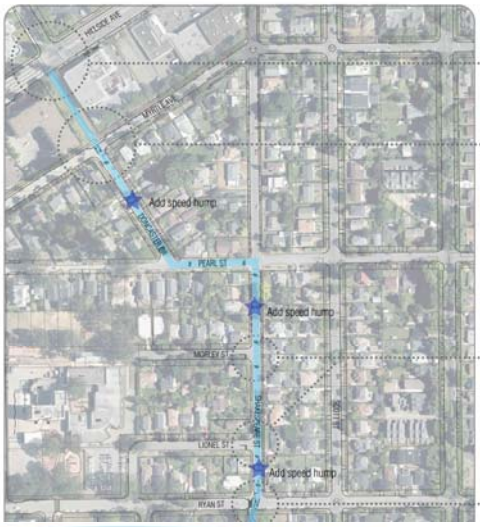
Oaklands Connector Design



Add paint markings for southbound cyclists

Improve crossing for cyclists and pedestrians and explore grade raised intersection treatment

Add stop sign on Morley and Lionel Streets

Improve road crossing for cyclists and pedestrians

30

Oaklands Connector Design



Add multi-use paint markings to existing multi-use pathway and explore fencing on west side of pathway

Address transition on to Shakespeare Street

Connect to neighbourhood bikeway planned for Haultain Street

31

Fernwood Connector

- **1.1km from Haultain Street to Begbie Street**
  - Route via Avebury, Oregon, and Stanley Avenues.
  - Lowering speed limit to 30km/hr, adding speed humps, and introducing safety features at key crossings.
  - Detailed design process to further investigate crossing on Bay Street with agency partners
- Minimal loss of parking, no impacts to public transit or emergency vehicle access.
- Planned to be constructed in 2021 with existing funds.







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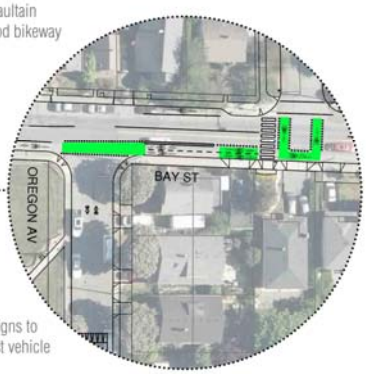
Fernwood Connector Design



Connect to Haultain neighbourhood bikeway



Adjust stop signs to stop east-west vehicle movements

Provide a safe crossing for bikes and pedestrians at Bay Street

Add stop sign

33

Fernwood Connector Design



Explore four way stop condition, stop sign orientation adjustment, or traffic circle with landscaping

Connect to future protected bike lanes planned for Pandora Avenue via Begbie Street

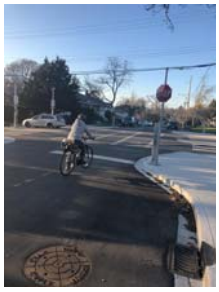
34

Network Implementation Progress

- Vancouver, Graham, Jackson opening in April 2021
  - Underground infrastructure replacement – water and sanitary sewer
  - Road re-paving
  - Neighbourhood plaza at McClure and RAP
  - Circulation improvements at Burdett, Southgate and Pandora







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Network Implementation Progress

- Anticipated construction in 2021:
  - **Government Street North**
    - Protected bike lanes
    - Underground renewal
    - GoHI Electrical and Civil Works
    - Road repaving
  - **Richardson Street**
    - Shared road traffic calming
    - Road repaving
    - New sidewalk
    - Neighbourhood plaza
  - **Kimta Road / E&N Regional Trail**
    - Protected bike lanes and off-street pathway
    - Lighting upgrades
  - **Kings-Haultain Corridor**
    - Vancouver Street AAA Connector, via Cedar Hill and Chambers



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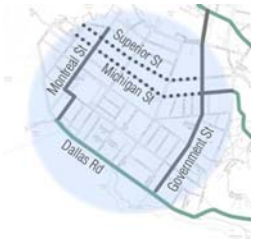
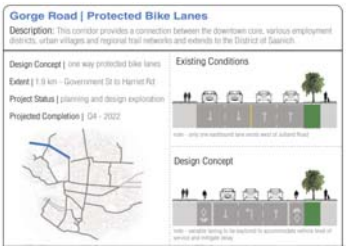
Network Implementation Progress

- Continued exploration of new funding opportunities
- Planned Q2 2021 update to Council
  - James Bay Routes
  - Gorge Road
  - Pandora East
  - Future upgrades to Galloping Goose Regional Trail with CRD
- Regional data collection efforts
- Secure bicycle parking solutions in downtown core and village centres





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Recommendation Summary



- Approve Fort Street East as priority AAA network Alignment
- Approve concept designs for Fort Street East and Fort Central project, complete detailed design in 2021 with existing funds and refer construction costs to the 2022 Financial Plan
- Approve concept designs for Oaklands Connector and Fernwood Connector, with planned construction in 2021 using existing funds

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Committee of the Whole Report
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 5, 2021
From:	Chris Coates, City Clerk		
Subject:	Electronic Participation Practices		

RECOMMENDATION
That Council approve a Policy for the best practices for electronic participation practices for the duration of the Ministerial Order M192:

1. That council members participating remotely be visible to the Chair and City Clerk
2. That council members participating remotely also be made visible to other council members and the public when called on to vote or comment.
3. That all remote participants advise the Mayor and City Clerk upon arrival and departure during the course of the meeting to enable accurate record keeping and voting results.

EXECUTIVE SUMMARY
On February 11, 2021, Council directed staff to report back on the implications and ability to amend the Council Procedures Bylaw to require council members to be visible when participating remotely in order to be deemed present for the duration of Ministerial Order M192.

The technology to make visible and see council members who are participating remotely is already in use and is available at both the Council Chambers in City Hall and will also be available in the Capital Regional District board room while Council meetings occur from March until June this year.

A bylaw amendment to require the electronic participation practices described in the motion is contrary to Ministerial Order M192, attached as Appendix A, which states that a council member participating remotely by means of electronic or communication facilities is deemed present and that municipal procedure bylaws do not apply. Order M192 prevents municipalities from creating restrictions requiring the combination of audio and video technology to be considered present at a meeting. Therefore, a municipality cannot require a council member to participate visually while the Order is in effect. However, Order M192 also notes that local governments should use best efforts for the public to hear, or watch and hear, an open meeting. Should Council wish to implement a change like this on a permanent basis after the Ministerial Order is rescinded, a Council Procedures Bylaw amendment could be implemented to give effect to the requirements for a video feed for a council member to be considered present in a meeting however the Council direction was limited in scope to during the effective period of the Ministerial Order.

In view of this, and to strengthen Council's preferences, Council may wish adopt an Electronic Participation Practices Policy that covers the issues described in the February 11th motion.

An operational change aligns with the practice adopted in several comparable jurisdictions.

PURPOSE
The purpose of this report is to report back on the implications and the ability to amend the Council Procedures Bylaw to implement remote participation rules.

BACKGROUND
On February 11, 2021, Council passed the following motion:

That Council direct staff to report back on the implications and ability to amend the Council Procedures Bylaw to require remote participation to occur so that Council members are visible to the Chair and the City Clerk in order to be recorded as present in a meeting, and visible to Council and the public via the webcast when called on to vote or comment, provided that the City's meeting management programs are operational to enable the video connection, for the duration of the Ministerial Order M192 and that Council, through the mayor, affirm each Council members' choice to participate remotely or in council chambers.

Meetings currently use technology that enables visual and audio participation in the Council Chambers at City Hall. Meetings will take place in the Capital Regional District board room beginning on March 4 until approximately June 15 because the Council Chambers will unable to be occupied while City Hall will be undergoing HVAC replacement/upgrades. The CRD board room can support the electronic participation practices described in the motion.

The Council Procedures Bylaw sets out the standard for electronic participation procedures which is audio. However, the Province of British Columbia issued Ministerial Order M192 on June 17, 2020, attached as Appendix A containing remote participation rules which apply despite the Community Charter section 128 and applicable requirements in a municipality's procedure bylaw. Under section 7(2) of Order M192, a member of a council or body who participates in a meeting by means of electronic or other communication facilities is deemed to be present.

Staff examined electronic participation practices adopted in response to the Covid-19 pandemic in Saanich, Coquitlam, New Westminster, and Vancouver. Those municipalities who use visual participation during meetings did this through operationalizing rather than through a bylaw amendment.

ISSUES AND ANALYSIS
Order M192, section 7(2) is intended to accommodate remote participate participation by means of electronic or other communication facilities despite a Council Procedures Bylaw, and prevents municipalities from creating additional standards regarding which facilities are used and how they are used. Neither a bylaw change nor operational change would enable the City to require a council members to participate visually or be considered absent without video, at any time while Order M192 is in effect.

More generally a local government may implement electronic or communication facilities to use for its meetings. The City's Council Procedures Bylaw, establishes the current system for electronic participation by members of council. Appendix B attached, outlines the procedures for electronic participation including the pandemic related amendment which enhanced the remote participation opportunities However, under Order M192, a council member is permitted to participate remotely by using another electronic or communication facility and be deemed present. Despite this inability to enforce electronic participation practices described in this motion, it is possible to adopt them on a voluntary basis, through a policy, or through a bylaw amendment.

Council may wish to consider whether a bylaw amendment, which is not enforceable, sets a public expectation that could be confusing compared to the establishment of a best practices policy. Order M192 also notes that local governments should use best efforts to the public to hear, or watch and hear, an open meeting which aligns with the use of video by remote participants which aligns with Council's motion.

Staff recommend using a Council Policy setting best practices for electronic participation during the Covid-19 pandemic to achieve the majority of the objectives described in the council motion for the duration of the Ministerial Order M192. Given Order M192, council members may choose to follow a electronic participation policy or not. This again would not have an impact as to whether a member is considered present at the meeting so long as the audio connection is maintained.

Since the February 11th Council direction, council members participating remotely have been utilizing video feeds on a regular basis. Council could also consider taking no further action in relation to this issue and rely solely on voluntary participation.

OPTIONS AND IMPACTS

Option 1 – Approve an Electronic Participation Policy *(Recommended)*

This option is to adopt electronic participation practices by resolution. Council members would follow these practices on a voluntary basis but not be required to follow them. Council members could not be deemed absent if there was no video participation. But the Policy would establish the following practices:

1. That council members participating remotely be visible to the Chair and City Clerk
2. That council members participating remotely also be made visible to other council members and the public when called on to vote or comment.
3. That all remote participants advise the Mayor and City Clerk upon arrival and departure during the course of the meeting to enable accurate record keeping and voting results.

Option 2 – Amend the Council Procedures Bylaw

This option requires a bylaw amendment. Council Procedure Bylaw amendments require public notice under the Community Charter. Council members would follow these practices on a voluntary basis but not be required to follow them. Council members could choose to participate visually or not.

Option 3 – Receive the report for information and take no further action

2018 – 2022 Strategic Plan

The recommended option does not have Strategic Plan implications.

Impacts to Financial Plan

The recommended option does not have Financial Plan implications as the technology exists to support the technological requirements described in the motion.

CONCLUSION

The Province of BC continues to declare a provincial state of emergency related to the Covid-19 pandemic. Ministerial Order M192 enables council members to participate remotely and be deemed in attendance. Municipalities cannot require visual participation. Many municipal councils have operationalized audio and visual participation due to public interest. The recommendation would operationalize Council's direction and place a higher onus on council members to use video feeds when attending remotely. relating to audio-visual participation although it would not be enforceable.

Respectfully submitted,

Monika Fedyczkowska	Chris Coates
Legislative and Policy Analyst	City Clerk

Report accepted and recommended by the City Manager.

List of Attachments

Appendix A – Ministerial Order M192
Appendix B – Council Procedure Bylaw remote participation regulations

Appendix B to Electronic Participation Practices Report

March 18, 20201 Committee of the Whole

Electronic participation by members

9. (1) For the purposes of this section, electronic participation in a meeting means participation by use of telephone communications or by Voice Over Internet Protocol (VOIP) that

a. enable the meeting's participants to hear and speak with each other, and

b. enable the public to hear the participation of Council members during that part of the meeting that is open to the public.

(2) Two members of Council may participate electronically in a Council meeting if:

a. At least 24 hours before the meeting those members notify the City Clerk of their intention to participate electronically, and

b. A majority of the members of Council are physically present at the meeting.

(3) If more than two members wish to participate electronically in a meeting, the two who may do so must be chosen by lot conducted by the City Clerk.

(4) Notwithstanding subsection (2) or (3), the Mayor may authorize more than two Council members to participate electronically provided that:

a. a state of local emergency has been declared in the City and in person participation in Council meeting would be inconsistent with the declaration; or

b. in the Mayor's opinion extra-ordinary circumstances exist that make it unsafe or impractical for Council members to physically participate in a meeting.

and for clarity subsection (2)(b) does not apply to a meeting authorized pursuant to this subsection.

(5) A meeting at which there is electronic participation must not include any of the following public hearings:

(a) hearings to which section 890 of the *Local Government Act* applies;

(b) hearings for heritage conservation matters under Part 27 of the *Local Government Act*.

(6) Written material at a meeting at which there is electronic participation, if that material is presented to the meeting without being included in either the agenda package or late agenda items sent to the members participating electronically, must be audibly read into the record.

7. A member, who is participating electronically in the voting on a matter, must vote by audibly stating that they vote in favour or oppose.

8. If there is an interruption in the communications' link to a member who is participating electronically, the other Council members may

(a) decide on a short recess until it is determined whether or not the link can be re-established, or

(b) continue the meeting and treat the interruption in the same manner as if a member who is physically present leaves the meeting room.

Appendix B to Electronic Participation Practices Report
March 18, 20201 Committee of the Whole

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(b) continue the meeting and treat the interruption in the same manner as if a member who is physically present leaves the meeting room.

PROVINCE OF BRITISH COLUMBIA

ORDER OF THE MINISTER OF PUBLIC SAFETY AND SOLICITOR GENERAL

Emergency Program Act

Ministerial Order No. M192

WHEREAS a declaration of a state of emergency throughout the whole of the Province of British Columbia was declared on March 18, 2020;

AND WHEREAS local governments, including the City of Vancouver, and related bodies must be able to conduct their business in accordance with public health advisories to reduce the threat of COVID-19 to the health and safety of members and employees of local government and related bodies and members of the public;

AND WHEREAS it is recognized that public participation in local governance is an essential part of a free and democratic society and is important to local governments' purpose of providing good government to communities;

AND WHEREAS the threat of COVID-19 to the health and safety of people has resulted in the requirement that local governments and related bodies implement necessary limitations on this public participation;

AND WHEREAS section 10 (1) of the *Emergency Program Act* provides that I may do all acts and implement all procedures that I consider necessary to prevent, respond to or alleviate the effects of any emergency or disaster;

I, Mike Farnworth, Minister of Public Safety and Solicitor General, order that

(a) the Local Government Meetings and Bylaw Process (COVID-19) Order No. 2 made by MO 139/2020 is repealed, and

(b) the attached Local Government Meetings and Bylaw Process (COVID-19) Order No. 3 is made.

17/06/2020
Date

Minister of Public Safety and Solicitor General

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: *Emergency Program Act*, R.S.B.C. 1996, c. 111, s. 10

Other: MO 73/2020; MO 139/2020; OIC 310/2020

LOCAL GOVERNMENT MEETINGS AND BYLAW PROCESS (COVID-19) ORDER NO. 3

Division 1 – General

Definitions

1 In this order:

"board" has the same meaning as in the Schedule of the *Local Government Act*;

"council" has the same meaning as in the Schedule of the *Community Charter*;

"improvement district" has the same meaning as in the Schedule of the *Local Government Act*;

"local trust committee" has the same meaning as in section 1 of the *Islands Trust Act*;

"municipality" has the same meaning as in the Schedule of the *Community Charter*;

"municipality procedure bylaw" has the same meaning as "procedure bylaw" in the Schedule of the *Community Charter*;

"regional district" has the same meaning as in the Schedule of the *Local Government Act*;

"regional district procedure bylaw" means a procedure bylaw under section 225 of the *Local Government Act*;

"trust body" means

(a) the trust council,

(b) the executive committee,

(c) a local trust committee, or

(d) the Islands Trust Conservancy,

as defined in the *Islands Trust Act*;

"Vancouver council" has the same meaning as "Council" in section 2 of the *Vancouver Charter*;

"Vancouver procedure bylaw" means a bylaw under section 165 *[by-laws respecting Council proceedings and other administrative matters]* of the *Vancouver Charter*.

Application

2 (1) This order only applies during the period that the declaration of a state of emergency made March 18, 2020 under section 9 (1) of the *Emergency Program Act* and any extension of the duration of that declaration is in effect.

(2) This order replaces the Local Government Meetings and Bylaw Process (COVID-19) Order No. 2 made by MO 139/2020.

Division 2 – Open Meetings

Open meetings – municipalities

3 (1) A council, or a body referred to in section 93 *[application of rule to other bodies]* of the *Community Charter*, must use best efforts to allow members of the public to attend an open meeting of the council or body in a manner that is consistent with any applicable requirements or recommendations made under the *Public Health Act*.

(2) A council or body is not required to allow members of the public to attend a meeting if, despite the best efforts of the council or body, the attendance of members of the public cannot be accommodated at a meeting that would otherwise be held in accordance with the applicable requirements or recommendations under the *Public Health Act*.

(3) If a council or body does not allow members of the public to attend a meeting, as contemplated in subsection (2) of this section,

(a) the council or body must state the following, by resolution:

(i) the basis for holding the meeting without members of the public in attendance;

(ii) the means by which the council or body is ensuring openness, transparency, accessibility and accountability in respect of the meeting, and

(b) for the purposes of Division 3 *[Open Meetings]* of Part 4 *[Public Participation and Council Accountability]* of the *Community Charter*, the meeting is not to be considered closed to the public.

(4) The council or body may pass a resolution under subsection (3) (a) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(5) This section applies despite

(a) Division 3 *[Open Meetings]* of Part 4 *[Public Participation and Council Accountability]* of the *Community Charter*, and

(b) any applicable requirements in a municipality procedure bylaw of a council.

Open meetings – regional districts

4 (1) A board, a board committee established under section 218 *[appointment of select and standing committees]* of the *Local Government Act*, or a body referred to in section 93 *[application of rule to other bodies]* of the *Community Charter* as that section applies under section 226 *[board proceedings: application of Community Charter]* of the *Local Government Act*, must use best efforts to allow members of the public to attend an open meeting of the board, board committee or body in a manner that is consistent with any applicable requirements or recommendations made under the *Public Health Act*.

(2) A board, board committee or body is not required to allow members of the public to attend a meeting if, despite the best efforts of the board, board committee or body, the attendance of members of the public cannot be accommodated at a meeting that would otherwise be held in accordance with the applicable requirements or recommendations under the *Public Health Act*.

(3) If a board, board committee or body does not allow members of the public to attend a meeting, as contemplated in subsection (2) of this section,

(a) the board, board committee or body must state the following, by resolution:

(i) the basis for holding the meeting without members of the public in attendance;

(ii) the means by which the board, board committee or body is ensuring openness, transparency, accessibility and accountability in respect of the meeting, and

(b) for the purposes of Division 3 *[Open Meetings]* of Part 4 *[Public Participation and Council Accountability]* of the *Community Charter* as that Division applies to a regional district under section 226 of the *Local Government Act*, the meeting is not to be considered closed to the public.

(4) The board, board committee or body may pass a resolution under subsection (3) (a) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(5) This section applies despite

(a) Division 3 *[Open Meetings]* of Part 4 *[Public Participation and Council Accountability]* of the *Community Charter*,

(b) section 226 *[board proceedings: application of Community Charter]* of the *Local Government Act*, and

(c) any applicable requirements in a regional district procedure bylaw of a board.

Open meetings – Vancouver

5 (1) The Vancouver council, or a body referred to in section 165.7 *[application to other city bodies]* of the *Vancouver Charter*, must use best efforts to allow members of the public to attend an open meeting of the Vancouver council or the body in a manner that is consistent with any applicable requirements or recommendations made under the *Public Health Act*.

(2) The Vancouver council or a body is not required to allow members of the public to attend a meeting if, despite the best efforts of the Vancouver council or the body, the attendance of members of the public cannot be accommodated at a meeting that would otherwise be held in accordance with the applicable requirements or recommendations under the *Public Health Act*.

(3) If the Vancouver council or a body does not allow members of the public to attend a meeting, as contemplated in subsection (2) of this section,

(a) the Vancouver council or the body must state the following, by resolution:

(i) the basis for holding the meeting without members of the public in attendance;

(ii) the means by which the Vancouver council or the body is ensuring openness, transparency, accessibility and accountability in respect of the meeting, and

(b) for the purposes of section 165.1 *[general rule that meetings must be open to the public]* of the *Vancouver Charter*, the meeting is not to be considered closed to the public.

(4) The Vancouver council or a body may pass a resolution under subsection (3) (a) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(5) This section applies despite

(a) section 165.1 of the *Vancouver Charter*, and

(b) any applicable provision in the Vancouver procedure bylaw.

Open meetings – trust bodies

6 (1) A trust body, or a board of variance established by a local trust committee under section 29 (1) *[land use and subdivision regulation]* of the *Islands Trust Act*, must use best efforts to allow members of the public to attend an open meeting of the trust body or board of variance in a manner that is consistent with any applicable requirements or recommendations made under the *Public Health Act*.

(2) A trust body or board of variance is not required to allow members of the public to attend a meeting if, despite the best efforts of the trust body or board of variance, the attendance of members of the public cannot be accommodated at a meeting that would otherwise be held in accordance with the applicable requirements or recommendations under the *Public Health Act*.

(3) If a trust body or board of variance does not allow members of the public to attend a meeting, as contemplated in subsection (2) of this section,

(a) the trust body or board of variance must state the following, by resolution:

(i) the basis for holding the meeting without members of the public in attendance;

(ii) the means by which the trust body or board of variance is ensuring openness, transparency, accessibility and accountability in respect of the meeting, and

(b) For the purposes of section 11 *[procedures to be followed by local trust committees]* of the *Islands Trust Act*, the meeting is not to be considered closed to the public.

(4) A trust body or board of variance may pass a resolution under subsection (3) (a) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(5) This section applies despite

(a) section 11 *[application of Community Charter and Local Government Act to trust bodies]* of the Islands Trust Regulation, B.C. Reg. 119/90, and

(b) any applicable requirements in a procedure bylaw of a trust body.

Division 3 – Electronic Meetings

Electronic meetings – municipalities

7 (1) A council, or a body referred to in section 93 *[application of rule to other bodies]* of the *Community Charter*, may conduct all or part of a meeting of the council or body by means of electronic or other communication facilities.

(2) A member of a council or body who participates in a meeting by means of electronic or other communication facilities under this section is deemed to be present at the meeting.

(3) When conducting a meeting under subsection (1), a council or body must use best efforts to use electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public.

(4) If a council or body does not use electronic or other communication facilities as described in subsection (3), the council or body must state the following, by resolution:

(a) the basis for not using electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public;

(b) the means by which the council or body is ensuring openness, transparency, accessibility and accountability in respect of the meeting.

(5) A council or body may pass a resolution under subsection (4) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(6) Section 128 (2) (c) and (d) *[electronic meetings and participation by members]* of the *Community Charter* does not apply in respect of a meeting conducted by means of electronic or other communication facilities under this section unless a council or body proceeds as described in subsection (3) of this section, in which case those paragraphs apply.

(7) This section applies despite

(a) section 128 of the *Community Charter*, and

(b) any applicable requirements in a municipality procedure bylaw of a council.

Electronic meetings – regional districts

8 (1) A board, a board committee established under section 218 *[appointment of select and standing committees]* of the *Local Government Act*, or a body referred to in section 93 *[application of rule to other bodies]* of the *Community Charter* as that section applies under section 226 *[board proceedings: application of Community Charter]* of the *Local Government Act*, may conduct all or part of a meeting of the board, board committee or body by means of electronic or other communication facilities.

(2) A member of a board, board committee or body who participates in a meeting by means of electronic or other communication facilities under this section is deemed to be present at the meeting.

(3) When conducting a meeting under subsection (1), a board, board committee or body must use best efforts to use electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public.

(4) If a board, board committee or body does not use electronic or other communication facilities as described in subsection (3), the board, board committee or body must state the following, by resolution:

(a) the basis for not using electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public;

(b) the means by which the board, board committee or body is ensuring openness, transparency, accessibility and accountability in respect of the meeting.

(5) A board, board committee or body may pass a resolution under subsection (4) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(6) Section 2 (2) (d) and (e) *[electronic meetings authorized]* of the Regional District Electronic Meetings Regulation, B.C. Reg. 271/2005, does not apply in respect of a meeting conducted by means of electronic or other communication facilities under this section unless a board, board committee or body proceeds by using electronic or other communication facilities as described in subsection (3) of this section, in which case those paragraphs apply.

(7) This section applies despite

(a) section 221 *[electronic meetings and participation by members]* of the *Local Government Act*,

(b) the Regional District Electronic Meetings Regulation, and

(c) any applicable requirements in a regional district procedure bylaw of a board.

Electronic meetings – Vancouver

9 (1) The Vancouver council, or a body referred to in section 165.7 *[application to other city bodies]* of the *Vancouver Charter*, may conduct all or part of a meeting of the Vancouver council or the body by means of electronic or other communication facilities.

(2) A member of the Vancouver council or of a body who participates in a meeting by means of electronic or other communication facilities under this section is deemed to be present at the meeting.

(3) When conducting a meeting under subsection (1), the Vancouver council or a body must use best efforts to use electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public.

(4) If the Vancouver council or a body does not use electronic or other communication facilities as described in subsection (3), the Vancouver council or the body must state the following, by resolution:

(a) the basis for not using electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public;

(b) the means by which the Vancouver council or the body is ensuring openness, transparency, accessibility and accountability in respect of the meeting.

(5) The Vancouver council or a body may pass a resolution under subsection (4) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(6) Section 2 (2) (c) and (d) *[electronic meetings authorized]* of the City of Vancouver Council Electronic Meetings Regulation, B.C. Reg. 42/2012, does not apply in respect of a meeting conducted by means of electronic or other communication facilities under this section unless the Vancouver council or a body proceeds by using electronic or other communication facilities as described in subsection (3) of this section, in which case those paragraphs apply.

(7) This section applies despite

(a) section 164.1 *[meeting procedures]* of the *Vancouver Charter*,

(b) the City of Vancouver Council Electronic Meetings Regulation, and

(c) any applicable provision in the Vancouver procedure bylaw.

Electronic meetings – improvement districts

10 (1) An improvement district board, or a committee of an improvement district board appointed or established under section 689 *[appointment of select and standing committees]* of the *Local Government Act*, may conduct all or part of a meeting of the improvement district board or committee of an improvement district board, other than an annual general meeting, by means of electronic or other communication facilities.

(2) A member of an improvement district board or committee of an improvement district board who participates in a meeting by means of electronic or other communication facilities under this section is deemed to be present at the meeting.

(3) When conducting a meeting under subsection (1), an improvement district board or committee of an improvement district board must use best efforts to use electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public.

(4) If an improvement district board or committee of an improvement district board does not use electronic or other communication facilities as described in subsection (3), the improvement district board or committee of an improvement district board must state the following, by resolution:

(a) the basis for not using electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public;

(b) the means by which the improvement district board or committee of an improvement district board is ensuring openness, transparency, accessibility and accountability in respect of the meeting.

(5) An improvement district board or committee of an improvement district board may pass a resolution under subsection (4) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(6) This section applies despite

(a) section 686 *[meeting procedure – improvement district board]* of the *Local Government Act*, and

(b) any applicable requirements in a procedure bylaw of an improvement district board.

Electronic meetings – trust bodies

11 (1) A trust body, or a board of variance established by a local trust committee under section 29 (1) *[land use and subdivision regulation]* of the *Islands Trust Act*, may conduct all or part of a meeting of the trust body or board of variance by means of electronic or other communication facilities.

(2) A member of a trust body or board of variance who participates in a meeting by means of electronic or other communication facilities under this section is deemed to be present at the meeting.

(3) When conducting a meeting under subsection (1), a trust body or board of variance must use best efforts to use electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public.

(4) If a trust body or board of variance does not use electronic or other communication facilities as described in subsection (3), the trust body or board of variance must state the following, by resolution:

(a) the basis for not using electronic or other communication facilities that allow members of the public to hear, or watch and hear, the part of the meeting that is open to the public;

(b) the means by which the trust body or board of variance is ensuring openness, transparency, accessibility and accountability in respect of the meeting.

(5) A trust body or board of variance may pass a resolution under subsection (4) in reference to a specific meeting or, if the same circumstances apply, more than one meeting.

(6) This section applies despite

(a) section 2 *[electronic meetings authorized]* of the Islands Trust Electronic Meetings Regulation, B.C. Reg. 283/2009, and

(b) any applicable requirements in a procedure bylaw of a trust body or applicable to a board of variance.

Division 4 – Timing Requirements

Timing requirement for bylaw passage – municipalities

12 Despite section 135 (3) *[requirements for passing bylaws]* of the *Community Charter*, a council may adopt a bylaw on the same day that a bylaw has been given third reading if the bylaw is made in relation to

(a) the following sections of the *Community Charter*:

(i) section 165 *[financial plan]*;

(ii) section 177 *[revenue anticipation borrowing]*;

(iii) section 194 *[municipal fees]*;

(iv) section 197 *[annual property tax bylaw]*;

(v) section 200 *[parcel tax bylaw]*;

(vi) section 202 *[parcel tax roll for purpose of imposing tax]*;

(vii) section 224 *[general authority for permissive exemptions]*;

(viii) section 226 *[revitalization tax exemptions]*;

(ix) section 235 *[alternative municipal tax collection scheme]*, and

(b) tax sales, as referred to in Divisions 4 *[Annual Tax Sales]* and 5 *[Tax Sale Redemption Periods]* of the Local Government Finance (COVID-19) Order made by MO 159/2020, or otherwise under Division 7 *[Annual Municipal Tax Sale]* of Part 16 *[Municipal Provisions]* of the *Local Government Act*.

Division 5 – Public Hearings

Public hearings – *Local Government Act*

13 (1) A public hearing under Part 14 *[Planning and Land Use Management]* or 15 *[Heritage Conservation]* of the *Local Government Act*, including a public hearing under section 29 (1) (b) *[land use and subdivision regulation]* of the *Islands Trust Act*, may be conducted by means of electronic or other communication facilities.

(2) For the purposes of providing notice of a public hearing to be conducted under subsection (1),

(a) any notice of the public hearing must include instructions for how to participate in the public hearing by means of electronic or other communication facilities,

(b) any material that is to be made available for public inspection for the purposes of the public hearing may be made available online or otherwise by means of electronic or other communication facilities, and

(c) a reference to the place of a public hearing includes a public hearing that is conducted by means of electronic or other communication facilities.

(3) This section applies to delegated public hearings.

(4) This section applies despite the following provisions:

(a) section 124 *[procedure bylaws]* of the *Community Charter*;

(b) section 225 *[procedure bylaws]* of the *Local Government Act*;

(c) section 11 *[application of Community Charter and Local Government Act to trust bodies]* of the Islands Trust Regulation, B.C. Reg. 119/90;

(d) section 2 *[electronic meetings authorized]* of the Islands Trust Electronic Meetings Regulation, B.C. Reg. 283/2009;

(e) any applicable requirements in a procedure bylaw made under the *Community Charter*, the *Local Government Act* or the *Islands Trust Act*.

Public hearings – *Vancouver Charter*

14 (1) A public hearing under Division 2 *[Planning and Development]* of Part 27 *[Planning and Development]* of the *Vancouver Charter* may be conducted by means of electronic or other communication facilities.

(2) For the purposes of providing notice of a public hearing to be conducted under subsection (1),

(a) any notice of the public hearing must include instructions for how to participate in the public hearing by means of electronic or other communication facilities,

(b) any material that is to be made available for public inspection for the purposes of the public hearing may be made available online or otherwise by means of electronic or other communication facilities, and

(c) a reference to the place of a public hearing includes a public hearing that is conducted by means of electronic or other communication facilities.

(3) This section applies despite

(a) section 566 *[amendment or repeal of zoning by-law]* of the *Vancouver Charter*, and

(b) any applicable provision in the Vancouver procedure bylaw.

Division 6 – Deferral of Annual Requirements

Annual general meeting and requirements – improvement districts

15 (1) An improvement district may defer an annual general meeting that is required under section 690 *[annual general meeting – improvement districts]* of the *Local Government Act* to a date not later than December 31, 2020.

(2) An improvement district may defer the preparation of financial statements required under section 691 *[annual financial statements]* of the *Local Government Act* to a date not later than December 31, 2020.

(3) Despite the date referred to in section 691 (5) of the *Local Government Act*, an improvement district may submit to the inspector the audited financial statements of the improvement district for the preceding year and any other financial information required by the inspector at the time of the annual general meeting of the improvement district.

(4) If an annual general meeting of an improvement district is deferred under subsection (1) of this section and the term of an improvement district trustee would be expiring and the vacancy filled at that meeting, the term of the improvement district trustee is extended until the annual general meeting is held.

(5) This section applies despite

(a) Division 3 *[Governance and Organization]* of Part 17 *[Improvement Districts]* of the *Local Government Act*, and

(b) any applicable provisions in a letters patent for an improvement district.

Committee of the Whole Report
For the Meeting of March 18, 2020

To:	Council	**Date:**	March 1, 2021
From:	Chris Coates, City Clerk Susanne Thompson, Deputy City Manager/CFO		
Subject:	Development Cost Charges		

RECOMMENDATION
That Council direct staff to bring forward an amendment Bylaw to establish a Consumer Price Index-based 1.1 percent increase to Development Cost Charges.

EXECUTIVE SUMMARY
The *Local Government Act* establishes that development cost charges (DCC's) may be levied, by bylaw, against new developments to proportionally pay for infrastructure required as development occurs. Bylaws establishing development cost charges require the approval of the Inspector of Municipalities and typically involve consultation with the development community prior to seeking that approval. Funds collected as DCC's are held in reserves and used only for the specific projects they were levied for.

In 2017, a new Development Cost Charges Bylaw was adopted, and in 2018 it was amended to reflect newly available engineering and planning information for Parks and Sewer on which to base DCC's for those purposes. The reports outlining these charges are attached as Appendices A and B and the Development Cost Charges Bylaw is attached as Appendix C.

Despite the *Local Government Act* provisions, The *Development Cost Charge Amendment Bylaw Approval Exemption Regulation* permits an amendment to the rates once every 12 months, for up to 4 years without the Inspector's approval, provided that the rate increase does not exceed the Consumer Price Index (CPI). For 2020, the CPI was 1.1% for Victoria. Council approved a CPOI increase of 2.5% to these charges in 2020 based on the 2019 CPI.

Best practices suggest detailed reviews of the technical information establishing DCC's every 5 years in order that projects and associated costs are current. The detailed review occurred in 2017 and again in 2018 with the addition of the Parks and Sewer information noted above.

Council may consider that it is appropriate to again this year increase DCC's in step with the CPI on an annual basis in order that project costs which are likely to rise with inflation are updated and that the proportional share of payment from new developments is more closely maintained. In the event DCC's fall behind the proportional share when they were originally established, the existing tax base would be left to absorb the additional costs. This type of approach is inconsistent with the rationale to establish DCC's in the first place and was implemented in 2020 with an increase of 2.5% which was the CPI for 2019 which was the first increase made since these specific DCC charges had been established.

Attached as Appendix A is a proposed Amendment Bylaw that provides for a DCC increase in the amount of 1.1%.

Respectfully submitted,

Chris Coates	Susanne Thompson
City Clerk	Deputy City Manager/Chief Financial Officer

Report accepted and recommended by the City Manager.

List of Attachments

Attachment A - Proposed DCC Amendment Bylaw
Attachment B – 2020 DCC Bylaw Amendment (20-013)

NO. 20-013

DEVELOPMENT COST CHARGES BYLAW, AMENDMENT BYLAW

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Development Cost Charges Bylaw No. 17-020.

Under its statutory powers of the *Community Charter*, the Municipal Council of The Corporation of the City of Victoria enacts the following provisions:

1 This Bylaw shall be cited as the "DEVELOPMENT COST CHARGES BYLAW, AMENDMENT BYLAW (NO. 2)".

2 That Development Cost Charges Bylaw No. 17-020 is amended by replacing Schedule A with Schedule A attached to this Bylaw.

READ A FIRST TIME the	**12th**	day of	**March**	2020.
READ A SECOND TIME the	**12th**	day of	**March**	2020.
READ A THIRD TIME the	**12th**	day of	**March**	2020.
ADOPTED on the	**2nd**	day of	**April**	2020.

"CHRIS COATES"
CITY CLERK

"LISA HELPS"
MAYOR

Schedule A to Bylaw
No. 20-013
Development Cost Charges
(All amounts in dollars)

	Transportation	Water	Drainage	Sewage	Parkland Acquisition and Development	Total Development Cost Charge		When Payable
Detached Dwelling	1,924.01	674.58	902.35	687.62	2,442.11	6,630.67	per lot	Subdivision Approval
Two Family Dwelling	2,338.99	1,349.16	1,804.69	1,375.23	4,884.22	11,752.29	per lot	Subdivision Approval
Attached Dwelling	9.93	5.16	4.17	5.26	18.67	43.19	per m2 of total floor area	Building Permit Issue
Multiple Dwelling	14.80	4.98	3.31	5.07	18.03	46.19	per m2 of total floor area	Building Permit Issue
Commercial	18.86	3.10	2.89	3.15	2.23	30.23	per m2 of total floor area	Building Permit Issue
Industrial	5.66	1.26	1.99	1.29	0.91	11.11	per m2 of total floor area	Building Permit Issue
Institutional	18.86	3.10	2.89	3.15	2.23	30.23	per m2 of total floor area	Building Permit Issue

NO. 21-XXX

DEVELOPMENT COST CHARGES BYLAW, AMENDMENT BYLAW

A BYLAW OF THE CITY OF VICTORIA

The purpose of this Bylaw is to amend the Development Cost Charges Bylaw No. 17-020.

Under its statutory powers of the *Community Charter*, the Municipal Council of The Corporation of the City of Victoria enacts the following provisions:

1 This Bylaw shall be cited as the “DEVELOPMENT COST CHARGES BYLAW, AMENDMENT BYLAW (NO. 3)".

2 That Development Cost Charges Bylaw No. 17-020 is amended by replacing Schedule A with Schedule A attached to this Bylaw.

READ A FIRST TIME the	day of	2021.
READ A SECOND TIME the	day of	2021.
READ A THIRD TIME the	day of	2021.
ADOPTED on the	day of	2021.

CITY CLERK MAYOR

Schedule A to Bylaw
No. 21-XXX
Development Cost Charges
(All amounts in dollars)

	Transportation	Water	Drainage	Sewage	Parkland Acquisition and Development	Total Development Cost Charge		When Payable
Detached Dwelling	1,945.17	682.00	912.28	695.18	2,468.97	6,703.60	per lot	Subdivision Approval
Two Family Dwelling	2,364.72	1,364.00	1,824.54	1,390.36	4,397.95	11,881.57	per lot	Subdivision Approval
Attached Dwelling	10.04	5.22	4.22	5.32	18.88	43.68	per m2 of total floor area	Building Permit Issue
Multiple Dwelling	14.96	5.03	3.35	5.13	18.23	46.70	per m2 of total floor area	Building Permit Issue
Commercial	19.07	3.13	2.92	3.18	2.25	30.55	per m2 of total floor area	Building Permit Issue
Industrial	5.72	1.27	2.01	1.30	0.92	11.22	per m2 of total floor area	Building Permit Issue
Institutional	19.07	3.13	2.92	3.18	2.25	30.55	per m2 of total floor area	Building Permit Issue

Committee of the Whole Report
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 11, 2021
From:	Chris Coates, City Clerk		
Subject:	World Tuberculosis Day – March 24, 2021		

RECOMMENDATION

That the *World Tuberculosis Day* Proclamation be forwarded to the March 18, 2021 Council meeting for Council's consideration.

EXECUTIVE SUMMARY

Attached as Appendix A is the requested *World Tuberculosis Day* Proclamation. Council has established a policy addressing Proclamation requests. The policy provides for:

- A staff report to Committee of the Whole.
- Each Proclamation request requiring a motion approved at Committee of the Whole prior to forwarding it to Council for their consideration.
- Staff providing Council with a list of Proclamations made in the previous year.
- Council voting on each Proclamation individually.
- Council's consideration of Proclamations is to fulfil a request rather than taking a position.

A list of 2020 Proclamations is provided as Appendix B in accordance with the policy. Consistent with City Policy, Proclamations issued are established as fulfilling a request and does not represent an endorsement of the content of the Proclamation.

Respectfully submitted,

Chris Coates
City Clerk

List of Attachments

- Appendix A: Proclamation "*World Tuberculosis Day*"
- Appendix B: List of Previously Approved Proclamations

"WORLD TUBERCULOSIS DAY"

WHEREAS *Tuberculosis, a preventable, treatable, and curable disease, is the leading cause of infectious death globally, claiming 1.5 million lives in 2018; and*

WHEREAS *Tuberculosis has impacted more than 1,700 individuals living in Canada, including more than 250 people residing in British Columbia in 2018; and*

WHEREAS *Globally, the pandemic has further impacted the lives of vulnerable populations, who have challenges accessing both COVID-19 and tuberculosis services; and*

WHEREAS *the City of Victoria supports individuals and organizations committed to raising awareness through education, fundraising, and support for individuals and families impacted by tuberculosis in Canada and around the world; and*

NOW, THEREFORE *I do hereby proclaim Wednesday, March 24th 2021 as "**WORLD TUBERCULOSIS DAY**" on the HOMELANDS of the Lekwungen speaking **SONGHEES AND ESQUIMALT PEOPLE** in the **CITY OF VICTORIA, CAPITAL CITY** of the **PROVINCE** of **BRITISH COLUMBIA.***

IN WITNESS WHEREOF*, I hereunto set my hand this 18th of March, Two Thousand and Twenty-One.*

_____

LISA HELPS
MAYOR
CITY OF VICTORIA
BRITISH COLUMBIA

Sponsored by:
Harsimran Grewal
Results Canada

Appendix B

Council Meetings	Proclamations
9-Jan-20	Crime Stoppers Month - January 2020
23-Jan-20	International Day of Zero Tolerance for Female Genital Mutilation - February 6, 2020 Eating Disorder Awareness Week - February 1 to 7, 2020
13-Feb-20	Heritage Week 2020 - February 17 to 23, 2020 British Isles Historic Festival Day - February 22, 2020 Chamber of Commerce Week - February 17 to 21, 2020
27-Feb-20	International Women's Day and Week - March 8, 2020 and March 8 to 15, 2020 Tibet Day - March 10, 2020
12-Mar-20	Purple Day - March 26, 2020 World Down Syndrome Day - March 21, 2020 Parkinson's Awareness Month - April 2020
9-Apr-20	Human Values Day - April 24, 2020 Melanoma Awareness Month - May 2020
23-Apr-20	Global Love Day - May 1, 2020 Apraxia Awareness Day - May 14, 2020
14-May-20	National Missing Children's Month and Missing Children's Day - May 2020 and May 25, 2020 Falun Dafa Day - May 13, 2020 Do Something Good For Your Neighbour Day - May 16, 2020
28-May-20	Honouring the National Day of the Republic of Azerbaijan - May 28, 2020 National Accessibility Week - May 31, 2020
11-Jun-20	World Refugee Day - June 20, 2020 International Medical Cannabis Day - June 11, 2020 World Refigeration Day - June 26, 2020 Longest Day of Smiles - June 20, 2020
18-Jun-20	International Women in Engineering Day - June 23, 2020
25-Jun-20	Pride Week - June 28 to July 5, 2020 Parachute National Injury Prevention Day - Jul 6, 2020
23-Jul-20	World PVNH Disorder Awareness Day - August 7, 2020 Hibashuka Remembrance Week - August 2 to 9, 2020
6-Aug-20	National Polycystic Kidney Disease Awareness Day - September 4, 2020 Mitochondrial Disease Awareness Week – September 13 to 19, 2020 International Overdose Awareness Day – August 31, 2020
3-Sep-20	United Way Month - September 2020 Jaswant Singh Khalra Day - September 6, 2020
1-Oct-20	International Day of Older Persons - October 1, 2020 Wrongful Conviction Day - October 2, 2020 Small Business Month - October 2020 Fire Prevention Week - October 4 – 10, 2020
8-Oct-20	Taoist Tai Chi Arts 50th Anniversary - November 7, 2020 Energy Efficient Day - October 7, 2020
15-Oct-20	Waste Reduction Week - October 19 to 27, 2020 World Pneumonia Day - Pneumolight - November 12, 2020
22-Oct-20	Respiratory Therapy Week - October 25 to 31, 2020
5-Nov-20	Respiratory Therapy Week - October 25 to 31, 2020
12-Nov-20	Rising Economy Week - November 16 - 20, 2020 Day of Awareness for Survivors of Financial Abuse and Economic Injustice - November 26, 2020 Orange Days: End Violence Against Women and Girls - November 25, 2020 to December 10, 2020 World Diabetes Day - November 14, 2020
3-Dec-20	National Day of Remembrance and Action on Violence Against Women - December 6, 2020

Council Member Motion
For the Committee of the Whole Meeting of March 18th, 2021

To:	Committee of the Whole	**Date:**	March 9th, 2021
From:	Councillor Loveday and Mayor Helps		
Subject:	Continued Pedestrianization and Animation of Broad Street		

Background

In spring 2020, the City created temporary public space initiatives to help local businesses respond to the COVID-19 pandemic. These initiatives, part of Build Back Victoria, have been extended through to October 2021. One of the most notable successes of Build Back Victoria has been the pedestrianization and activation of the 1000 block of Broad Street. In response to the great success of this pilot project, Council has received a petition from the majority of local businesses on Broad Street asking for the street to be permanently closed. (See attached.)

Infrastructure including lighting, benches, a planter, and a little free library have been added to Broad Street, adding vibrancy and a sense of place. These small interventions could be considered for long-term installation and added to and improved upon if the Broad Street closure were to be continued. Local businesses have stated a desire to participate in further placemaking efforts, including working with the DVBA to develop hyper-local branding for the street as has occurred on Lower Johnson (LoJo) and Fort Street (Fabulous Fort). By signaling council's support for ongoing pedestrianization of the 1000 Block of Broad Street, businesses will be given more security in their planning.

It is important for the City of Victoria to support local businesses through the economic challenges of COVID-19. Businesses on the 1000 block of Broad Street have requested a permanent pedestrianization of their block of Broad Street. It is recommended that Council direct staff to extend the pedestrianization of Broad Street through to the end of 2021 and include the ongoing pedestrianization of Broad Street as a 2022 action in the appropriate workplan, capital planning, and budget documents.

Staff will be bringing a report to Council in April as a report back from the Build Back Victoria consultation with businesses and other stakeholders and will be making recommendations for the program for 2021. We are keen to see that report and the recommendations that will flow from it; at the same time we want to proactively support the efforts of the Broad Street busiensses as soon as possible so they can begin to plan for and invest in their 2021 season.

Recommendations

1. That Council direct staff to continue the pedestrianization of the 1000 block of Broad Street until the end of 2021 as part of the continuation of the Build Back Victoria program.

2. That Council direct staff to include the ongoing pedestrianization of Broad Street as a 2022 action item in the appropriate workplans, ensuring access to accessible parking, adequate loading zones, and continued time-limited access for deliveries to service local businesses.

3. That Council direct staff to include investments in animation and infrastructure of the 1000 block of Broad Street in future capital planning and budget discussions.

Respectfully submitted,



Councillor Loveday



Mayor Helps

"Dear City of Victoria Mayor and Council,

We, the undersigned, respectfully request that you consider the permanent closure of traffic to Broad Street's 1100 block.

Under the Build Back Victoria program, the 1100 block of Broad Street has been closed to traffic. Despite Covid, this closure brought life to our block. Locals came to enjoy the cafe and restaurant, to listen to live music, and they stayed to shop in our locally owned boutique shops and salons.

Guests to our street frequently remarked how it "felt like a street in Europe," with the energy and warmth.

Closing down the block will also allow us to work with the DVBA to brand the 1100 block of Board street as it's own unique space.

The 1100 block of Board street is perfectly situated for this use. Its location just off of Government makes it a gem for visitors to the City to discover. Making it a special place will draw visitors who may not have left Government Street to our small local businesses. Closing the street would only remove 8 street parking spaces, and there is ample parking in Robbin's parkade at the end of the block. The 1100 Broad street block not a through street on either side, so there will be minimal disruption to traffic flow.

Moving forward to close the street will allow the business to invest in outdoor infostructure instead of spending money on temporary solutions that may end up in landfills after the Build Back Victoria program ends. Companies would put time, effort and money into their outdoor spaces that would be beautiful and functional for years to come.

We would continue to use some of the beautiful additions already added to the block, such as; overhead lighting, movable public benches, a planter and a free library box.

The current system of allowing delivery before 10 am is very functional. We want to work with the City to ensure ample pickup and drop-off areas are available.

We are hopeful that the Council will consider our request and move quickly to help us create a "scene" that will be the talk-of-the-town by locals and visitors alike.

Thank you for your consideration. "

Business Address	Business Name	Contact email	Signature
1011 Broad Street	Pagliacci's	[redacted]	
2-1007 Johnson	BURR	[redacted]	Alle

Business Address	Business Name	Contact email	Signature

"Dear City of Victoria Mayor and Council,

We, the undersigned, respectfully request that you consider the permanent closure of traffic to Broad Street's 1100 block.

Under the Build Back Victoria program, the 1100 block of Broad Street has been closed to traffic. Despite Covid, this closure brought life to our block. Locals came to enjoy the cafe and restaurant, to listen to live music, and they stayed to shop in our locally owned boutique shops and salons.

Guests to our street frequently remarked how it "felt like a street in Europe," with the energy and warmth.

Closing down the block will also allow us to work with the DVBA to brand the 1100 block of Board street as it's own unique space.

The 1100 block of Board street is perfectly situated for this use. Its location just off of Government makes it a gem for visitors to the City to discover. Making it a special place will draw visitors who may not have left Government Street to our small local businesses. Closing the street would only remove 8 street parking spaces, and there is ample parking in Robbin's parkade at the end of the block. The 1100 Broad street block not a through street on either side, so there will be minimal disruption to traffic flow.

Moving forward to close the street will allow the business to invest in outdoor infostructure instead of spending money on temporary solutions that may end up in landfills after the Build Back Victoria program ends. Companies would put time, effort and money into their outdoor spaces that would be beautiful and functional for years to come.

We would continue to use some of the beautiful additions already added to the block, such as; overhead lighting, movable public benches, a planter and a free library box.

The current system of allowing delivery before 10 am is very functional. We want to work with the City to ensure ample pickup and drop-off areas are available.

We are hopeful that the Council will consider our request and move quickly to help us create a "scene" that will be the talk-of-the-town by locals and visitors alike.

Thank you for your consideration. "

Business Address	Business Name	Contact email	Signature
1011 Broad Street	Pagliacci's	[redacted]	
1008 Broad	Simply The Best	[redacted]	

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Business Address	Business Name	Contact email	Signature
1011 Broad Street	Pagliacci's	[redacted]	Nigel
1014 Broad St	Decade Mode	[redacted]	
1004 Broad St	Gold Door Co.	[redacted]	

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Business Address	Business Name	Contact email	Signature
1011 Broad Street	Pagliacci's	[redacted]	
1002 Broad St	Macchiato Caffe	[redacted]	
1015 Broad St	Treck Wear	[redacted]	
1012 Broad St	Bon Macaron	[redacted]	

Council Member Motion
For the Meeting of March 18, 2021

To:	Committee of the Whole	**Date:**	March 10, 2021
From:	Mayor Lisa Helps and Councillor Andrew		
Subject:	Municipal Regional District Tax (MRDT)		

BACKGROUND

In British Columbia, destination marketing at the community level is governed through the Municipal Regional District Tax (MRDT). An optional 2% or 3% lodging tax which is an extension of the PST on fixed rood accommodation of 4 units or more. The MRDT is managed by the Ministry of Finance and Destination BC. There are currently 60 communities in BC participate in the MRDT system.

Under the MRDT system, tourism promotions and projects are the defined as the permitted uses. In 2018, affordable housing initiatives were added based on new incremental MRDT from Airbnb, an Online Accommodation Platform (OAP). In their presentation to Council at the March 18th Committee of the Whole Meeting Destination Greater Victoria will provide further information on this and other initiatives in their five year plan.

The MRDT mandate must be renewed every five years, with the foundational element being a high-level five-year strategy. Destination Greater Victoria (previously Tourism Victoria) has operated as the official Destination Marketing Organization for the region since 1974.

In 2016 significant changes were made to modernize Victoria's approach to the system including moving to a five year renewal (2017-2021), aligned with most municipalities in BC, Destination Greater Victoria deepening its partnership with the City of Victoria to lead the sales and marketing at the Victoria Conference Centre. The MRDT rate increasing from 2% to 3% (0.2% of the 3% MRDT Communities retained by Province of BC is to support their Major Tourism Event Programs) and the industry voluntarily agreed to make a $1 Million contribution to the David Foster Harbour Pathway, payable over 10 years.

The application process started in March 2020 but was delayed due to the pandemic. The Municipal and Regional District approval is due to Destinations BC by the first week of April 2021. If the application is not reviewed by Ministry of Finance by June 30, 2021 the tax will be rescinded and the strategic tool will no longer be available. A motion of Council is required to proceed with the MRDT application and continued sales and marketing partnership with Destination Greater Victoria.

RECOMMENDATION

That Council:

1. Approve the five-year renewal of the MRDT.
2. Approve the new incremental MRDT from Airbnb OAP for affordable housing initiatives.
3. Approve that Destination Greater Victoria continue to operate as the Official Destination Organization for the City of Victoria and eligible entity for MRDT from 2022-2026 based on the foundation of the five-year plan presented.

Respectfully submitted,



Mayor Lisa Helps



Councillor Andrew

Council Member Motion
For the Committee of the Whole Meeting of March 18th, 2021

To:	Committee of the Whole	**Date:**	March 11, 2021
From:	Mayor Helps, Councillor Loveday and Councillor Andrew		
Subject:	Support for an Arts Hub Pilot Project		

Background

The City of Victoria recognizes the need for increased support for arts and cultural spaces including the need for the creation of an Arts Hub. Council's 2015-2018 Strategic Plan included a goal of creating a "new Arts Centre" to serve "as a cultural hub". The 2018-2022 Strategic Plan includes two priorities related to the creation of an arts hub. The first strategic priority is for the City to "continue to support ongoing efforts to launch a Creative Hub" and the second is to "support arts, culture and innovation venues and spaces."

The *Create Victoria* arts and cultural masterplan also calls for the introduction of "an arts incubator or hub as part of the cultural spaces planning." Further, *Create Victoria* states:

> Cultural clusters and hubs are a geographically defined area where there is a concentration of cultural activity which can include cultural institutions, arts and cultural venues, live-work spaces for artists, cultural businesses and creative industries. These hubs provide opportunities for public participation, the incubation of ideas, networking and cultural production. Cultural clusters and hubs can help regenerate neighbourhoods or downtown cores to attract new residents and services.

The City of Victoria had been playing a key role in discussions regarding the creation of an Arts Hub at 28 Bastion Square. This exploration is now out of the City's hands and even if this space is selected by the provincial government as an ideal site for an arts hub, it would be many years until the building would be ready for occupation.

Meanwhile, an opportunity has arisen which could help the City of Victoria quickly and cost-effectively achieve strategic priorities while not increasing the burden of work for City Staff. Theatre SKAM has put an offer to lease 851 Johnson Street, a space that could serve as a pilot-project for an Arts Hub. (See attached letter.) This space could potentially offer a new accessible black box theatre, office and creation space for arts organizations, rooms to rent, a script library, visual artist studio space, and storage of shared theatre equipment. It is also close to the Metro Theatre and the Victoria Conservatory of Music making it a good fit for the beginning of a small cultural cluster as defined in Create Victoria.

There is less than two years between now and the end of Council's current strategic plan. With City budgets tightened by COVID-19 and staff with already full workloads, this proposal from Theatre SKAM may be the City of Victoria's only opportunity to achieve an Arts Hub within this Council term. Supporting this project on a five-year pilot project basis with opportunities

to renew will allow our community to realize the benefits of an Arts Hub, while evaluating and planning for longer term needs.

We understand that there are other cultural spaces that also need funding and look forward to seeing the staff recommendations coming forward to Council at the March 18th 2021 Committee of the Whole meeting with respect to cultural spaces funding. We are bringing forward this application from Theatre SKAM at the same meeting as an additional and time-sensitive funding request.

Theatre SKAM has a limited time (six business days as of today's meeting) to secure the space at 851 Johnson Street to the benefit of the wider arts community. It is recommended that Council endorse this proposal from Theatre SKAM and financially support the project.

Recommendations

1. That Council supports Theatre SKAM's proposal to operate an "Arts Hub" pilot project primarily focused on the performing arts.
2. And that Council grant $40,000 in one time funding from the City's contingency budget and $20,000 in annual funding for a period of 5 years from new assessed revenue, to achieve the City's goals of setting up an Arts Hub in downtown Victoria, and to help make Theatre SKAM's proposal financially viable.
3. That this recommendation be forwarded to the daytime Council Meeting of March 18th.

Respectfully submitted,

Mayor Helps | Councillor Loveday | Councillor Andrew

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March 14, 2021

Dear Mayor Helps and Councilors,

We write with great excitement in regards to a new cultural space in Victoria.

Theatre SKAM is on the verge of signing a lease for a space that will serve as a performance hub for independent artists and for small and medium performance companies. With an offer to lease signed, we seek your support in as timely a fashion as you are able.

We know this matter is of import to council as the past two iterations of the city's strategic plan have made direct mention of a hub for artists.

In the previous strategic plan, the city listed the following outcome for 2017: "A new arts centre serves as a cultural hub."

That same year, we wrote to the city: "Our organization is willing to take the lead on operating a downtown space that can act as a cultural hub. Perhaps the city has an existing space that can house several arts organizations."

The current 2019-22 strategic plan includes: "Continue ongoing support efforts to launch a Creative Hub for Arts"

The Create Victoria Arts and Culture Master Plan includes a cultural policy that firmly values the role of artists and creativity in our society and this is reflected in the Values and Guiding Principles of this plan. There are several other summary points in this plan that this project directly responds to. The "understanding cultural clusters and hubs" section on page 14 speaks to the grassroots emergence of this opportunity.

Having been at the table for the conversations regarding 28 Bastion Square, we remain keen on that project, and we do not think this replaces it. (It's not large enough to accommodate the same number of artists.) So far, the province has yet to resume work to make 28 Bastion happen, and if it does, it will be years before anyone can step inside that space. This project is poised to be confirmed by the end of March, 2021.

We view this remarkable opportunity as a pilot project: a shared performance hub, managed by artists, for artists. The centrepiece of the space will be a versatile black box performance space (approximately 30 feet by 40 feet). A smaller second studio (18 feet by 30 feet) will be used for rehearsals, smaller performances, teaching, and small-scale visual art shows. We envision six offices available to rent by performance companies at below market rates. We'll have hot desks for artists who need a space to work in an encouraging environment. Other ideas emerging include: script library, visual artist painting room for rent by the hour, and storage of shared theatre equipment. This generation and support of the creative industries will fuel the downtown creative economy.

The space we are looking at is at 851 Johnson Street (formerly Ageless Market). The 7200 square foot space was advertised at a monthly rent of $7500. We have negotiated with the landlord,

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Starlight investments, for monthly support with the rent. (We'll pay the full rent and they will commit to donating $2500 to SKAM monthly.) The lease is for ten years with an option to renew for another five.

At the moment we inhabit a former retail space on Fort Street, supported by PARC Retirement Living. Even with the future landlord support, this move to Johnson Street means our rent will go from $0 annually to $60,000. We have budgeted for that increase.

We're investing in gear that will last beyond this space, and we were recently granted support from BC Arts Council in the amount of $25,000 for this purpose.

We have an option for first refusal on the space in 851 Johnson currently occupied by the cannabis retailer there.

We have opened the door to working with the developer as they eventually develop that property.

Having conversed with granting officers at the municipal, provincial and federal levels, as well as at foundations, we have identified five infrastructure grants we can apply for to complete the initial phase of construction, which will include: Changes to exits and washrooms to meet the usage as Cultural Facility/ Assembly, constructing walls for two studios, constructing walls for artists' offices and meeting rooms, installation of lighting grids in both spaces, and purchase of sound equipment.

We have conversed with several artist groups who are in a position to rent offices monthly. Our experience operating our studio (former retail store) on Fort Street indicates there is need for space among the independent arts community. We've served visual artists hanging their own work for a weekend sale, a brass band ensemble, rock bands making videos, ad-hoc theatre groups making shows, and teaching-artists running workshops.

Our membership in ProArt Alliance and our conversations around the table regarding 28 Bastion Square have connected us with arts groups from multiple disciplines, and with independent visual artists. To date we have commitments for office space from: Puente Theatre, SNAFU Theatre and Impulse Theatre.

With all the other pieces in place, we come to the city for the final push. Support from the city now will be the move that makes a hub for performing artists possible.

With great respect, we request the city provide a modest first contribution towards the first phase of construction and annual support to assist in operations.

An initial contribution to infrastructure will go a long way to secure matching funds. We have diligently saved and hold in reserve an amount of $40,000. We have private donors committed to $20,000. We need to get to $200,000 in a few short months for the first phase of work.

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Please, will the city consider matching our initial investment of $40,000 in the infrastructure of this project?

We also know that our resources cannot be stretched thinner than they are. With this in mind, we seek a strategic investment from the city for a yearly contribution of $20,000, ideally for ten years with the potential for a five-year extension. We appreciate the city generally works in five-year cycles.

We know there are existing programs for support of artists and we access those. We receive operating funding from the CRD Arts Development Fund to which the city contributes. This amount for us is $39,000 annually. The city has supported our festival with $10,000 annually. We have accessed strategic plan grants to deliver arts during the pandemic, usually about $5000 annually. These are drops in an annual budget bucket that has exceeded $500,000 annually. We have a core staff of four. Managing a shared space is beyond our current revenues.

Naturally the support of a founding partner would be recognized in a significant way. We are adept at recognizing sponsors and supporters. We'd be keen to partner with the city on space for the artist in residence and Indigenous artist in residence programs. We pledge to manage an inclusive, participatory space.

It is our hope that our request is reasonable, and relatively low risk, given that the result will be a new arts space that will serve hundreds of artists and thousands of community members annually.

After almost 30 years as a professional artist in Victoria, I am convinced this moment is a very rare opportunity. Truly, I have never seen an opportunity like this before: a large enough space without posts in the middle of it, a supportive landlord, and a collection of select stakeholders ready to contribute.

We hope the city will join us in meeting a strategic plan goal that we collectively have held since 2016.

Thank you for your time and consideration of this matter.



Matthew Payne
Artistic and Managing Producer
Theatre SKAM