



Active Transportation Network

Engagement Summary Report
Emerging Designs for Cook, Wharf and
Humboldt Street

July 2017 – January 2018 and March 2018



Introduction

To accommodate the wide range of transportation needs among residents, businesses and visitors, the City of Victoria has made it a strategic priority to help people get around safely, affordably, and efficiently. To support this priority, a connected network of protected bike lanes, pedestrian amenities and transit enhancements has been planned for the downtown core to encourage sustainable transportation choices and relieve the pressure from vehicles on our road infrastructure. When built by the end of 2018, Victoria will have 5.4 km of protected bike lanes in the downtown core connecting people of all ages and abilities to the places they want to go.

For 20 months, from July of 2017 to March of 2018, the City has engaged the community through a variety of consultation activities to inform the preferred designs for the Wharf, Humboldt and Cook Street corridors. Consultation activities were structured into three phases:

- Phase 1 – early engagement (July to October 2017)
- Phase 2 – emerging concept consultation (November 2017 – February 2018)
- Phase 3 – preferred design concept consultation (March 2018)

The engagement process started in the summer of 2017 with early outreach to some of the most impacted stakeholders to identify design objectives and understand opportunities and constraints. Throughout the fall and winter, we took the emerging designs to the public for their input on design options and considerations. We engaged with both people who live and work, own property, or provide services along each of the corridors, as well as the wider community. More than 1,000 stakeholders were directly involved over the consultation period. These community members reviewed the emerging designs and provided feedback on the project, including how the designs could be improved to balance the needs of all road users.

The feedback collected was used to inform the next phase of the design process – the development of the preferred design concepts. In March 2018, the preferred designs for the Wharf and Humboldt Street corridors were shared with the community, while the Cook Street corridor went through additional technical review to address concerns raised through the emerging concept consultation. Through consultation, we highlighted what we heard and how feedback was used to inform design recommendations that will be presented to Council, while still seeking feedback from impacted businesses and property owners.

This report summarizes each phase of engagement and how we engaged residents and business owners, what we heard, how the feedback was used at each stage to inform the preferred design concepts and next steps.

Phase One: Early Engagement – what we did

July 2017 – October 2017

Early Engagement with Directly-Affected Stakeholders

Starting in the summer of 2017 we began consulting with key stakeholders, agency partners, individuals and businesses to gain a clear understanding of the opportunities and constraints associated with the projects preliminary design concepts and design objectives.

10 meetings were held to discuss the Wharf Street corridor and 13 meetings were held to discuss the Humboldt corridor with some meetings used to discuss both corridors. These meetings represented the foundational starting point for emerging designs that would later be presented to the broader public. Below is a summary of the meetings:

Event	Date	Number of people who participated
<p>15 in-person meetings with private property owners, hotels, businesses, tourism reps, emergency service provides and agency partners including:</p> <ul style="list-style-type: none"> -The Victoria Regent Hotel - The Fairmont Empress Hotel - The Marriot Hotel - The Union Club - Sunrise Retirement Home - The Doubletree Hilton - Harbour Air - The Parkside Hotel - Victoria Police - Victoria Fire - BC Ambulance - BC Transit - The Disability Resource Centre - ICBC - Victoria Conference Centre 	July – October 2017	35
Downtown Residents Association	October 17, 2017	9
Fairfield Community Association Active Transportation Task Force Members	September 19, 2017	7
Humboldt Valley Residents Committee Meeting	September 6, 2017	22

Phase One: Early Engagement – what we heard:

Key themes heard:

- Improve safety of all road users (cyclists recognized as vulnerable road user)
- Improve functionality at intersections for motorists
- Retain as much on-street parking as possible
- Accommodate existing commercial, public transit and tourism related transportation needs
- Improved pedestrian experience and aesthetics (including street furniture, recycling and garbage containers etc.)
- Accessibility enhancements / pedestrian connectivity

Phase Two: Emerging Design Concepts – what we did

November 2017 – February 2018

Broad Community Engagement

In the fall of 2017, we consulted the broader community on the emerging designs through many different events and channels. A series of design options and design considerations were shared with the public, including rationale for the alignment choice and types of bicycle facilities. We asked the public what they liked about the design concepts and how the design concepts could be improved. Approximately 775 participants were engaged through Wharf Street consultation discussions and 900 participants engaged through Humboldt Street engagement discussions (through both traditional and online engagement activities). Below is a summary of the engagement activities:

Event	Date	Number of people who participated
Humboldt Valley Residents Committee Meeting	November 15, 2017	60
Business Breakfast Drop-In	December 1	20
Public Open house	December 7	180
1208 Wharf Street Tenant Information Session	December 13	15
Humboldt at Douglas On-Street Event	November 27	120
Wharf Street Pop-Up On-Street Event	November 28	45
Cook Street at Pandora Pop-Up On-Street Event	November 29	100
Walking Tours (6 total)	December 2 – 7	17

Information packages delivered door-to-door and information boards on display at City Hall	November & December 2017 – Various dates, more than 300 packages delivered
Project information packages included purpose, rationale, previous consultation findings, high level policy and design guidance, and plan-view images of the emerging concepts	

Online Engagement

Story Map and Online Survey: To make it easier for people to view the emerging designs, we introduced an online story map, which aimed to explain the network as a whole.

The story map explained how we the proposed network came to be. It highlighted progress on Pandora Avenue, Fort Street and then featured an online survey which ran from November 15, 2017 to January 15, 2018. In total 1,395 comments were received by 537 survey participants.

Project webpage: Updates to the project website provided the most up-to-date designs and emerging concepts

Social Media Engagement

Engagement on the emerging designs was one of the most successful consecutive social media campaigns the City completed in 2017. Using Facebook as a platform, the campaign resulted in the most engagement for a non-promoted post, highest reach and number of comments.

A strategic approach was taken in order to draw out meaningful conversations around the emerging designs on each corridor. When negative comments were made, follow up questions to draw out specific dialogues were made by the City in order to try to keep people on topic and providing feedback that would assist in refining the emerging concept designs.

In total, across several Facebook posts the City reached 44,134 people in the Greater Victoria region. Twitter and Instagram were also used to promote the online survey and in-person engagement events.

A more detailed social media summary is attached as an Appendix C.

Phase Two: Emerging Design Concepts – what we heard

November 2017 – February 2018

OVERARCHING THEMES

Key themes heard:

- Support for the proposed routes on Wharf and Humboldt with concerns related to prioritization of Cook Street over Vancouver Street

- Support for the emerging design concepts and opportunities to make cycling more comfortable and convenient while improving pedestrian amenities and the public realm
- Overall recognition that the emerging concepts provide a better balance for accommodating vulnerable road users (people on bicycles and foot) while retaining on-street parking / loading / transit and maintaining adequate vehicle service and circulation
- Accessibility and landscaping are important design considerations for every corridor
- Concerns regarding the perceived and/or actual impacts to vehicle congestion, on-street parking / loading loss, and access to private property
- Recognition that there could be further improvements for cycling, pedestrians, and transit amenities on the routes at the expense of on-street parking and accommodation of motor vehicles
- Concern that the planning and design process is moving too quickly

WHARF STREET

Key themes heard:

- General support for a two-way protected bike lane on the west side of the street (recognizing it minimized impacts to parking and reduced the number of intersection conflict points)
- Pedestrian and accessibility improvements are welcomed
- Protected bike lanes are needed on Wharf Street – concerns about safety from current cyclists
- Wharf is a highly utilized corridor for pedestrians and cyclists heading towards James Bay and the Legislative Precinct from Vic West, Esquimalt and the Regional Trail network
- Design and access to driveways and lower parking lots need to be safe and convenient for all road users
- Support for enhanced accessibility, public realm and landscape amenities
- Concern about pedestrian and cyclists being mixed – each user needs their own space
- Retain / offset / improve on-street parking, loading and transit stops
- Improve traffic flow and mitigate further traffic congestion

Directions which informed the Preferred Functional Design

- Continue to pursue design with a two-way protected bike lane on west side of the street
- Place a great deal of attention to the design at intersections and other junctions to balance the safety and convenience of all road users.
- Do not mix pedestrian and bikes – provide separate spaces
- Assess opportunities to further enhance pedestrian crossings where warranted, particularly at Yates Street, Bastion Square and Government Street
- Continue to consult with developers, businesses, service providers and BC Transit on balancing on-street parking, loading and Transit facilities
- Hotel, taxi, and general purpose loading zones to be maintained
- Access to storefronts or residences to be maintained
- Retain adequate levels of service for the movement of vehicles, transit and commercial goods

- Explore locations for parking stalls on adjacent streets; loss of parking has the potential to negatively impact businesses as lack of parking is cited as the number one complaint they hear from customers
- Consider busy tourist areas to ensure safety in mixing zones with cyclists
- Accommodate tourist buses and pedi-cab operational needs
- Driveways from the lower parking lots near Ship Point will require extra attention – consideration for pedestrian volumes, grade, sight-lines and cycling traffic will inform safe design treatments
- Consider horse drawn carriage routing and implications
- Consider scheduling for construction with tourism season

HUMBOLDT STREET

Key themes heard:

- General support for the shared-use design because it accommodates on-street parking and traffic-calms the street
- Concerns that the design was not perceived to be “All Ages and Abilities” because of the shared-use with vehicles
- Support for being able to travel from Wharf onto Humboldt at Government Street
- Concerns about potential impacts on business if vehicle access is only available from Penwell or Blanshard Streets
- Support for ‘normalizing’ the Douglas and Humboldt intersection by closing access of vehicles from Douglas onto Humboldt – seen as a traffic calming and safety improvements with opportunity for placemaking
- Loading and passenger areas in front of / adjacent to condominium buildings are critical to support residential needs
- Planning for and communications with tour bus operators needs to be considered
- Traffic circle designs on Vancouver are preferred over access restrictions at Vancouver / Fairfield
- Some stakeholders unclear of project need – corridor should be left as is without any changes

Directions which informed Preferred Functional Design:

- Continue with the approach to ‘normalize’ the Douglas and Humboldt intersection so a shared use condition east of Douglas is feasible
- Consider additional traffic calming features and new pedestrian crossing at St. Anne’s Academy to ensure vehicle speeds are reduced to less than 30 km / hr and traffic volumes are reduced to suitable levels
- Access to storefronts or residences must be maintained
- Continue with designs which accommodate additional on-street parking
- Review intersection and driveway designs to ensure the safety and convenience of all road users is balanced
- Hotel and general purpose loading zones must be maintained on both sides of street
- Access to storefronts or residences must be maintained

- Review sightlines and safety for side streets to accommodate additional vehicles if Douglas street is closed
- Consider lighting and wind in plaza design at Douglas street
- Consider horsedrawn carriage routing and implications
- Consider scheduling for construction with tourism season

COOK STREET

Key themes heard:

- Strong support for a north-south “All Ages and Abilities” (AAA) bike lane corridor connecting existing and future bicycle routes and associated pedestrian improvements
- Desire to retain four lanes for vehicles – significant concerns about impacts on roadway congestion.
- Support for further traffic calming / beautification of the corridor
- Support for retention of mature trees
- Motorists are generally not in support of any turning restrictions at intersections (eg: no right on red)
- Concerns regarding proposed mixing zones at intersections and bus stops
- Desire for extending AAA cycling connections to suitable locations to improve transitions (extend past proposed scope of project)
- Strong recommendations to reconsider prioritizing Vancouver Street as a north-south AAA bike lane corridor
- Support for connecting to village centres and Dallas Road
- Concerns around on-street parking and loading zone access

Directions which informed Preferred Functional Design

- Continue to define intersection treatments and transit stop design and complete associated analysis on impacts to vehicle level of service
- Explore a four lane design option to identify associated impacts and benefits
- Assess feasibility of extensions North to Mason Street and South to Southgate or Oscar Streets
- Review benefits and impacts for locating bike lanes in boulevard adjacent to sidewalk - particularly between Meares and Pandora
- Access to storefronts or residences must be maintained
- Maintain on-street parking for commercial businesses wherever possible
- Maintain passenger and commercial loading zones where possible
- Re-asses suitability for Vancouver street as a North / South AAA corridor through impacts analysis and design concept development

Between January 15 and early March, City staff updated the emerging concept designs for the Wharf Street and Humboldt Street corridors to create the preferred conceptual designs, based on clear direction for improvements provided by the public, businesses and stakeholders. The feedback for the Cook Street corridor was complex and needed further in-depth analysis before preferred conceptual designs could be completed.

Phase Three: Preferred Design Concepts – what we did March 2018

To close the loop with the community and share how feedback collected in 2017 / 2018 was used to inform the preferred designs for the Wharf and Humboldt Street corridors, three on-street events were hosted to share the rationale for the preferred design concepts with the public.

The Cook Street corridor has not gone through the third phase of engagement as alternate design concepts are going through technical assessment. Additional consultation on alternate designs or alignments will be a Council decision following a report to Council in May of 2018.

Below is a summary of the engagement activities:

Event	Date	Number of people who participated
Wharf Street preferred concept design consultation	March 14	30
Humboldt Street preferred concept design consultation	March 15	75
Wharf and Humboldt Street preferred concept design consultation	March 16	40

The City's active transportation team also continued their ongoing outreach to a number of agency partners, transportation stakeholders and local businesses as the preferred functional designs were refined.

The focus of the engagement and reporting back out on what the City heard included:

- What the City heard from the public in the early engagement phase and what key priorities for the corridor were identified
- How the City changed the design based on feedback
- What the City heard from the public, but did not change the design and why
- Changes and impacts compared to the current situation for parking stalls, vehicle traffic flow, street trees, pedestrian enhanced crosswalks, and loading/taxi zones

A series of engagement events and direct communication to close the loop with businesses and stakeholders that took part in earlier phases of engagement was held in March.

- In-person postcard invitation drops to businesses and residential properties along the Wharf, Cook and Humboldt corridors

- A consultation session for Wharf Street businesses, residents and service providers on Wharf Street (a focus on Wharf, but Humboldt designs were also available and discussed)
- A consultation session for Humboldt Street businesses, residents and service providers on Humboldt Street (a focus on Humboldt, but Wharf designs were also available and discussed)
- Two consultation sessions at City Hall for both corridors
- General information on website
- General email updates
- Invite to Community Associations, Accessibility Working Group and Active Transportation Advisory Committee to attend sessions

Phase Three: Preferred Design Concepts – what we heard

March 2018

From the public participation that attended the preferred design concept consultation events, there was generally a high level of support for the design revisions that were made as a result of previous engagement feedback. It became clear that the preferred concept designs presented to the community were supportable with some minor adjustments suggested by the public. There were no major issues or significant concerns that came out of the phase three engagement process when City staff closed the loop with the community.

Key directions for the Wharf Street corridor continued to be finding a balance for all users and especially looking to add pedestrian amenities where possible, limit the loss of parking spots and concern over the impacts those losses could have on businesses and local residents, and safety concerns about busy locations where pedestrian and cyclist conflicts could occur in high tourist areas.

A further direction for the Humboldt Street corridor was the type of parking that would be put in place in some areas (20 minutes vs 90 minutes) as well as a strong consideration around garbage pickup in the residential condo towers on or near the corridor between Douglas and Blanshard.

Engagement Evaluation

Objective	Engage early with key influencers, stakeholders, residents, commuters, property owners, and business owners along Cook, Wharf and Humboldt Streets to inform them about planned projects and encourage participation in consultation events.	Tell the story and share information about the conceptual designs for the protected bike lanes along the three corridors.	Build long-lasting relationships, communications channels and overall trust with the key stakeholders and influencers along the three corridors.	Collect feedback to help inform the functional and detailed design plans.
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Actions to achieve objectives	<p>Held 15 meetings with key stakeholders in the summer and early fall, in advance of the more formal engagement window including:</p> <p>The Victoria Regent Waterfront Hotel, The Fairmont Empress Hotel, The Marriot Hotel, The Double Tree Hilton, The Aria, The Falls, The Belvedere, Sunshine Retirement, The Parkside, Victoria Police, Victoria Fire, BC Ambulance, BC Transit, The Disability Resource Centre and ICBC</p> <p>Attended three Community Association meetings prior to the formal engagement window</p>	<p>Hosted a display at City Hall with images of the emerging concepts</p> <p>Developed video to explain project history and key objectives</p> <p>Used story map, a new technology to make it easier for people to view the emerging designs and view the network as a whole</p> <p>Developed a strategic for social media campaign to draw out meaningful conversations on emerging designs</p>	<p>Answered questions on social media</p> <p>Door-to-door information package delivery along all three corridors to ensure those impacted were aware of the project and opportunity to provide input</p> <p>Ongoing offer to meet with businesses one-on-one to answer questions</p>	<p>Provided 7 different ways for people to learn more and share their input in a time and in a way that was convenient for them</p> <p>Hosted a business breakfast specifically for business to accommodate their schedule and needs</p> <p>Held on-street events and walking tours to capture users of the corridor, with diverse needs, who may not attend a more formal engagement event</p> <p>Provided an opportunity for residents and business owners to speak directly with staff and ask questions / share ideas</p>
Outcomes	<p>Collected feedback and ideas from key stakeholders and partner agencies to understand current transportation challenges and objectives and help inform the emerging designs</p>	<p>Most successful consecutive social media campaign in 2017 using Facebook (highest reach and comments for an unpaid campaign)</p> <p>Received earned media coverage through radio and print</p>	<p>Developed relationships with property owners, business owners residents and employees through door-to-door visits</p> <p>More than 100 new people signed up for the email distribution list</p>	<p>Connected with more than 1,000 residents and business owners</p>

Appendices:

Appendix A: Survey Comments

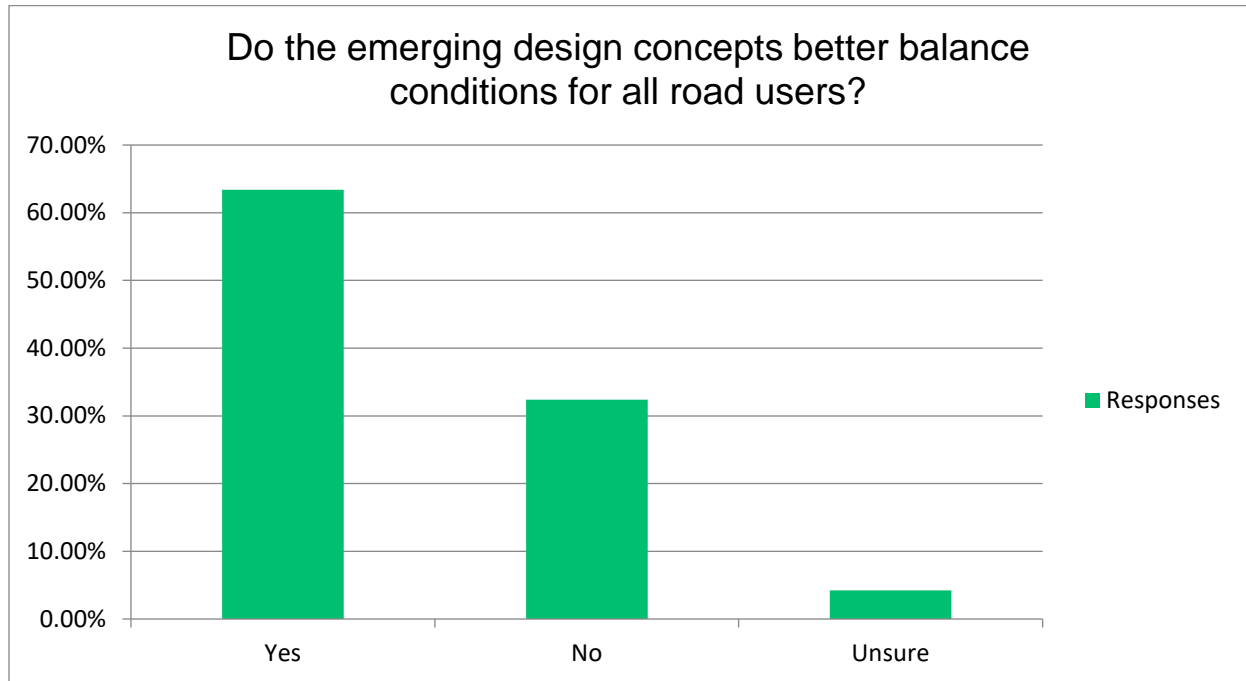
Appendix B: Email Correspondence

Appendix C: Social Media Summary

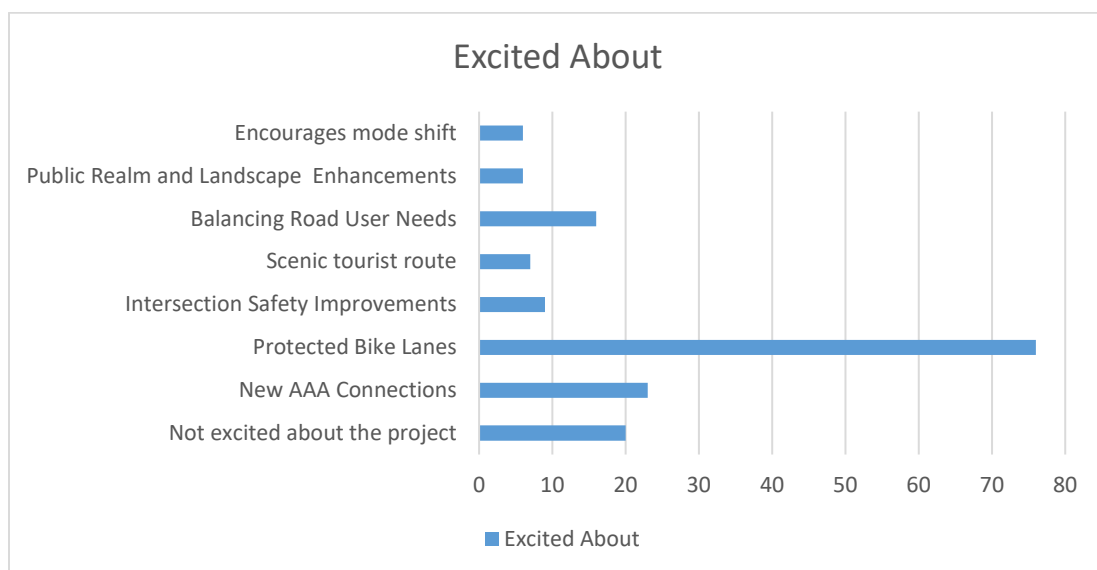
APPENDIX A: SURVEY FINDINGS

WHARF STREET FINDINGS

Question 1: Do the emerging concepts better balance conditions for all road users?



Wharf Question 2: What excites you about the emerging concepts?



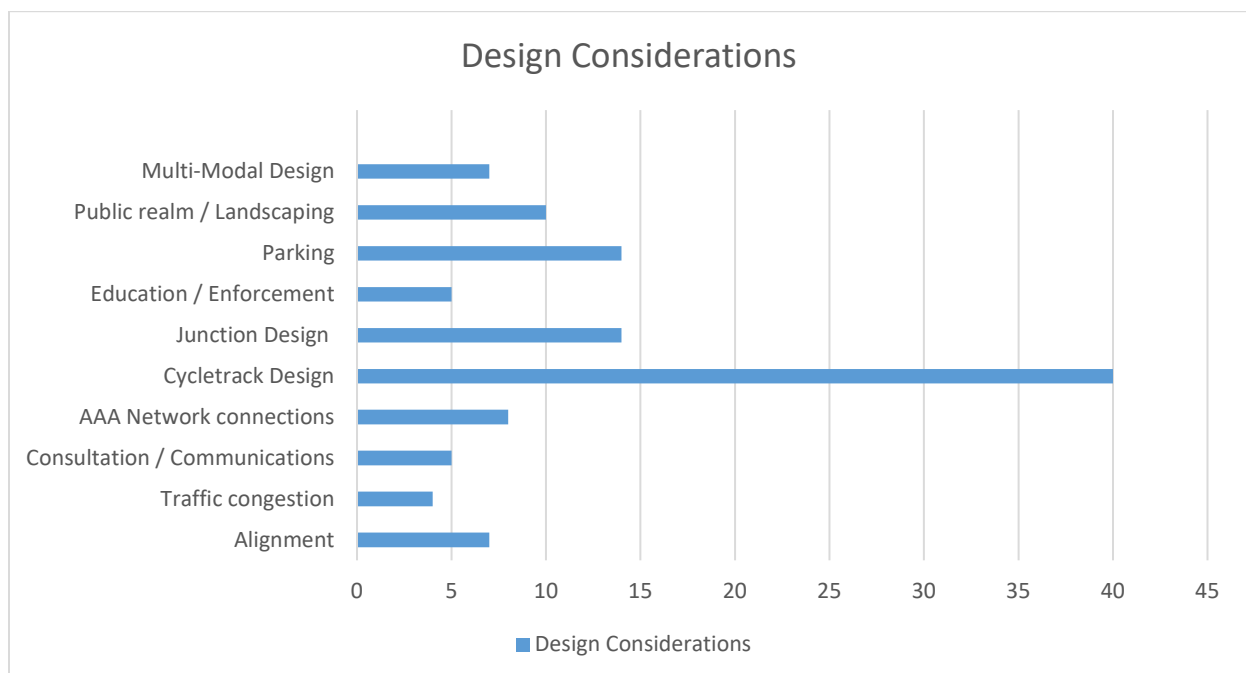
77% of responses (144/188) were **positive** including comments such as:

- “The protected bike lanes are the best and safest designs out there, it's exciting to see that level of world class design making it to the streets of Victoria”
- “Everything. Your team is doing amazing work! Protected lanes are very much needed along Wharf. With improved safety more people will start cycling and it also makes walking on the sidewalk nicer (quieter and less car exhaust). Having the bike lane on the waterfront side of the street will also make for a very scenic ride”
- “I use this road to cycle to work every day. Having a protected bike lane will be a huge improvement to safety and enjoyment of the ride, and the west side makes the most sense as there aren't intersecting roads on that side. Thank you for putting serious effort into improving cycling options in this city!”

23% of responses (44/188) **critiqued the design / project** including comments such as:

- “I do appreciate the amount of consultation, planning and work but I find myself cringing at the idea of yet another protected bike lane on a street that is already dreadful to use if you are a driver.”
- “I am concerned that this concept will slow traffic in the downtown core, making live difficult for commuters and creating pollution through increased idling of vehicles.”
- “These bike lanes are ridiculous and are making things incredible awkward for the thousands of people who pay to drive and park in this city as opposed to the few hundred who bike. not to mention effecting business in the downtown core by removing their parking and delivery space”

Wharf Question 3: How can the emerging designs be improved?



74% of responses (127/172) included constructive **design suggestions** including comments such as:

- “Keep them flat; Pandora and Cook St go up and down for driveways, bus stops, etc. That’s real work when you’re cycling with child in a trail-a-bike or Weehoo behind the bike.
- “I don’t like the mixing area between pedestrians and bikes. That just doesn’t work for me. Other than that looks good!”
- “Peds, bikes and motor vehicles need to be separated, designing a stepped or tiered system (with walkways being highest, and roadways lowest), could improve the visual look more than the abrupt curb to road drop-off”

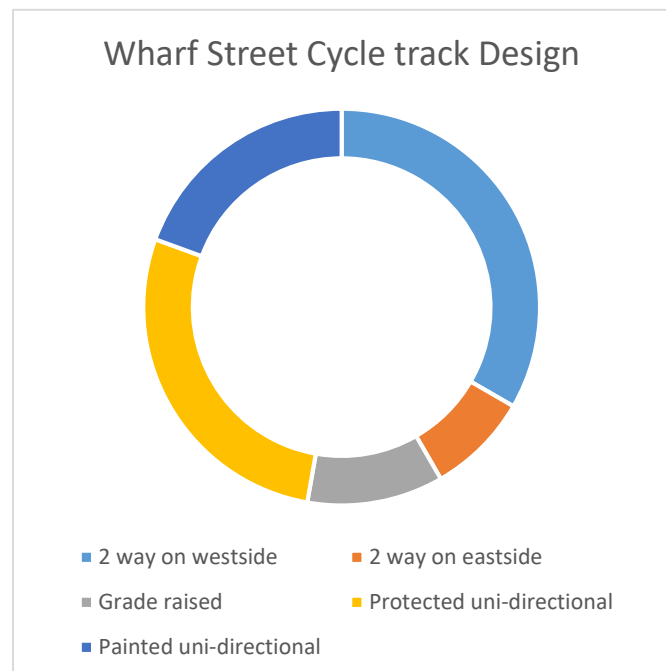
26% of comments (45/172) were **not supportive** of the project or design direction including testimonials such as:

- “Stop putting in protected bike lanes. I am a cyclist and I much prefer regular bike lanes”
- “I support bike lanes, however this is going too far. You are hurting local businesses and creating a vehicle traffic nightmare. There were already effective bike lanes on many streets”
- “I fear that the downtown core will lose its business strength if people, especially seniors, are unable to drive downtown and park easily. The increase in two way bike lanes means a narrowing of streets and build up of congestion. I know many seniors who no longer go downtown.”

The most predominant themes that received commentary regarding the ‘emerging designs’ were on the design of the protected bike lane and considerations at intersections or junctions where cars cross the protected bike lane.

Regarding design itself, the emerging concepts had shown a two-way protected bike lane on the west side of the road which was recognized as a suitable design treatment through consultation feedback given its ability to retain parking, provide a scenic waterfront recreational / tourist experience and had the least number of intersection conflicts.

Alternate concepts shared with the public included one-way protected bike lanes on each side of the street which were recognized as a desirable design yet had significant impacts to on-street parking which was also a notable concern from public engagement feedback.



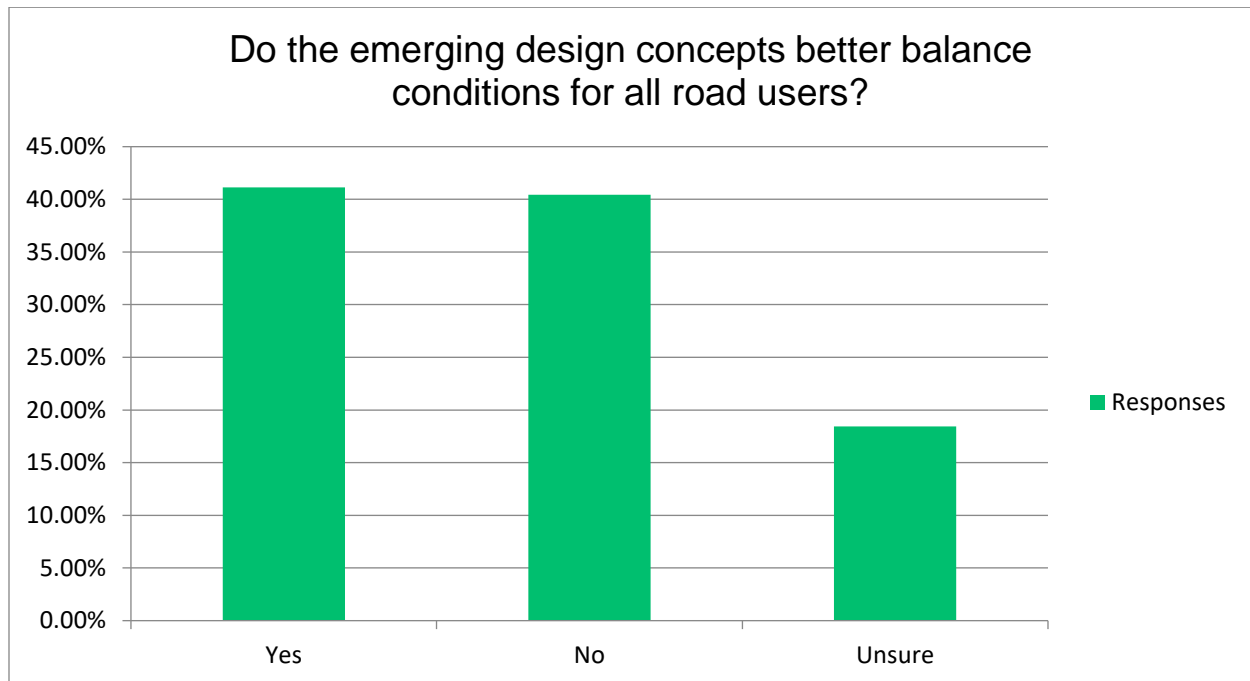
Additional design suggestions from the survey feedback on the emerging designs included putting the two-way bike lanes on the east side of the street, more conventional painted bike lanes (not AAA) and suggestions to raise the two-way protected bike lane on the west side to

the height of the sidewalk in order to accommodate accessible parking and enhance the comfort for cyclists.

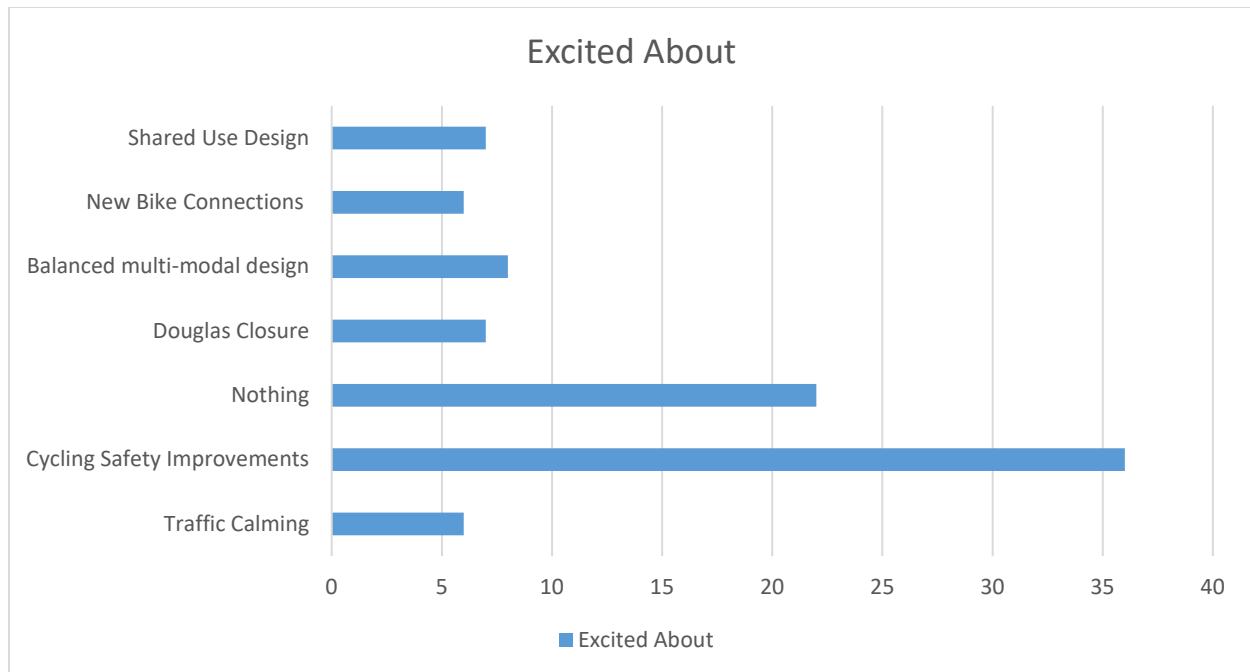
Other notable design considerations included creating space between cyclists and opening car doors, safe intersections, retention and off-setting of parking loss and good connections to and from the proposed AAA facilities.

HUMBOLDT STREET FINDINGS

Humboldt Question 1: Do the emerging concepts better balance conditions for all road users?



Humboldt Question 2: What excites you about the emerging concepts?



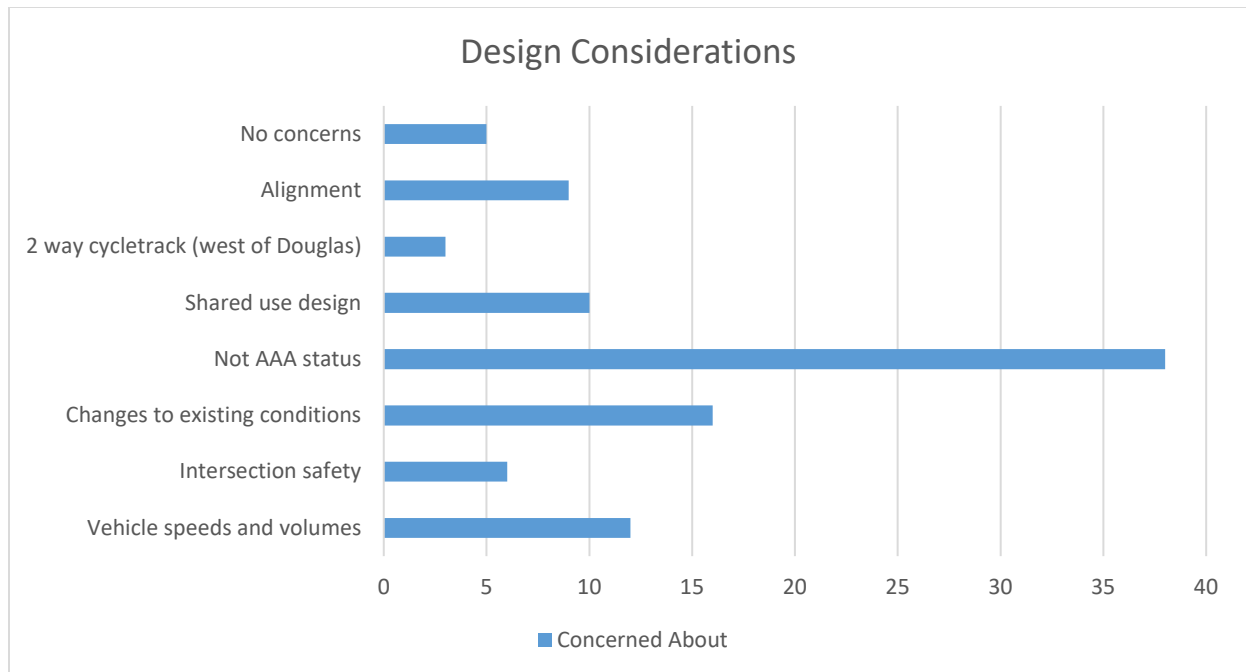
70% of comments (75/107) were **positive** including testimonials such as:

- “This will make it quieter for the residents of Humboldt, easier for Fairfield residents to switch to bikes for the short way downtown. Reductions in car traffic will make it easier and more pleasant for those who choose to drive.”
- “Closing Humboldt east of Douglas to cars, it will actually make a shared street possible and maybe even improve traffic flow/reduce accidents at the 5 way intersection that currently exists.”
- “I think Humboldt will be a nice ride toward Cook street and the ocean, Fairfield, etc., and I'm looking forward to weekend recreational family trips with my new baby in the back of the bike, once this is completed.”

30% of comments (32/107) **critiqued the project / design** including testimonials such as:

- “Love the protected lane. I'm a little unclear as to how the rest of Humboldt will work but I support a calmed road. I like the part where cars can't get in from Douglas.”
- “This is not a safe design. Victoria drivers, pedestrians and cyclists can barely understand signage now - this is an accident waiting to happen.”
- “There is literally nothing wrong with how it is set up currently. Why are you wasting money on this street exactly?”

Humboldt Question 3: How could the designs be improved?



55% of comments (63/115) included constructive **design suggestions** including testimonials such as:

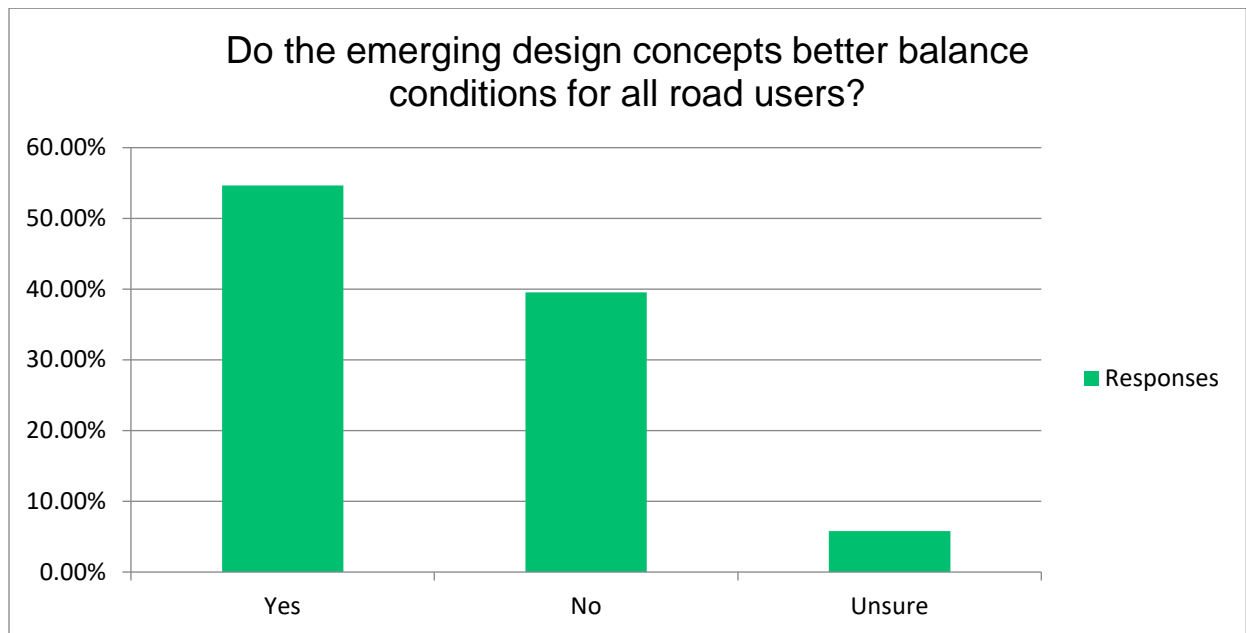
- “I'd prefer to lose some parking to create a dedicated bike facility. The shared street concept only works well if speeds and traffic volumes are low. Perhaps more turn restrictions or diverters to prevent cars from traveling through the corridor. Definitely remove the slip turn lanes onto the corridor.”
- “How will bicycle space and lower traffic be prioritized? Will there be traffic calming infrastructure added to the street to discourage use as a motor vehicle corridor? (ie. speed humps, intersection roundabouts, planned no-throughs-except-bicycles)?”
- “Shared use may not be classified as AAA if motorists abuse their freedom to drive dangerously. Design that out! Please consider gigantic speed bumps that will bottom out cars if drivers decide to accelerate quickly.”

45% of comments (52/115) **critiqued the project / design** direction including testimonials such as:

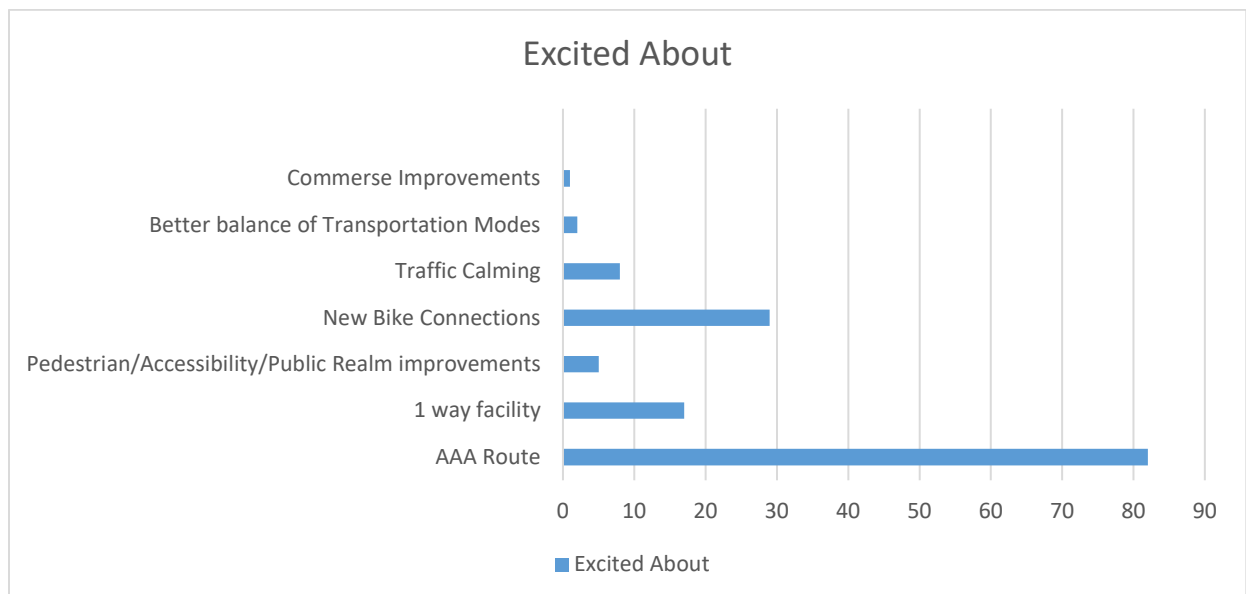
- “I'd prefer to lose some parking to create a dedicated bike facility. The shared street concept only works well if speeds and traffic volumes are low. Perhaps more turn restrictions or diverters to prevent cars from traveling through the corridor. Definitely remove the slip turn lanes onto the corridor.”
- “Stop wasting money on designs that are only making traffic worse and which are putting cyclists at risk from the many drivers who don't understand the new road rules”
- “Concessions have to be made, but that shouldn't mean sacrificing safety. Remove a lane of parking along Humboldt (and negotiate with locals for replacement parking spaces on neighbouring side streets to compensate), move the parked cars away from the curb and use them as a buffer for the cycling lane. Why add the lane if it isn't going to meet the same safety standards as the Fort, Wharf, and Pandora street bike lanes?”

COOK STREET FINDINGS

Cook Question 1: Do the emerging concepts better balance conditions for all road users?



Cook Question 2: What excites you about the emerging concepts?



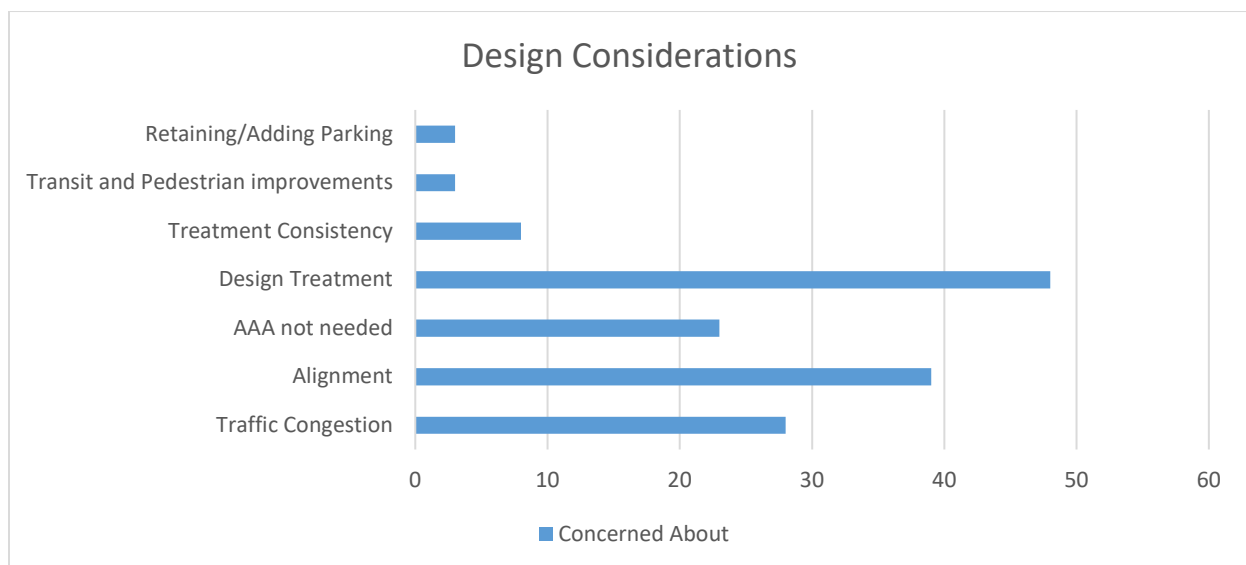
70% of comments (99/142) were **positive** including testimonials such as:

- “Finally :) Thank you! Cook Street will be much better for pedestrians and cyclists with your new design. Currently cook Street is too noisy and smelly from all the cars. This will also make having lunch / coffee on the patio a nicer experience.”
- “I will actually be able to cycle along Cook, which is usually the most direct route to places I wish to go! Plus, I won't have to worry about cyclists who are risking their lives by trying to cycle on a street full of speeding, distracted drivers. It will also be much more pleasant to walk along the sidewalks because you won't be right next to all the noisy traffic! The design is fabulous!!!”
- “A protected bike route running north / south through the centre of our city connecting significant destinations is a great plan.”

30% of comments (43/142) **critiqued the project / design** including testimonials such as:

- “Cook St. is a major artery with heavy traffic as well as being a bus route and an emergency vehicle route. It is unsuitable for bike lanes. Risk of traffic diverting to neighbourhood residential streets to avoid Cook St congestion resulting from loss of traffic lanes. This reduction to two lanes will lead to traffic chaos and gridlock at peak times.”
- “I love the idea of more single lane bike lanes alongside traffic, but Cook st seems like a inferior option compared to making Vancouver St more bike friendly.”
- “Cook Street is a heavily trafficked main corridor for people living in Fairfield. Many people living in this area are not able to get around by bike, this bike lane will benefit a few, while creating huge problems for many.”

Cook Question 3: What excites you about the emerging concepts?



42% of comments (59/142) included constructive **design suggestions** including testimonials such as:

- “There really needs to be a physical separation from the bike and car lanes. This should be easy to do and will significantly help real and perceived safety and make a major north-south conduit from town to cook street village and beacon hill park.”
- “I think the design concept looks great and I would suggest separate traffic light phases for cyclists and motorists to reduce confusion/irritation and maximize safety.”
- “Shared right turn lanes and buses stopping in the lanes defeat the purpose of providing a cycling corridor. Having to stop and start for buses and right turning cars will impede cyclists, who will be less likely to choose this route as a result.”

58% of comments (83/142) **critiqued the project / design** direction including testimonials such as:

- “Drop the bike lane on Cook and place on Vancouver Street instead. Do NOT remove the 4 motor vehicle lanes on Cook from Pandora to Fairfield. It will be a disaster for Fairfield and James Bay residents.”
- “Not completely convinced the route should be on Cook rather than Vancouver. What is the impact on Vancouver if capacity is reduced on Cook. How will speed and volume be managed on Vancouver to ensure it also remains a good route to cycle on?”
- “The bus stops are within the bike lanes. There's a lot of potential for conflict. These corridors are being built to make cycling more comfortable for more people, so why then are cyclists expected to watch for buses? This could become quite the issue.”

SURVEY FINDINGS RAW DATA:

#1

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, November 22, 2017 9:50:20 PM
 Last Modified: Wednesday, November 22, 2017 9:51:54 PM
 Time Spent: 00:01:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Love the connection to new bridge

Q3 How could the emerging design concepts be improved?

could the entire stretch be a combined mixed use trail so that the parking remains? Urban galloping goose!!

#2

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 23, 2017 12:30:07 PM
 Last Modified: Thursday, November 23, 2017 12:30:36 PM
 Time Spent: 00:00:29

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

cyclist safety

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:45:45 PM
Last Modified: Thursday, November 23, 2017 12:48:13 PM
Time Spent: 00:02:28

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

cycling safety of dedicated lanes along wharf street.

Q3 How could the emerging design concepts be improved?

I would like to know how the west side lane is going to merge into the Johnson street bridge and Pandora dedicated lanes. Doesn't seem to work for cyclists wanting to get onto that bridge and I haven't seen any information about how that will work.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:58:15 PM
Last Modified: Thursday, November 23, 2017 12:59:09 PM
Time Spent: 00:00:54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safe cycling through out downtown Victoria. Especially Wharf St (which I ride on everyday holding my breath).

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:03:26 PM
Last Modified: Thursday, November 23, 2017 1:04:49 PM
Time Spent: 00:01:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Link to the Johnson street bridge

Q3 How could the emerging design concepts be improved?

Consider making the portion of shared path longer to make more parking spaces

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:07:15 PM
Last Modified: Thursday, November 23, 2017 1:07:30 PM
Time Spent: 00:00:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#7

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 23, 2017 1:42:43 PM
 Last Modified: Thursday, November 23, 2017 1:44:58 PM
 Time Spent: 00:02:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I commute this stretch every day on my bike and it seems like this will be a wayyyy nicer way to go about it. I'm also excited to see some increased visibility for tourists. Hopefully it gets some tourists on bikes!

Q3 How could the emerging design concepts be improved?

I'm concerned about tourists wandering into the lanes. Perhaps some loudly coloured boundaries or height chnages

#8

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 23, 2017 3:22:52 PM
 Last Modified: Thursday, November 23, 2017 3:23:38 PM
 Time Spent: 00:00:45

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Better overall use of the road space. Cars should not have 100% of this space

Q3 How could the emerging design concepts be improved?

Not sure. Will have to experience the changes before I can comment

#9

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 23, 2017 3:57:57 PM
 Last Modified: Thursday, November 23, 2017 3:59:35 PM
 Time Spent: 00:01:37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Wharf plus the existing Pandora and Fort bike lanes finally gets us the beginning of a grid, especially combined with the bridge eventually! I think we'll see a large increase in folks biking downtown.

Q3 How could the emerging design concepts be improved?

Start construction right now! Do two protected bike lanes at once until we get a proper minimum grid!

#10

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 23, 2017 4:21:36 PM
 Last Modified: Thursday, November 23, 2017 4:22:28 PM
 Time Spent: 00:00:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Separation of all modes

Q3 How could the emerging design concepts be improved?

use the alternate concept

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:23:11 PM
Last Modified: Thursday, November 23, 2017 4:24:58 PM
Time Spent: 00:01:46

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Retain or increase the car parking spaces.
Allow bicycles to chain up to parking meters.

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 8:11:37 PM
Last Modified: Thursday, November 23, 2017 8:18:03 PM
Time Spent: 00:06:26

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I do appreciate the amount of consultation, planning and work but I find myself cringing at the idea of yet another protected bike lane on a street that is already dreadful to use if you are a driver.

Q3 How could the emerging design concepts be improved?

I was an experienced and confident cyclist who utilized my bike downtown all the time. Unfortunately, the Pandora bike lane had made traffic much worse and unfair for individuals who have to use vehicles. There are many reasons why someone may choose to use their vehicle downtown and I do not agree that decisions around the use of roadways should be catered to those who have less experience riding bikes. I'm not convinced that the addition of the Pandora bike lane has resulted in any significant increases to bike ridership, but it has certainly slowed things down for vehicles.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 8:29:21 PM
Last Modified: Thursday, November 23, 2017 8:34:06 PM
Time Spent: 00:04:44

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

I use this road to cycle to work every day. Having a protected bike lane will be a huge improvement to safety and enjoyment of the ride, and the west side makes the most sense as there aren't intersecting roads on that side. Thank you for putting serious effort into improving cycling options in this city!

Q3 How could the emerging design concepts be improved?

The pandora bike lane is a huge improvement but one of the major safety issues I see is cars making illegal right turns on the red light - this is an accident waiting to happen for cyclists. Please consider this in future designs of all the bike lanes planned.

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 8:58:49 PM
Last Modified: Thursday, November 23, 2017 9:00:08 PM
Time Spent: 00:01:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

Connections to the south of Downtown

Q3 How could the emerging design concepts be improved?

Don't like the shared pedestrian spaces
Understand why transit must take precedence as i carries far more people

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 11:46:42 PM
Last Modified: Thursday, November 23, 2017 11:50:43 PM
Time Spent: 00:04:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Just a protected option for cyclists on Wharf.

Q3 How could the emerging design concepts be improved?

The key is having safe but quick connections with cross streets, Fort and Broughton included!

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 7:00:00 AM
Last Modified: Friday, November 24, 2017 7:06:58 AM
Time Spent: 00:06:58

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I think it is an important conversation and a good direction. I think this conversation has been poorly managed without appropriate engagement.

Q3 How could the emerging design concepts be improved?

Plan, Do, Study, Act. I see planning and doing, but where is the studying and revision/acting? Is there a plan for that, or is this just going to get forced on everyone with feedback coming only from cyclists. These lanes are having an enormous impact on non-cyclists. How are you minimizing us? How are you engaging us? Successful change requires engagement of everyone, not just those benefiting from the change. How are drivers going to be ALSO accommodated so that they can continue supporting the economy of downtown, and benefiting from our beautiful downtown area? I avoid going downtown and that is different from last year. Sometimes I will walk or bus, but only if I have all day; which is not very often. Too bad. I miss Mole, I miss Johnson St and Yates street shops. It isn't worth the hassle.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 7:43:03 AM
Last Modified: Friday, November 24, 2017 7:45:18 AM
Time Spent: 00:02:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

Integrating all road users safely with minimal disruption to the existing layout

Q3 How could the emerging design concepts be improved? Respondent skipped this question

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 11:16:10 AM
Last Modified: Friday, November 24, 2017 11:17:03 AM
Time Spent: 00:00:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Getting car drivers out on bikes who might not have otherwise felt safe

Q3 How could the emerging design concepts be improved?

I like what's happening!

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 11:33:31 AM
Last Modified: Friday, November 24, 2017 11:35:03 AM
Time Spent: 00:01:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

harbor side. still allows parking on one side for deliveries, etc.

Q3 How could the emerging design concepts be improved?

electronic pedestrian signals for road crossings

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 12:12:40 PM
Last Modified: Friday, November 24, 2017 12:15:42 PM
Time Spent: 00:03:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The Pandora bike lanes has made it possible for us - living in North Park - to get downtown very quickly and safely. Now we're excited about the potential to also feel this safe on Wharf St. Right now, that section of road is one of the most nervous places to be on a bike. Lots of large tour buses, cars impatiently waiting to turn left onto wharf that aren't watching for bikes, traffic merging in from Johnson st bridge, many out-of-town drivers, etc.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 1:22:48 PM
Last Modified: Friday, November 24, 2017 1:29:45 PM
Time Spent: 00:06:57

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Respondent skipped this question**

Q2 What excites you about the emerging design concepts?

The alternate concept for 1 way protected bike lanes on each side of the street would be a great asset to cyclists in Victoria.

Q3 How could the emerging design concepts be improved?

Having non-protected bike lanes available on more streets would help encourage more bikers for much less impact on motorists

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 1:33:03 PM
Last Modified: Friday, November 24, 2017 1:33:45 PM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Water view for peds and bikes.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:07:41 PM
Last Modified: Friday, November 24, 2017 2:08:01 PM
Time Spent: 00:00:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

having a protected bike lane along warf

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:40:03 PM
Last Modified: Friday, November 24, 2017 2:41:28 PM
Time Spent: 00:01:25

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Having shared transportation space is important.

Q3 How could the emerging design concepts be improved?

Continued transparency with the public

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:45:40 PM
Last Modified: Friday, November 24, 2017 2:46:45 PM
Time Spent: 00:01:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Wharf street protected bike lanes are great for locals and tourists, and connect downtown with James Bay and the JSB.

Q3 How could the emerging design concepts be improved?

Not sure. The design looks good. But care must be taken to minimize conflict at intersections. Good thing it's on the west side, minimizes conflict

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 3:10:43 PM
Last Modified: Friday, November 24, 2017 3:11:45 PM
Time Spent: 00:01:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Respondent skipped this question**

Q2 What excites you about the emerging design concepts?

I want government street to be used for the bike corridor. Wharf street is full of Tourists parks and Johnson street bridge traffic. Government street is already slow and bike and pedestrian friendly. Why not make it a pedestrian and bike zone with truck unloading for stores?

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#27

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Friday, November 24, 2017 3:15:55 PM

Last Modified: Friday, November 24, 2017 3:17:14 PM

Time Spent: 00:01:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Protected bike path on Wharf street! West side orientation will help by inconveniencing drivers less, also by allowing street parking to remain.

Q3 How could the emerging design concepts be improved?

Curious to see how cyclists access intersections safely from the far side of the road, but am sure it can be done well.

#28

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Friday, November 24, 2017 3:36:50 PM

Last Modified: Friday, November 24, 2017 3:37:51 PM

Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Making waterfront views better and keeping the bike flows moving while barely impacting cars.

Q3 How could the emerging design concepts be improved?

All looks good to me.

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 4:12:42 PM
Last Modified: Friday, November 24, 2017 4:14:26 PM
Time Spent: 00:01:43

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

balance for user types

Q3 How could the emerging design concepts be improved?

Do bike lanes need to be divided from traffic?

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 4:34:24 PM
Last Modified: Friday, November 24, 2017 4:35:29 PM
Time Spent: 00:01:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

This is a beautiful route to cycle, but currently it's terribly dangerous. Having the bike lanes will make it so much more appealing to everyone on bikes!

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#31

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Friday, November 24, 2017 8:46:11 PM

Last Modified: Friday, November 24, 2017 8:47:35 PM

Time Spent: 00:01:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

will cause more accidents and anger

Q3 How could the emerging design concepts be improved?

give it up and stop this bull

#32

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Friday, November 24, 2017 9:17:38 PM

Last Modified: Friday, November 24, 2017 9:17:50 PM

Time Spent: 00:00:12

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#33

COMPLETE

Collector:

Started:

Last Modified:

Time Spent:

Web Link 1 (Web Link)

Saturday, November 25, 2017 10:20:55 AM

Saturday, November 25, 2017 10:22:27 AM

00:01:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

The protection from worrying about opening doors from parked cars on Wharf Street.

Q3 How could the emerging design concepts be improved?

It's unclear in the design how users would continue north on Wharf street after Pandora. Is there a place to be able to stay on your bike to wait at a light to transfer over to the east side of the street?

#34

COMPLETE

Collector:

Started:

Last Modified:

Time Spent:

Web Link 1 (Web Link)

Saturday, November 25, 2017 3:24:50 PM

Saturday, November 25, 2017 3:24:57 PM

00:00:07

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#35

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Saturday, November 25, 2017 3:40:42 PM

Last Modified: Saturday, November 25, 2017 3:42:51 PM

Time Spent: 00:02:09

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Once arriving downtown I am so excited to feel I could safely access wharf st and then move on to beacon hill park with my family. We are new to biking (recently scrapped our car and we have two little ones so the protected bike lanes feel safest by far)

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#36

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Saturday, November 25, 2017 4:33:47 PM

Last Modified: Saturday, November 25, 2017 4:42:18 PM

Time Spent: 00:08:31

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

I love the connecting Fort and Pandora

Q3 How could the emerging design concepts be improved?

The big issue I see is the integration of Pandora, Johnson Street, Johnson Street Bridge and Wharf with the bike lanes and pedestrian walkways. The present design leading off the bridge gives very high priority to cars and makes pedestrian and cyclist considerations secondary. Having five lanes dedicated to cars on the bridge side as you come, cross or leave wharf creates high traffic danger for pedestrians and cyclist.

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 5:15:01 PM
Last Modified: Saturday, November 25, 2017 5:28:36 PM
Time Spent: 00:13:35

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Streamlining the intersection at Wharf and Government, as well as Johnson and Store.

Q3 How could the emerging design concepts be improved?

Replace lost parking spaces elsewhere. I.E. expand parkades. I agree with new transportation strategy, but rapid loss of parking, (not all from city work) will only push so many to use the other modes of transportation. It will also create traffic issues and hurt downtown businesses.

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 8:22:28 PM
Last Modified: Saturday, November 25, 2017 8:23:37 PM
Time Spent: 00:01:09

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I ride a bike.

Q3 How could the emerging design concepts be improved?

Very apprehensive about the (safety for bicycles in the) proposed Humboldt/Vancouver roundabout

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 9:59:07 AM
Last Modified: Sunday, November 26, 2017 10:00:48 AM
Time Spent: 00:01:40

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Bike lanes (!)

Q3 How could the emerging design concepts be improved?

I am concerned about all the driveway crossings - coming up from the parking lot next to Harbour Air. How will cyclists / drivers / pedestrians all know when it is safe to cross? This is super tricky now for drivers to get out and make left / right because of pedestrians

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 10:17:25 AM
Last Modified: Sunday, November 26, 2017 10:20:56 AM
Time Spent: 00:03:30

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

does not excite me at all. In fact it will make that portion of the street more dangerous

Q3 How could the emerging design concepts be improved?

it will only work if you remove all motor vehicles from the road because uninsured cyclist are more important than everyone else. Kind of hard to get your vehicle repaired if a cyclist doesn't obey the traffic laws and has no insurance

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 3:27:58 PM
Last Modified: Sunday, November 26, 2017 3:28:26 PM
Time Spent: 00:00:27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts? Respondent skipped this question

Q3 How could the emerging design concepts be improved? Respondent skipped this question

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 7:56:01 PM
Last Modified: Sunday, November 26, 2017 8:02:16 PM
Time Spent: 00:06:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

I am thrilled the city is installing protected lanes. I very much like the idea of improved pedestrian spaces with trees etc at the Govt Street intersection and I love the idea to make the Humboldt St entrance to the east of Douglas for bikes only.

Q3 How could the emerging design concepts be improved?

For the Wharf design: the area approaching Fort St from the Johnson St bridge has an area where the bike lane mixes with pedestrian traffic. I STRONGLY recommend against this. That will make that section non-functional at busy times. It will be a very big setback. I recommend taking the turning lane away for auto traffic - assuming buses can still make the turn, or cantilevering a continuation of the sidewalk in that section over the parking lot below. It simply won't work otherwise.

#43

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Sunday, November 26, 2017 11:24:19 PM
 Last Modified: Sunday, November 26, 2017 11:24:38 PM
 Time Spent: 00:00:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

consistent biking along the water

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#44

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, November 27, 2017 8:21:49 AM
 Last Modified: Monday, November 27, 2017 8:23:07 AM
 Time Spent: 00:01:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Access to a bike lane along Wharf Street.

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#45

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, November 27, 2017 10:41:25 AM
 Last Modified: Monday, November 27, 2017 10:42:07 AM
 Time Spent: 00:00:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Improved Safety along Wharf

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#46

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, November 27, 2017 10:50:44 AM
 Last Modified: Monday, November 27, 2017 10:51:57 AM
 Time Spent: 00:01:12

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

physical protection to bikes will encourage more people to cycle; this means fewer cars and less congestion, a healthier population, and greater "bandwidth" of people in and out of town so greater economic potential

Q3 How could the emerging design concepts be improved?

expand the bike network throughout greater victoria

#47

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2017 2:11:11 PM
Last Modified:	Monday, November 27, 2017 2:12:12 PM
Time Spent:	00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Getting a north-south AAA route that will enhance ability to get to popular destinations in the city (Legislature, RBCM, Empress).

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#48

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2017 2:25:38 PM
Last Modified:	Monday, November 27, 2017 2:26:17 PM
Time Spent:	00:00:38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing - Wharf street is already such a nightmare to drive on. Taking half of the road away for a protected lane will make it 100x worse.

Q3 How could the emerging design concepts be improved?

Don't put the bike lane on Cook St or Wharf St.

#49

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2017 3:16:22 PM
Last Modified:	Monday, November 27, 2017 3:17:54 PM
Time Spent:	00:01:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

Safer for bikes, maintains some street parking.

Q3 How could the emerging design concepts be improved?

Is Wharf really the north/south thoroughfare? Couldn't the NS bike artery to the west of downtown be Government or Douglas?

#50

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, November 27, 2017 3:16:45 PM
Last Modified:	Monday, November 27, 2017 3:19:30 PM
Time Spent:	00:02:45

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

Some parking left on the road for all the bleeding heart motorists and small businesses.

Q3 How could the emerging design concepts be improved?

Add more shelters for the new bicycle parking you are building. Nobody wants to park their \$1000 bike in a downpour all day long. A simple shelter would be awesome, and I bet you'll get more people willing to ride downtown to work for the day.

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 4:54:59 PM
Last Modified: Monday, November 27, 2017 4:56:01 PM
Time Spent: 00:01:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Unsure

Q2 What excites you about the emerging design concepts? Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Provide a traffic impact study.

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 6:13:19 PM
Last Modified: Monday, November 27, 2017 6:13:59 PM
Time Spent: 00:00:40

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

Nothing. It is a stupid and short sighted plan.

Q3 How could the emerging design concepts be improved?

Eliminate protected bike lanes.

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 7:27:27 PM
Last Modified: Monday, November 27, 2017 7:28:14 PM
Time Spent: 00:00:46

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected cycling space.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 8:37:20 PM
Last Modified: Monday, November 27, 2017 8:39:07 PM
Time Spent: 00:01:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The protected intersection at Government looks awesome. Someone could bike from the Johnson street bridge to James bay protected with little disruption from traffic signals.

Q3 How could the emerging design concepts be improved?

More landscaping

#55

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, November 28, 2017 12:15:59 AM
Last Modified:	Tuesday, November 28, 2017 12:19:01 AM
Time Spent:	00:03:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

It doesn't.

Q3 How could the emerging design concepts be improved?

Scrap this bullshit. We don't need new bike lanes. Stop wasting taxpayers' money on something that will not benefit most people. Sorry I ever voted for you monkeys. I'll be making sure to vote for whoever is NOT currently on city council and telling everyone I know to get out and vote. Get rid of Helps and Issett. They are a joke and a menace to the future of Victoria.

#56

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, November 28, 2017 11:57:58 AM
Last Modified:	Tuesday, November 28, 2017 11:58:06 AM
Time Spent:	00:00:08

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#57

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 2:02:52 PM
Last Modified: Tuesday, November 28, 2017 2:05:47 PM
Time Spent: 00:02:55

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected bike lanes providing everyone with a safe connection into town and along the inner harbour.

Q3 How could the emerging design concepts be improved?

A widened and separated facility at Fort and Wharf to limit conflicts and improve safety.

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 3:46:29 PM
Last Modified: Tuesday, November 28, 2017 3:53:16 PM
Time Spent: 00:06:46

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The Wharf/Government intersection redesign concepts and possible changes to the greenery/public space. The overall expansion of protected bike lanes does too, as the Pandora lane is one of my preferred streets to cycle on.

Q3 How could the emerging design concepts be improved?

Retain as much 'Old Town' feel as possible, as a modernized architectural style wouldn't fit well with the expansive brickwork and historic buildings. If the Government/Wharf intersection is being changed to allow cars to continue east, it may impede foot traffic through the area/make it feel less pedestrian friendly, which was one of the best parts of walking through downtown and the waterfront. The beautiful large trees in the middle of the intersection should be transplanted if possible to retain the aspect of natural beauty people have come to recognize around the waterfront.

#59

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, November 29, 2017 8:02:57 AM
 Last Modified: Wednesday, November 29, 2017 8:05:32 AM
 Time Spent: 00:02:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I really like the new bike lanes and the focus on moving people in ways other than single occupancy vehicles. Funnily enough, I will bike on almost any street but now find myself going out of my way to ride on the protected bike lanes. Well done!

Q3 How could the emerging design concepts be improved?

I put my trust in the experts on this. The only feedback I have right now is that it is very challenging riding on Fort Street as the old bike lane is closed and the new bike lane isn't open so you are sharing very cramped space in the vehicle travel lane.

#60

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, November 29, 2017 8:15:11 AM
 Last Modified: Wednesday, November 29, 2017 8:17:22 AM
 Time Spent: 00:02:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I often ride on Wharf Street and feel nervous at all times due to the high number of cars traveling that route and the high number of parked cars that could open their doors at any moment. There isn't much room to maneuver out of the way. It is also a high tourist area and they are often looking at the view instead of looking for cyclists.

Q3 How could the emerging design concepts be improved?

However the bike lane best fits for accessing the new bridge is my favourite design.

#61

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 8:35:36 AM
Last Modified: Wednesday, November 29, 2017 8:36:50 AM
Time Spent: 00:01:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Separated lane that limits conflicts with motor vehicles

Q3 How could the emerging design concepts be improved?

Make the bike lanes as wide as possible to ensure that there is room for passing if necessary

#62

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 9:13:31 AM
Last Modified: Wednesday, November 29, 2017 9:14:24 AM
Time Spent: 00:00:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Very excited to have a bike lane(s) on Wharf street, it is VERY necessary!!! I hate cycling along that stretch...

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:49:07 AM
Last Modified: Wednesday, November 29, 2017 10:51:06 AM
Time Spent: 00:01:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected bike lanes, greater separation from cars for pedestrians.

Q3 How could the emerging design concepts be improved?

The alternate concept is the best as the parked cars block the view and the sight-lines for crossings on a very busy street

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:48:46 AM
Last Modified: Wednesday, November 29, 2017 11:03:41 AM
Time Spent: 00:14:54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Concerned about the road choices for bike lanes.

Two heavily used road traffic streets have had space taken from them and made awkward to navigate when alternate streets, with less road traffic would have served the same purpose for bikers with less disruption. Why put a curb between bikes and cars when you could put a whole block?

There is an understanding that green moving forward is a necessity and not an ideal, however the apparent lack of thought and obvious lack of weight being given to the issues surrounding sacrificing road space for commuter traffic and parking potential for out of towners seems more than a little ludicrous.

Victoria is a frustrating city to navigate by vehicle at the best of times, and now the two main arteries in and out for those of us North East and East of Victoria is becoming almost road rage educing.

#65

COMPLETE

Collector:

Web Link 1 (Web Link)

Started:

Wednesday, November 29, 2017 11:31:02 AM

Last Modified:

Wednesday, November 29, 2017 11:31:55 AM

Time Spent:

00:00:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Scrap them

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 4:15:41 PM
Last Modified: Wednesday, November 29, 2017 4:16:32 PM
Time Spent: 00:00:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More efficient downtown travel and improved traffic flow. Meeting GHG targets.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 5:40:01 PM
Last Modified: Wednesday, November 29, 2017 5:42:01 PM
Time Spent: 00:01:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

The first north-south protected bike lane in the network.

Q3 How could the emerging design concepts be improved?

Ensure parking is still available on one side of the street.

#68

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 8:26:34 PM
Last Modified: Wednesday, November 29, 2017 8:27:09 PM
Time Spent: 00:00:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

increased safety for cyclists!!!!

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#69

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 9:35:55 PM
Last Modified: Wednesday, November 29, 2017 9:37:34 PM
Time Spent: 00:01:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Existing conditions are dangerous with motorists squeezing out space for cyclists and putting them in the door zone. Two way lane is great so it allows for faster cyclists to pass slower cyclists.

Q3 How could the emerging design concepts be improved?

Stay the course! Don't let anti-bike sentiments and pro-car bias stop the project!

#70

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:12:09 PM
Last Modified: Wednesday, November 29, 2017 10:12:53 PM
Time Spent: 00:00:43

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protection for cyclist! More road space all users

Q3 How could the emerging design concepts be improved?

Alternative concept is best!

#71

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 8:39:42 AM
Last Modified: Thursday, November 30, 2017 8:40:38 AM
Time Spent: 00:00:55

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

NOTHING

Q3 How could the emerging design concepts be improved?

NOT IMPLEMENTING BIKE LANES WOULD IMPROVE EVERYTHING.

#72

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 30, 2017 8:42:03 AM
 Last Modified: Thursday, November 30, 2017 8:42:16 AM
 Time Spent: 00:00:13

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#73

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 30, 2017 11:57:51 AM
 Last Modified: Thursday, November 30, 2017 12:02:19 PM
 Time Spent: 00:04:28

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Bike lanes are on the side of the ocean

Q3 How could the emerging design concepts be improved?

Why does a one-direction bike lane take up as much space as a vehicle travel lane? And can you figure out a way to preserve more parking? I agree that biking needs to be made easier, but you need to understand that these changes are coming very quickly and its causing a lot of pain for people who are trying to change their habits. Futher, the rest of the region is not nearly as cycling-friendly and sprawls over long distances. A lot of people using downtown live in areas where driving is the only comfortable option due to urban sprawl. Its hard to expect them to chage their habits so quickly. Make these changes happen more slowly so people have time to adjust and neighbouring municipalities have time to catch up.

#74

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 30, 2017 1:18:01 PM
 Last Modified: Thursday, November 30, 2017 1:18:32 PM
 Time Spent: 00:00:31

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#75

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 30, 2017 1:57:05 PM
 Last Modified: Thursday, November 30, 2017 2:00:53 PM
 Time Spent: 00:03:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I'd like to be able to bike safely around the harbour, from the Galloping Goose trail, all the way to, and along, Dallas Rd.

Q3 How could the emerging design concepts be improved?

Avoid taking concerns of people who are afraid of change too seriously. Five years after these paths are built, and we see the increase in people biking, we might wish the compromise had favoured cyclists more than parking.

#76

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, November 30, 2017 11:43:26 PM
 Last Modified: Thursday, November 30, 2017 11:44:58 PM
 Time Spent: 00:01:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. I am concerned that this concept will slow traffic in the downtown core, making live difficult for commuters and creating pollution through increased idling of vehicles.

Q3 How could the emerging design concepts be improved?

Scrap them.

#77

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, December 01, 2017 2:48:10 PM
 Last Modified: Friday, December 01, 2017 2:51:11 PM
 Time Spent: 00:03:00

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Not much. I'm a pedestrian. I do like the idea of redesigning the Gov't-Humbolt intersection.

Q3 How could the emerging design concepts be improved?

I'm not sure. I'd like to see the interactive designs done from a walker's perspective. It is hard for me to tell but in some places it looks like sidewalk width will be reduced. Also design assumes it is easier/safer for beds. to cross bike lanes; not always so.

#78

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 03, 2017 6:21:15 PM
Last Modified: Sunday, December 03, 2017 6:26:12 PM
Time Spent: 00:04:56

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I am excited by the commitment to the idea of improving cycling infrastructure. I am not excited at all about the final choices made regarding the corridors or the bi-directional lanes.

Q3 How could the emerging design concepts be improved?

Please explain in more detail: 1) why one way non-protected bike lanes were not considered; 2) why "protection" has to come in the form of lots of cement and why other forms of protected lanes were not considered; 3) what thought has been given to the cyclist-pedestrian interface (I often cycle wharf street and pedestrians are more of a problem for me than vehicles; the cyclist-pedestrian interface on Pandora especially around Vancouver-Quadra is one reason I actively avoid Pandora now)

#79

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2017 10:20:08 AM
Last Modified: Monday, December 04, 2017 10:22:12 AM
Time Spent: 00:02:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Yes as it still gives cars parking and the view for the buildings and pedestrians are actually on the other side of the bike lanes which helps as tourists especially may be unaware of bike lanes and it may cause more difficulties

Q3 How could the emerging design concepts be improved?

It seems great!

#80

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 11:45:23 AM
Last Modified:	Wednesday, December 06, 2017 11:47:25 AM
Time Spent:	00:02:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safe bike travel along Wharf without worrying about doors opening from parked cars on very tight roadway.

Q3 How could the emerging design concepts be improved?

Good signage and education on changes and proper usage.

#81

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 12:01:50 PM
Last Modified:	Wednesday, December 06, 2017 12:02:40 PM
Time Spent:	00:00:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Dedicated bike lane. Two way design is actually better than the two one-way alternative.

Q3 How could the emerging design concepts be improved?

They're good.

#82

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:33:19 PM
Last Modified: Wednesday, December 06, 2017 12:33:58 PM
Time Spent: 00:00:38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

To be honest nothing

Q3 How could the emerging design concepts be improved?

Too many things to list

#83

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:34:52 PM
Last Modified: Wednesday, December 06, 2017 12:35:55 PM
Time Spent: 00:01:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected lanes for cycling

Q3 How could the emerging design concepts be improved?

continue the bike lane on Government at least to Bellvue

#84

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, December 06, 2017 5:09:04 PM
 Last Modified: Wednesday, December 06, 2017 5:09:44 PM
 Time Spent: 00:00:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Don't do it.

#85

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, December 06, 2017 5:38:15 PM
 Last Modified: Wednesday, December 06, 2017 5:39:53 PM
 Time Spent: 00:01:37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Two way bike lane

Q3 How could the emerging design concepts be improved?

Not sure if dedicated bike Lanes are necessary, traffic is already slow moving, how about introducing sharrows before going full on

#86

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 6:12:29 PM
Last Modified:	Wednesday, December 06, 2017 6:13:22 PM
Time Spent:	00:00:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

There's a high density of cyclists on this street that feed across the bridge, badly needed separate lanes!

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#87

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 7:33:42 PM
Last Modified:	Wednesday, December 06, 2017 7:37:41 PM
Time Spent:	00:03:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. The traffic is already so bad on wharf at 5pm if you take more room away it's going to be disastrous. Not to mention there is already a lack of parking spots and Yates street parkade is often full when I need to use it. Where am I going to park then?

Q3 How could the emerging design concepts be improved?

I'm good with bike lanes. But there is a line you need to draw. The biggest bike lane advocate in the world has recently come out and said that too many bikes lanes is a problem, maybe you should consider what one of the leadin experts has to say.

#88

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, December 06, 2017 7:46:45 PM
 Last Modified: Wednesday, December 06, 2017 7:48:27 PM
 Time Spent: 00:01:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

How is access to float plane terminal and parking on the West side planned? The hillside makes for tricky car access to Wharf, and already cars tend to poke their nose out into traffic. Removing parked cars from the west of Wharf will help, but this will require consideration.

#89

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Wednesday, December 06, 2017 8:47:17 PM
 Last Modified: Wednesday, December 06, 2017 8:49:09 PM
 Time Spent: 00:01:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

A change in city council excites me. Because this is just another nail in the coffin in the councils political career.

Q3 How could the emerging design concepts be improved?

Stop building bike lanes, and get the homeless shelter!

#90

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 8:46:09 PM
Last Modified: Wednesday, December 06, 2017 8:51:02 PM
Time Spent: 00:04:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

They don't.

Q3 How could the emerging design concepts be improved?

Improvement can be made if you consider the need for car usage as well.
 I live in Fairfield, but work in Oak Bay and Sidney, and you should appreciate that I can not bike those distances and work. Many of us needs to use a car to be able to work.
 The more you slow trafic for cars down, the more time I end up sitting in traffic instead of spending time with my family.
 So, please consider everybody, not only bike, bus and walking groups.

#91

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 9:34:51 PM
Last Modified: Wednesday, December 06, 2017 9:34:59 PM
Time Spent: 00:00:08

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Leave it the way it is

#92

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 9:42:56 PM
Last Modified:	Wednesday, December 06, 2017 9:45:12 PM
Time Spent:	00:02:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

that there is accommodation for bikes protected from motor vehicle traffic along Wharf St. It also meshes with Humboldt St well. I have taken the walking tour from Government St to Cook St.

Q3 How could the emerging design concepts be improved?

First you have to show us details of the Wharf St plan. What you are showing on this website as far as I can see is just general conceptual cross-section information.

#93

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 10:04:11 PM
Last Modified:	Wednesday, December 06, 2017 10:05:44 PM
Time Spent:	00:01:33

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

clearly marked protected bike lanes!

Q3 How could the emerging design concepts be improved?

the alternative design is much better: a physical separation will make a big difference for safety and will likely increase usage

#94

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 06, 2017 10:06:48 PM
Last Modified:	Wednesday, December 06, 2017 10:12:49 PM
Time Spent:	00:06:00

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Everything. Your team is doing amazing work! Protected lanes are very much needed along Wharf. With improved safety more people will start cycling and it also makes walking on the sidewalk nicer (quieter and less car exhaust). Having the bike lane on the waterfront side of the street will also make for a very scenic ride.

Q3 How could the emerging design concepts be improved?

Ensure that the light at the johnson st bridge keeps providing the head start for cyclist. Also, put lots of attention to the signage and lights at the intersection with government and humboldt. Currently, it's a bit confusing.

Also, for all bike lanes in general I noticed this design online which apparently helps to ensure cars are pointed in the direction of travel prior to crossing the bike lane. I have experienced close calls a few times when people only look one way before turning and this could help.

<http://www.vancitybuzz.com/2014/03/vancouver-needs-follow-dutch-way-bike-lane-design/>

#95

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, December 07, 2017 7:47:58 AM
Last Modified:	Thursday, December 07, 2017 7:48:56 AM
Time Spent:	00:00:58

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing, we have enough bike lanes already.

Q3 How could the emerging design concepts be improved?

By scraping them.

#96

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 9:39:22 AM
Last Modified: Thursday, December 07, 2017 9:43:13 AM
Time Spent: 00:03:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected two-way bike lanes make me feel safer on the road while cycling. I constantly see drivers crossing over into single bike lanes or getting too close to cyclists. Protected, bi-directional is the way to go.

Q3 How could the emerging design concepts be improved?

Remove more parking spaces. The streets are even tighter and something has to give. I like the bike corridors, but I feel that there will be more vehicle accidents if we try to keep all the parking spaces.

#97

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 3:49:40 PM
Last Modified: Thursday, December 07, 2017 3:58:42 PM
Time Spent: 00:09:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

full separation from car traffic.

Q3 How could the emerging design concepts be improved?

Keep to AAA network. It is best to keep traffic and cycle tracks in the same direction. have cycling on either side of the streets is best. Bi-directional cycle tracks are antiquated and dangerous. The Dutch and Danes only do this outside of city ctrs. and their cycle tracks are double what we are being given. Also, by ensuring that the emerging design keeps different modes of transportation separate. Eg/ people on bicycles and people on skateboards in separated bike lanes. People walking, using a wheelchair (manual or motorized), and scooters kept to sidewalks and separated from car and bicycle traffic. We cannot continue to invite different modes of transportation into the separated cycle tracks, because then it becomes a separated track for everything. There is a pace on the cycle tracks and everyone knows the rules for keeping yourself safe and for passing other people on bikes. People using wheelchairs and motorized scooters cannot be part of that mix. the pace and ways of moving around that space are different. They just don't mix. This does not happen in other cycling cities and just because a group of people think it could be a good idea to give it a try, is not AAA and not done in other cycling cities for a reason, these modes of transport do not mix.

#98

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 4:00:59 PM
Last Modified: Thursday, December 07, 2017 4:03:11 PM
Time Spent: 00:02:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

take into account the businesses affected by lack of parking and also take into account the amount of cars idling and polluting the city while stuck in traffic

#99

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 4:21:07 PM
Last Modified: Thursday, December 07, 2017 4:25:12 PM
Time Spent: 00:04:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected lane are amazing, great active use.

Q3 How could the emerging design concepts be improved?

Left-hand turns can be a tad awkward, merging back into vehicular traffic or walking your bike across a cross walk, are these the only options?

#100

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 08, 2017 9:45:58 AM
Last Modified: Friday, December 08, 2017 9:46:47 AM
Time Spent: 00:00:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More equitable space for all road users

Q3 How could the emerging design concepts be improved?

Looks great - More flowers maybe?!

#101

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, December 08, 2017 11:55:32 AM
 Last Modified: Friday, December 08, 2017 11:59:43 AM
 Time Spent: 00:04:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Recognition that bicycles are higher in the Transportation Hierarchy.

Q3 How could the emerging design concepts be improved?

Consider temporary protected bike lanes that can be tweaked as required.

#102

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Saturday, December 09, 2017 1:33:26 PM
 Last Modified: Saturday, December 09, 2017 1:33:53 PM
 Time Spent: 00:00:26

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I like the design generally - especially the part that merges with Government St.

Q3 How could the emerging design concepts be improved?

I feel very strongly that the mixing area of cyclists and pedestrians on Wharf around Fort St is a very serious mistake. I do not understand how this design feature even makes sense. In the summer especially, that area of the walkway can be very busy with pedestrians. Mixing cyclists will slow down the route, disuade people from using it, possibly lead to collisions and frustration from these two groups. I understand the desire to accommodate transit, but I just saw a bus turn up Fort St. last night from Wharf and I watched it only use the one lane, while the second was free. I suggest that you take away one car lane here. If you are worried about traffic back-ups, I would ensure you have proper data in terms of how many cars actually turn on Fort St, how frequently and at what time of the day. For buses turning on Fort, I would see if there's any way you could allow drivers on those routes to control the light so they wouldn't be needlessly stuck waiting for an opening of traffic flow to turn.

#103

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 12, 2017 11:28:46 AM
Last Modified: Tuesday, December 12, 2017 11:29:24 AM
Time Spent: 00:00:38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

nothing but sure is irritating

Q3 How could the emerging design concepts be improved?

scrap the bike lanes

#104

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 14, 2017 6:21:54 AM
Last Modified: Thursday, December 14, 2017 6:25:17 AM
Time Spent: 00:03:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

It will provide a safe north-south bike connector to the Johnson Street Bridge, Fort Street bike lane, and Pandora bike lane.

Q3 How could the emerging design concepts be improved?

Left hand turns are going to be tricky, especially to get onto the Fort Street bike lane. Have you considered an advanced green at the intersection of Fort and Wharf Street to make it safer and easier for all modes of travel to turn left onto Fort Street when traveling south on Wharf. Vehicles currently cut off oncoming traffic at this intersection as a way to try to get ahead of a long line of oncoming cars when the light turns from red to green.

#105

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 16, 2017 1:11:42 PM
Last Modified: Saturday, December 16, 2017 1:13:06 PM
Time Spent: 00:01:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing.

Q3 How could the emerging design concepts be improved?

I support bike lanes, however this is going too far. You are hurting local businesses and creating a vehicle traffic nightmare. There were already effective bike lanes on many streets.

#106

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 17, 2017 3:07:26 AM
Last Modified: Sunday, December 17, 2017 3:13:41 AM
Time Spent: 00:06:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The protected bike lanes are the best and safest designs out there, it's exciting to see that level of world class design making it to the streets of Victoria.

Q3 How could the emerging design concepts be improved?

Peds, bikes and motor vehicles need to be separated, designing a stepped or tiered system (with walkways being highest, and roadways lowest), could improve the visual look more than the abrupt curb to road drop-off.

#107

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:19:01 PM
Last Modified: Tuesday, December 19, 2017 3:19:38 PM
Time Spent: 00:00:36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing its a nightmare

Q3 How could the emerging design concepts be improved?

Remove them

#108

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:31:24 PM
Last Modified: Tuesday, December 19, 2017 3:31:48 PM
Time Spent: 00:00:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

NO MORE BIKE LANES IN DOWNTOWN

Q3 How could the emerging design concepts be improved?

NO MORE BIKE LANES IN DOWNTOWN

#109

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:33:46 PM
Last Modified: Tuesday, December 19, 2017 3:34:11 PM
Time Spent: 00:00:25

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

The attempt the limit impact on parking

Q3 How could the emerging design concepts be improved?

Increase parking allotments

#110

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:49:31 PM
Last Modified: Tuesday, December 19, 2017 3:54:43 PM
Time Spent: 00:05:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Absolutely nothing. We do not need expensive bike lanes at this point in time. What we do need is a complete overhaul of our very flawed public transit which benefits ALL residents and not just a small, elite group that want dedicated bikes lanes. Victoria's demographic is elderly and these people need good public transit as they often have mobility issues so cycling is impossible. Fix the public transit and then, maybe consider bike lanes. Or, better yet; implement testing and licensing for cyclists so they understand the rules of the road. They want to use the roads? Then they should prove they know how to just like everyone else. This would do more to reduce vehicle/cyclist/pedestrian accidents.

Q3 How could the emerging design concepts be improved?

By improving public transit and making it easier for vehicles to get into and around downtown.

#111

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:01:36 PM
Last Modified: Tuesday, December 19, 2017 4:02:59 PM
Time Spent: 00:01:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The ability to connect the new protected bike paths together.

Q3 How could the emerging design concepts be improved?

I would like to see more trees and shrubs used as dividers between bike lanes and car lanes.

#112

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:04:24 PM
Last Modified: Tuesday, December 19, 2017 4:08:41 PM
Time Spent: 00:04:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I think this will help to improve the Wharf Street area in general. As an nervous biker, I'm excited about the increased opportunities for me to bike around the city.

Q3 How could the emerging design concepts be improved?

Add public art! Otherwise, the concepts look great. Keep up the good work.

#113

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:25:32 PM
Last Modified: Tuesday, December 19, 2017 4:28:30 PM
Time Spent: 00:02:58

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

First, it would be easier to answer this question if the concept figure was displayed at the same time as the questionnaire. Right now, if I scroll up my answer disappears. The emerging concept (2 way protected bike lane) looks like it's a good balance of protecting cyclists and leaving some parking for concerned motorists. Love the idea of protected bike lanes and think the network is a great idea.

Q3 How could the emerging design concepts be improved?

I am hoping the Pandora and Wharf bike lanes will seamlessly connect across the bridge to the Songhees/Galloping Goose Trails.

#114

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:26:54 PM
Last Modified: Tuesday, December 19, 2017 4:29:41 PM
Time Spent: 00:02:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

fewer cars on the streets

Q3 How could the emerging design concepts be improved?

it looks like the focus is on cycling. Those who do not see themselves as cyclists believe they are being left out of the transportation improvements. Better pedestrian corridors should go hand in hand with better cycling infrastructure. The City needs to celebrate the work to improve our city by ensuring inclusivity for everyone who is not in a vehicle. The City also needs to ensure that drivers do not become pariahs in their own city.

#115

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:31:59 PM
Last Modified: Tuesday, December 19, 2017 4:32:59 PM
Time Spent: 00:00:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

definitely alternate concept

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#116

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:33:04 PM
Last Modified: Tuesday, December 19, 2017 4:33:27 PM
Time Spent: 00:00:22

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Take up less road space

#117

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:27:27 PM
Last Modified: Tuesday, December 19, 2017 4:33:49 PM
Time Spent: 00:06:22

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Honestly, I regularly pass cars on the left on Wharf and sometimes go against flow to get to Burdett. This design would make my existing behaviour legal and safer.

Q3 How could the emerging design concepts be improved?

How about roundabouts at Fort and Broughton instead of turn lanes? Drivers don't understand the current left turn on green at Fort. There's currently a lot of jaywalking between Courtney and Government, which will just get worse with more amenities on both sides - maybe a mid-block crossing?

#118

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:33:22 PM
Last Modified: Tuesday, December 19, 2017 4:35:33 PM
Time Spent: 00:02:11

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protection. Important for those who are less confident riding in traffic. Will slow down traffic which will make it safer.

Q3 How could the emerging design concepts be improved?

Concerned about the shared use pathway near Fort. It can get busy there in the summer with tourists feeling lost. Consider placement of wayfinding surrounding this area so people know where they are going (but don't put it too close so people congregate...).

#119

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:34:27 PM
Last Modified: Tuesday, December 19, 2017 4:35:50 PM
Time Spent: 00:01:22

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Getting bikes out of the car lanes - too many weave in and out of traffic to get through the traffic.

Q3 How could the emerging design concepts be improved?

We need to retain as much parking as possible and make sure the entrance to the lower parking lot is safe with good visibility.

#120

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:46:31 PM
Last Modified: Tuesday, December 19, 2017 4:47:13 PM
Time Spent: 00:00:41

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Need to either replace parking or retain the parking we have.

#121

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:02:31 PM
Last Modified: Tuesday, December 19, 2017 5:04:58 PM
Time Spent: 00:02:27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected, connected bike lanes.

Q3 How could the emerging design concepts be improved?

Keep them flat; Pandora and Cook St go up and down for driveways, bus stops, etc. That's real work when you're cycling with child in a trail-a-bike or Weehoo behind the bike.

#122

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:15:10 PM
Last Modified: Tuesday, December 19, 2017 5:15:54 PM
Time Spent: 00:00:44

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. Leave as is.

Q3 How could the emerging design concepts be improved?

By not spending any more money or time on this project.

#123

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:24:28 PM
Last Modified: Tuesday, December 19, 2017 5:28:21 PM
Time Spent: 00:03:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I love that when it's all finished we will have a connected downtown network of two way bike lanes. Very safe and will definitely convert me to biking around the city.

Q3 How could the emerging design concepts be improved?

Just make sure it's easy to cross the road and enter the network on the west side.

#124

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:34:35 PM
Last Modified: Tuesday, December 19, 2017 5:36:23 PM
Time Spent: 00:01:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safer areas to bike. Less likely to get doored by a car while I'm biking downtown. Easier to bike to my work.

Q3 How could the emerging design concepts be improved?

I like them as is, #3 with 2 bike lanes is the best.

#125

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:36:27 PM
Last Modified: Tuesday, December 19, 2017 5:38:17 PM
Time Spent: 00:01:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. I do NOT think the protected bike lanes are valuable. They make me less likely to cycle. I am afraid of backlash from drivers. The plans do not make sense.

Q3 How could the emerging design concepts be improved?

Stop putting in protected bike lanes. I am a cyclist and I much prefer regular bike lanes.

#126

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 6:45:12 PM
Last Modified: Tuesday, December 19, 2017 6:47:16 PM
Time Spent: 00:02:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

They can't improve on this level of STUPID!!! Do you really want to drive business away from the downtown core by removing even MORE parking spaces?

#127

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 6:50:44 PM
Last Modified: Tuesday, December 19, 2017 6:56:17 PM
Time Spent: 00:05:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. This council doesn't listen to citizens. All it cares about is getting rid of cars and getting rid of parking. Spend our tax dollars on other priorities.

Q3 How could the emerging design concepts be improved?

Leave the street alone. Focus on improving transit instead.

#128

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 6:58:34 PM
Last Modified: Tuesday, December 19, 2017 6:59:21 PM
Time Spent: 00:00:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Connected bike lanes thru the downtown

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#129

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 7:47:30 PM
Last Modified: Tuesday, December 19, 2017 7:49:03 PM
Time Spent: 00:01:33

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Bike lanes

Q3 How could the emerging design concepts be improved?

Could narrow the sidewalks a little more and try to maintain 4 lanes for cars.

#130

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 7:51:01 PM
Last Modified: Tuesday, December 19, 2017 7:52:33 PM
Time Spent: 00:01:31

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Wharf street is the missing link for my commute and for connecting my family to James bay/beacon hill park on the cargo bike.

Q3 How could the emerging design concepts be improved?

I'm
Pleased with what I see so far and hope the double bike lane like pandora proceeds.

#131

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 9:55:08 PM
Last Modified: Tuesday, December 19, 2017 9:58:41 PM
Time Spent: 00:03:33

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

No more bike lanes, we've lost far too many disability delimited parking spaces in the dt core. The number of people identifying with physical impairments is growing, as baby boomers age.

Q3 How could the emerging design concepts be improved?

Leave it alone. Improve accessibility in the city with the tax dollars instead.

#132

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 11:35:54 PM
Last Modified: Tuesday, December 19, 2017 11:40:00 PM
Time Spent: 00:04:06

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Wharf Street is a clunky street as-is with pedestrians crossing at multiple crosswalks and generally slow moving vehicles. It's unofficially a popular bike route already for confident cyclists, will be a big draw for those tourists looking to rent bicycles and see the inner harbour.

Q3 How could the emerging design concepts be improved?

As stated above, this is a high volume pedestrian crossing place (especially in high tourism season). Managing cyclists and tourists/pedestrians will be important for safety.

#133

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 12:20:47 AM
Last Modified: Wednesday, December 20, 2017 12:22:37 AM
Time Spent: 00:01:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Improvement of government and wharf intersection

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#134

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 12:43:13 AM
Last Modified: Wednesday, December 20, 2017 12:47:18 AM
Time Spent: 00:04:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Government intersection separates bikes from traffic. Appeared to merge with pedestrians. I prefer biking alongside pedestrians rather than traffic. Safer experiences throughout Europe.

Q3 How could the emerging design concepts be improved?

Most important: Integrate pedestrians and bike lanes. Use the sidewalk to extend bike lane rather than road ways.

Keep congestion down with road ways. Keep roads relatively same. Use less green space in between lanes. More effective use of space. Focus on lowering congestion for traffic.

#135

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 1:41:28 AM
Last Modified:	Wednesday, December 20, 2017 1:43:08 AM
Time Spent:	00:01:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing these bike lanes are ridiculous and are making things incredible awkward for the thousand of people who pay to drive and park in this city as opposed to the few hundred who bike. not to mention effecting business in the downtown core by removing their parking and delivery space

Q3 How could the emerging design concepts be improved?

by scrapping the whole thing and speeding the money elsewhere

#136

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 1:43:47 AM
Last Modified:	Wednesday, December 20, 2017 1:43:51 AM
Time Spent:	00:00:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	No
Q2 What excites you about the emerging design concepts?	Respondent skipped this question
Q3 How could the emerging design concepts be improved?	Respondent skipped this question

#137

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 8:41:10 AM
Last Modified:	Wednesday, December 20, 2017 8:44:42 AM
Time Spent:	00:03:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
Q2 What excites you about the emerging design concepts?	
	Being able to bike to school with my children.
Q3 How could the emerging design concepts be improved?	
	Take school commuting routes into consideration. Make trails safer for young riders- speed limit signs on goose and loch side- and prohibiting motorized scooters on bike/pedestrian trail networks to start (this is an increasing problem on the goose).

#138

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 9:22:34 AM
Last Modified:	Wednesday, December 20, 2017 10:09:48 AM
Time Spent:	00:47:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
---	------------

Q2 What excites you about the emerging design concepts?

Having a two-way cycle track on the west side of the street makes perfect sense here since it eliminates conflict with vehicle traffic.

Q3 How could the emerging design concepts be improved?

I am concerned about conflict with hotel guests at the hotel loading zone. Visitors to the city will be unfamiliar with the traffic pattern and won't know to look both ways.

I would also like to see how cyclists enter the bike lane from Government St. during the period before that segment is completed.

#139

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 10:03:29 AM
Last Modified:	Wednesday, December 20, 2017 10:09:52 AM
Time Spent:	00:06:22

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing, again you are removing major parking and completely cutting off the wharf street to people with limited mobility that don't qualify for a disabled pass and need flat nin-hill parking. There has to be a better way. Why not put bikes one block up on government? It is already a 1 way street, cut 1 of the super wide sidewalks to regular length, remove trees and you still have parking, driving and walking space without removing anything.

Q3 How could the emerging design concepts be improved?

Move to gov street. Stop removing parking spots. The super wide sidewalks along that section of gov are perfect for cutting 1 in half and making a bike lane. No changes to road, parking or 3/4 of sidewalks

#140

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 10:09:45 AM
Last Modified:	Wednesday, December 20, 2017 10:11:35 AM
Time Spent:	00:01:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing; please do not put a protected bike lane in Wharf St.

Q3 How could the emerging design concepts be improved?

Do not add a bike lane to Wharf St

#141

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 5:20:51 PM
Last Modified: Wednesday, December 20, 2017 5:21:12 PM
Time Spent: 00:00:20

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

cancel them

#142

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 5:22:23 PM
Last Modified: Wednesday, December 20, 2017 5:22:31 PM
Time Spent: 00:00:07

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	No
Q2 What excites you about the emerging design concepts?	Respondent skipped this question
Q3 How could the emerging design concepts be improved?	Respondent skipped this question

#143

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 5:38:18 PM
Last Modified:	Wednesday, December 20, 2017 5:39:35 PM
Time Spent:	00:01:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
Q2 What excites you about the emerging design concepts?	
Makes it easier to live and move around downtown without a few tons of metal and plastic.	
Q3 How could the emerging design concepts be improved?	Respondent skipped this question

#144

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, December 20, 2017 8:41:12 PM
Last Modified:	Wednesday, December 20, 2017 8:42:53 PM
Time Spent:	00:01:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
---	------------

Q2 What excites you about the emerging design concepts?

Finally, wharf street bike lanes.

Q3 How could the emerging design concepts be improved?

I like the single lane bike lanes. 2 lane are confusing cause it doesn't match the flow of the rest of the traffic. It would be nice if drivers could work with them...but they can't. Even as a cyclist/driver I find the two lane ones nerve-racking to navigate.

#145

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 7:52:09 AM
Last Modified: Thursday, December 21, 2017 7:53:59 AM
Time Spent: 00:01:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

They need to be reconsidered and put forward to a meaningful consultation with businesses

#146

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 11:11:05 AM
Last Modified: Thursday, December 21, 2017 11:11:12 AM
Time Spent: 00:00:06

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#147

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, December 21, 2017 11:40:02 AM

Last Modified: Thursday, December 21, 2017 11:40:41 AM

Time Spent: 00:00:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

I AM HORRIFIED BY THESE CHANGES.

Q3 How could the emerging design concepts be improved?

BY STICKING TO THE STATUS QUO.

#148

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, December 21, 2017 12:02:39 PM

Last Modified: Thursday, December 21, 2017 12:08:01 PM

Time Spent: 00:05:22

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

protection from drivers!

Q3 How could the emerging design concepts be improved?

Shared space for peds and cyclists isn't safe at Fort/Wharf. Also please consider modifying the slip lane at the bottom of Yates. Drivers treat the STOP sign as a yield because the road is designed just like a off ramp on a highway rather than a right (ish) angled turn. This is a major design flaw for the pedestrian realm that is important to this plan. At the very least a raised crosswalk would slow down dangerous driving behavior of a slip lane.

#149

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, December 21, 2017 1:12:12 PM
 Last Modified: Thursday, December 21, 2017 1:13:48 PM
 Time Spent: 00:01:36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

I like the 2 way bike lane on the west side of the street. I look forward to bicycling either direction in a safe way.

Q3 How could the emerging design concepts be improved?

When cycling, I want to know that a car does not have permission to cut me off when they are entering and exiting their lanes.

#150

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Thursday, December 21, 2017 6:04:13 PM
 Last Modified: Thursday, December 21, 2017 6:07:42 PM
 Time Spent: 00:03:29

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

I really like the idea of a city being connected through an system of bike veins. I'm really impressed by the city for taking the initiative.

Q3 How could the emerging design concepts be improved?

It would be lovely if the bike lane network expanded all around the water, from james bay to oak bay and even up to gordon head. It could become a tourist attraction for the city. An aside to that is we should increase dear population and make the dear into a tourist attraction like in Nara, Japan.

#151

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 22, 2017 7:42:07 AM
Last Modified: Friday, December 22, 2017 7:43:01 AM
Time Spent: 00:00:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

I like the bike lane additions, and think they should be placed on each side of the street, one direction each side. Side by side bike lanes are confusing for drivers and some bikers, which is ultimately dangerous.

Q3 How could the emerging design concepts be improved? Respondent skipped this question

#152

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 9:52:32 AM
Last Modified: Saturday, December 23, 2017 9:53:14 AM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

Having a separated bike area makes me feel more safe from vehicles.

Q3 How could the emerging design concepts be improved?

Plants and greenery!

#153

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 2:42:46 PM
Last Modified: Saturday, December 23, 2017 2:44:12 PM
Time Spent: 00:01:25

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I'm excited to see that more spaces for cyclists are being planned! Thanks for all of your work to protect the lives of people who ride bikes!

I drive my car downtown all day five days a week for my work. I have gotten used to the Pandora bike lane just fine, and feel safer knowing that cyclists have a place to ride where they won't be a few inches from my mirror!

I like this plan because some residents of Victoria can't afford to drive or ride the bus. That used to be my situation, and I almost got hit by trucks and cars a few times. People using bikes have a right to safely access downtown.

Let's all try to remember that safer bike lanes save lives

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#154

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 4:26:08 PM
Last Modified: Saturday, December 23, 2017 4:26:50 PM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Increased safety

Q3 How could the emerging design concepts be improved?

Not sure

#155

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 4:54:36 PM
Last Modified: Saturday, December 23, 2017 4:55:25 PM
Time Spent: 00:00:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

More room for safe biking.

Q3 How could the emerging design concepts be improved?

Do not take out trees!!

#156

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 4:59:03 PM
Last Modified: Saturday, December 23, 2017 4:59:51 PM
Time Spent: 00:00:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safe bike lanes.

Q3 How could the emerging design concepts be improved?

My personal preference is for 1 way bike lanes on both sides of the street.

#157

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 5:19:21 PM
Last Modified: Saturday, December 23, 2017 5:26:39 PM
Time Spent: 00:07:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safer travel for bicyclists. We need separate lanes because many drivers do not respect bikes, driving too close, turning in front etc. I have had many close calls even though I am extremely defensive. Safety trumps all.

Q3 How could the emerging design concepts be improved?

Driver education, foolproof signage ... think through intersection transfers. Slightly wider parking medians so you can pass walk past bikes without stepping into bike lanes.

#158

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 5:57:34 PM
Last Modified: Saturday, December 23, 2017 5:58:47 PM
Time Spent: 00:01:12

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safety improvements for cyclists. I don't want to be tenderized by a truck while trying to get home from work.

Q3 How could the emerging design concepts be improved?

Better protection somehow? Grade separation? I don't know.

#159

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 7:13:05 PM
Last Modified: Saturday, December 23, 2017 7:14:08 PM
Time Spent: 00:01:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Being able to bike safely downtown to the shops on Johnson St from Vic West without driving.

Q3 How could the emerging design concepts be improved?

More signs to direct cars to parking garages, more directions and signage for motorists about new changes.

#160

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:22:10 AM
Last Modified: Sunday, December 24, 2017 10:22:42 AM
Time Spent: 00:00:31

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Not constantly fearing getting doored

Q3 How could the emerging design concepts be improved?

It's perfect

#161

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:33:40 AM
Last Modified: Sunday, December 24, 2017 10:36:04 AM
Time Spent: 00:02:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More consideration is being given to bikes as transportation.

Q3 How could the emerging design concepts be improved?

Reduce driving speed anywhere cyclists are not physically protected from drivers.

#162

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 26, 2017 6:08:27 AM
Last Modified: Tuesday, December 26, 2017 6:09:36 AM
Time Spent: 00:01:08

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Bike Priority

Q3 How could the emerging design concepts be improved?

I think parking will be less of an issue in 10 (or so) years when automated cars become more prevalent. Its worth planning for more loss of parking if it improves the bike/walk experience and safety.

#163

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 27, 2017 12:56:29 PM
Last Modified: Wednesday, December 27, 2017 1:00:48 PM
Time Spent: 00:04:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

As a biker, I do not think these changes are necessary.
 As a driver, these changes cause unnecessary inconveniences.

Q3 How could the emerging design concepts be improved?

Remove the two-way protected bike lanes on Pandora. Do not install two-way protected bike lanes on Fort. Do not touch Wharf Street. There's plenty of space to bike on Wharf.

The stat the City of Victoria is using of 1500 riders per day is misleading and not true across the year.

#164

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 9:59:02 AM
Last Modified: Thursday, December 28, 2017 9:59:21 AM
Time Spent: 00:00:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Dont build them

#165

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:01:45 AM
Last Modified: Thursday, December 28, 2017 10:03:39 AM
Time Spent: 00:01:54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Having a basic, safe, set of connectors through the downtown will be great. Cars on Fort St will move more slowly.

Q3 How could the emerging design concepts be improved?

The design for pinch-points on Humboldt should be changed. Pinch-points are dangerous for people on bikes.

#166

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:10:13 AM
Last Modified: Thursday, December 28, 2017 10:11:32 AM
Time Spent: 00:01:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

By having two bikes lanes, one for each direction of travel.

#167

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:14:52 AM
Last Modified: Thursday, December 28, 2017 10:17:19 AM
Time Spent: 00:02:26

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

A safe ride to work! I live in Fernwood and work at the Parliament buildings. The Pandora bike lanes were the first time I felt safe cycling to town, I absolutely loved them. But turning left onto Wharf was intimidating because of the traffic. Now I will be able to continue my commute safely, I can't wait for this.

Q3 How could the emerging design concepts be improved?

I personally prefer the two one-way cycling lanes, but I think you did a great job balancing the demands of folks for parking on Wharf street, and the two-way lane leaves one side of the street for parking. I'm happy with it!

#168

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:25:57 AM
Last Modified: Thursday, December 28, 2017 10:27:43 AM
Time Spent: 00:01:45

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

No bike lanes along wharf! Tourists and businesses need parking.

#169

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:39:46 AM
Last Modified: Thursday, December 28, 2017 10:41:26 AM
Time Spent: 00:01:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected bike lanes along the harbour will be great - for residents and visitors.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#170

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:55:12 AM
Last Modified: Thursday, December 28, 2017 10:56:12 AM
Time Spent: 00:00:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Leave road as is. No desire to ever shop/dine downtown again as more bike lanes are added.

#171

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 6:31:25 PM
Last Modified: Thursday, December 28, 2017 6:31:41 PM
Time Spent: 00:00:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#172

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 6:54:38 PM
Last Modified: Thursday, December 28, 2017 6:55:19 PM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Ease of getting around and scenic route

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#173

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, December 28, 2017 7:11:04 PM

Last Modified: Thursday, December 28, 2017 7:22:52 PM

Time Spent: 00:11:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

It's great to see additional protected bike lanes throughout the city. I use wharf street every day to cycle to work and this will be a huge improvement. For the Johnson st bridgehead I prefer option B - I see cars making illegal right-hand turns on the red along the new pandora st bike lane on a daily basis and this is an accident waiting to happen for cyclists. Unless these can be enforced properly I don't want to see more "no right turn on red" intersections for vehicles to ignore

Q3 How could the emerging design concepts be improved?

Better education or a different design concept for the "no right turn on red" at intersections, as vehicles routinely ignore this and cut in front of bikes - it's happened to me and I see it happen to other cyclists all the time.

#174

COMPLETE

Collector: Web Link 1 (Web Link)

Started: Thursday, December 28, 2017 8:42:41 PM

Last Modified: Thursday, December 28, 2017 8:42:50 PM

Time Spent: 00:00:08

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#175

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 9:17:03 PM
Last Modified: Thursday, December 28, 2017 9:19:08 PM
Time Spent: 00:02:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

It will make cycling and walking more attractive and safe for all. It will present an image that Victoria is a progressive city that will attract investment, new residents and tourists.

Q3 How could the emerging design concepts be improved?

Extend the network out in radials from the central circle.

#176

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 5:59:59 AM
Last Modified: Friday, December 29, 2017 6:09:17 AM
Time Spent: 00:09:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Better balance between cars, cyclists and pedestrians. safer travel for cycling with our family

Q3 How could the emerging design concepts be improved?

BC transit is a joke here in Victoria. I would like to see sky trains that would take the commuter single car traffic out of the downtown core. Trains that allowed the westshore, Colwood, Langford, Sidney, Swartz bay and airport travels to get downtown with getting in a car.

#177

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 7:57:29 AM
Last Modified: Friday, December 29, 2017 8:00:17 AM
Time Spent: 00:02:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Having a safe way to cycle around the city. Currently bike lanes and paths aren't necessarily connected.

Q3 How could the emerging design concepts be improved?

Instead of cement islands you could put in planters which have native plants to help support native pollinators.

#178

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 8:07:05 AM
Last Modified: Friday, December 29, 2017 8:08:07 AM
Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I am not excited about the prospect of more pedestrian injuries

Q3 How could the emerging design concepts be improved?

I am not excited about the prospe

#179

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, December 29, 2017 7:47:15 AM
Last Modified:	Friday, December 29, 2017 8:09:50 AM
Time Spent:	00:22:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

Nothing excites me. I have handfults of friends who commute on a daily basis from Saanich to Victoria, Esq to Victoria, etc. and none of them agree with any of these bike lane ideas so far, because they also DRIVE CARS and have family members with MOBILITY ISSUES who feel like they are being discriminated against because they cannot RIDE BIKES themselves, so these infrastructure changes being made to the city only serve the bicyclists it seems. Think about this: If the only 3 choices we have are a people path by the Robbins Parking Lot, Wharf Street, and Government Street...I'd say we need to rethink this strategy for bike lanes. Why doesn't the public get a vote in the early stages? Why are we being "surveyed" after this project is already half way through the development? That's like having a contractor steal money out of your bank account a build a house without your consent, and then in the last week of the build they ask you what colour you want the drapes in the kitchen.

I am a multi generation Victorian and have lived here almost my entire life -- I have never seen a surplus of bicycles on Wharf Street, or enough of a demand from them to warrant removing parking spaces and create a narrower street. Think about it -- the street will also be NARROWER. What about carriages, tour busses, etc in the summer months? This is a tourist town. Your bike lanes + the giant concrete protected curb are wider than the current parking spaces on the West Side of the Street. So you'll obviously have to make the lanes narrower which is a horrible idea.

All this "share the road" jargon is quite hypocritical, because sharing the road doesn't mean changing the road for the better of one party.

Look at Vancouver: major roads Downtown have "DESIGNATED" bike lanes but retain the parking on both sides. Why couldn't we have just painted in bike lanes like you have done with the HOV lanes on Douglas?

This makes no sense.

Q3 How could the emerging design concepts be improved?

By putting the bike lanes on the EAST SIDE of the street. Most traffic comes down YATES and from the BRIDGE so why in gods name would you take away parking on the ONE SIDE OF THE STREET that has the most vehicle traffic? And don't tell me now that people won't be able to turn left from Yates onto Wharf Street...that would be absolutely horrid. If anything, another light needs to be stuck down on Yates and Wharf Street for people turning left. That "intersection" is horrible. The cross walk that goes over from Yates to Wharf should have been on the LEFT side of the Street by the restaurant because of the blind corner on the left when vehicles turn onto Wharf; that small distance makes a huge impact when turning, especially because vehicles can park on Wharf close up to Yates (if that makes sense.)

So yes, even though Wharf Street is a horrid idea for Bike Lanes, I'd like to suggest putting them on the EAST side of Wharf Street & making a set of lights for pedestrians and vehicles turning left from Yates onto Wharf. That would be the safest idea. After all, pedestrians also means handicapped people and elderly people with mobility issues. That crosswalk from Yates over to Wharf is a death trap for both motorists and pedestrians.

#180

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, December 29, 2017 8:08:35 AM
 Last Modified: Friday, December 29, 2017 8:11:30 AM
 Time Spent: 00:02:54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I am not excited about loss of parking or more pedestrian injuries. This question is absolutely absurd not follow sound survey design methods. The positive question is where did intervals and what excites you and the negative is in terms of what can we do better. Absolutely unequal

Q3 How could the emerging design concepts be improved?

Replace any parking removed. Go back to reconsidering a dedicated bike path which is been dismissed based on its pedestrian only designation. If you can totally r esign the streets you can totally redesigned the David Foster pathway

#181

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, December 29, 2017 12:56:04 PM
 Last Modified: Friday, December 29, 2017 12:57:17 PM
 Time Spent: 00:01:12

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing... the Merchants on Wharf Street and every other street do NOT want bike lanes....

Q3 How could the emerging design concepts be improved?

Leave the street the way it is.... The Mayor and Councillors do not seem to get the message...

#182

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 9:00:02 PM
Last Modified: Friday, December 29, 2017 9:03:43 PM
Time Spent: 00:03:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

If Cook St is modified for bike lanes those of us who live on Linden would like speed bumps installed. Linden already is a speed corridor at times and this Cook St bike lane plan will ensure narrow Linden with residential parking on both sides and hard to see traffic at corners, becomes the de facto car commute street. Not good.

#183

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 8:55:42 AM
Last Modified: Saturday, December 30, 2017 8:57:59 AM
Time Spent: 00:02:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safety. This is a narrow and scary road to bike on

Q3 How could the emerging design concepts be improved?

This road is used mostly by tourists. Would be good to see bike lanes more comprehensive to access parts of the city used by locals

#184

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 9:47:03 AM
Last Modified: Saturday, December 30, 2017 9:52:21 AM
Time Spent: 00:05:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

As a cyclist, I personally prefer the one-way (protected or non-protected) bike lanes. I question the need for protected bike lanes on Wharf ... I would never use Wharf Street to get to a destination on my bike, especially in the summer when car and pedestrian traffic is so high.

#185

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 10:29:55 AM
Last Modified: Saturday, December 30, 2017 10:33:06 AM
Time Spent: 00:03:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

people seem to be concerned for parking along wharf. the concern is not just for wharf street, and i do not have a full solution, but maybe you could device a programme which gives someone a free buspass when they give up their existing vehicle

#186

COMPLETE

Collector:

Web Link 1 (Web Link)

Started:

Sunday, December 31, 2017 6:56:17 PM

Last Modified:

Sunday, December 31, 2017 7:02:56 PM

Time Spent:

00:06:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

the design is not safe

Q3 How could the emerging design concepts be improved?

it can't be improved because it is garbage. improving the bike lanes that existed and adding more would have been more sensible than paying a non-resident fees to over design.

#187

COMPLETE

Collector:

Web Link 1 (Web Link)

Started:

Sunday, December 31, 2017 11:29:42 PM

Last Modified:

Sunday, December 31, 2017 11:29:54 PM

Time Spent:

00:00:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	No
Q2 What excites you about the emerging design concepts?	Respondent skipped this question
Q3 How could the emerging design concepts be improved?	Respondent skipped this question

#188

COMPLETE	
Collector:	Web Link 1 (Web Link)
Started:	Tuesday, January 02, 2018 11:07:38 AM
Last Modified:	Tuesday, January 02, 2018 11:14:39 AM
Time Spent:	00:07:00

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
Q2 What excites you about the emerging design concepts?	I like the concept of having a one-way lane on each side, however, it could be better.
Q3 How could the emerging design concepts be improved?	<p>The first design (2-way on west side) calls for narrowing of the vehicle lanes; a space-saving measure that will calm traffic. However, in the second design (one way on each side) the vehicle lanes are wide again.</p> <p>If the vehicle lanes were narrower, there would be enough room for wider one-way bike lanes. This is an important consideration since in the existing plan there is not enough room for one bike to safely pass another.</p>

#189

COMPLETE	
Collector:	Web Link 1 (Web Link)
Started:	Tuesday, January 02, 2018 1:42:39 PM
Last Modified:	Tuesday, January 02, 2018 1:47:59 PM
Time Spent:	00:05:19

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Having the bikelane along Wharf is fine as a concept, but the east side of the street should be duly considered, and it seems to have been discounted.

Q3 How could the emerging design concepts be improved?

Switch sides of the road for the bikelane. The east side would be less disruptive to the bridge intersection, Fort Street intersection and the Govt Street/Humboldt/Causeway intersection. I could be wrong, but it appears the decision has already been made for reasons that don't make a lot of sense to me.

#190

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 02, 2018 2:15:37 PM
Last Modified: Tuesday, January 02, 2018 2:25:16 PM
Time Spent: 00:09:38

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Should be down the east side of the street to lessen the overall impact on JSB, Fort Street and Govt/Humboldt intersections.

Q3 How could the emerging design concepts be improved?

The reasons for not accepting the east side seem to be improperly explained. I also really dislike the idea that the "views are better" on the right side. Cyclists should dismount if they are going to be admiring the view. The parking space loss argument is bogus. One side or the other side will lose parking, and you can create or delete spots. There is no additional roadway width options.

As for climate change lessening, I envision a lot of idling cars in every direction, often with light or non-existent bicycle traffic. I'm a bike fan, but lets try and be sensible here. East side of Wharf would be less impactful overall from what I can envision of how this will play out in reality.

#191

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Tuesday, January 02, 2018 3:32:50 PM
 Last Modified: Tuesday, January 02, 2018 3:34:40 PM
 Time Spent: 00:01:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Two-way protected bike lanes that allow for passing. Connects the two east-west corridors as well as the regional trails.

Q3 How could the emerging design concepts be improved?

N/A. Very happy with design.

#192

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Tuesday, January 02, 2018 5:45:02 PM
 Last Modified: Tuesday, January 02, 2018 5:46:26 PM
 Time Spent: 00:01:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I'm not excited about the poor engagement, transparency or the cost.

Q3 How could the emerging design concepts be improved?

Stop everything you are doing and meet with the public about what we want.

#193

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 04, 2018 1:34:44 PM
Last Modified: Thursday, January 04, 2018 1:35:48 PM
Time Spent: 00:01:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safer, it means not having to bike in the door zone of parked cars on Wharf anymore.

Q3 How could the emerging design concepts be improved?

Greenery, planters in the separation between cars and bikes.

#194

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 04, 2018 8:35:46 PM
Last Modified: Thursday, January 04, 2018 8:37:05 PM
Time Spent: 00:01:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

the bike lane is protected and is on the waterfront side of the street

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#195

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, January 12, 2018 11:49:43 AM
 Last Modified: Friday, January 12, 2018 11:49:55 AM
 Time Spent: 00:00:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

safe space for people biking

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#196

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, January 12, 2018 11:53:37 AM
 Last Modified: Friday, January 12, 2018 11:55:19 AM
 Time Spent: 00:01:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

I'm concerned what the intersection of Pandora and Wharf street will look like. I'm a daily cyclist on my way home, On my way home starting on Yates -> Wharf -> Pandora and then turn north when I reach Vancouver.

#197

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 12:07:59 PM
Last Modified: Friday, January 12, 2018 12:08:55 PM
Time Spent: 00:00:56

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More protection for people who bike along Wharf. It feels like a dooring zone nightmare along there right now.

Q3 How could the emerging design concepts be improved?

Not sure.

#198

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 12:22:55 PM
Last Modified: Friday, January 12, 2018 12:26:53 PM
Time Spent: 00:03:58

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

At least the bike riders will be on one side of the street so drivers will not have to keep a constant eye open for people disobeying the traffic rules

Q3 How could the emerging design concepts be improved?

Make sure that the bike lanes are monitored by POLICE and that cyclists that are not stopping for pedestrians are given tickets just like a car driver would receive. I am tired of stopping for red lights, pedestrians, flaggers, etc while other cyclists just zip past me. The traffic rules for cyclists including no helmets, etc have to start being enforced as it makes us serious cyclists / commuters look bad

#199

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, January 12, 2018 1:36:56 PM
 Last Modified: Friday, January 12, 2018 1:39:01 PM
 Time Spent: 00:02:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

more attention being given to commuter cycling.

Q3 How could the emerging design concepts be improved?

I would prefer a painted lane only, one way on each side, like on Johnston Street. I do not like two-way lanes, as they are overly narrow on Pandora - too much to look out for while cycling.

#200

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, January 12, 2018 1:51:25 PM
 Last Modified: Friday, January 12, 2018 1:54:17 PM
 Time Spent: 00:02:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing much

Q3 How could the emerging design concepts be improved?

Hold off on doing anything until the Pandora Street bikelane can be evaluated. As an avid cyclist, I do not find that the Pandora bike lanes work very well. It is difficult to manoeuvre around slower cyclists. The lights are not timed for cyclists and most of the time you need to stop t every light. Many times I've been almost hit by cars turning right when they have a red light. I found it much easier to get around Victoria using the existing streets and bike lanes (Johnson, Fort).

#201

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 2:01:01 PM
Last Modified: Friday, January 12, 2018 2:02:04 PM
Time Spent: 00:01:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Easier access on and off new bridge. Protected bike lanes - this can be a tricky stretch to bike.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#202

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 2:35:07 PM
Last Modified: Friday, January 12, 2018 2:35:49 PM
Time Spent: 00:00:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected bike lane, makes my ride into work much safer

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#203

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 3:17:50 PM
Last Modified: Friday, January 12, 2018 3:20:27 PM
Time Spent: 00:02:37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I bike all the time. Improved and safer bike lanes should be the priority. I don't necessarily have a preference between a double bike lane on one side (Emerging/Pandora) or one way on each side of the street (alternate).

Q3 How could the emerging design concepts be improved?

Priority should be on people who bike, walk or ride transit. Less focus and importance should be put on parking and drivers.

#204

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 5:13:51 PM
Last Modified: Friday, January 12, 2018 5:14:01 PM
Time Spent: 00:00:10

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#205

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, January 12, 2018 8:24:32 PM
 Last Modified: Friday, January 12, 2018 8:28:33 PM
 Time Spent: 00:04:00

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Accommodating bikes on a near to waterfront route that will benefit residents and tourists.

Q3 How could the emerging design concepts be improved?

Consider a waterfront path like Stanley Park seawall which separates bikes and pedestrians [sometimes by grade, sometimes just paint]. Gets a better waterfront experience and preserves on-street parking.

#206

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Friday, January 12, 2018 9:31:00 PM
 Last Modified: Friday, January 12, 2018 9:37:35 PM
 Time Spent: 00:06:35

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Pedestrian controlled crosswalk lights should not be rigidly synced to car traffic lights. Pedestrian should be able to cross within 0 - 10 seconds of pushing the button and not have to wait for the car light sync system. A classic example of where this needs to be done is at the back entrance of the Royal Jubilee Hospital at Coronation and Richmond. People wanting to catch the bus at that corner may miss the bus because it takes so long for the light to change.

#207

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Saturday, January 13, 2018 8:34:44 AM
 Last Modified: Saturday, January 13, 2018 8:36:52 AM
 Time Spent: 00:02:07

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts? Respondent skipped this question

Q3 How could the emerging design concepts be improved?

I fear that the downtown core will lose it's business strength if people, especially seniors are unable to drive downtown and park easily. The increase in two way bike lanes means a narrowing of streets and build up of congestion. I know many seniors who no longer go downtown.

#208

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Saturday, January 13, 2018 3:51:36 PM
 Last Modified: Saturday, January 13, 2018 3:52:28 PM
 Time Spent: 00:00:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

by not doing and do the alternate concept

#209

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 8:02:19 PM
Last Modified: Saturday, January 13, 2018 8:03:07 PM
Time Spent: 00:00:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Different mode of transportation

Q3 How could the emerging design concepts be improved?

??

#210

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 9:40:17 PM
Last Modified: Saturday, January 13, 2018 9:41:58 PM
Time Spent: 00:01:40

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safety!

Q3 How could the emerging design concepts be improved?

Love the Fort Street....Pandora seems more challenging for cars.

#211

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Sunday, January 14, 2018 10:39:22 AM
 Last Modified: Sunday, January 14, 2018 10:40:11 AM
 Time Spent: 00:00:49

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

It still allows for some on street parking while also better protecting cyclists.

Q3 How could the emerging design concepts be improved?

cant think of any improvement

#212

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Sunday, January 14, 2018 10:50:27 AM
 Last Modified: Sunday, January 14, 2018 10:51:56 AM
 Time Spent: 00:01:28

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Yes

Q2 What excites you about the emerging design concepts?

Protected lanes are very much appreciated!

Q3 How could the emerging design concepts be improved?

I don't like the mixing area between pedestrians and bikes. That just doesn't work for me. Other than that looks good!

#213

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, January 15, 2018 8:13:22 AM
 Last Modified: Monday, January 15, 2018 8:15:26 AM
 Time Spent: 00:02:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Creation of safer bike infrastructure

Q3 How could the emerging design concepts be improved?

Better communication of how bike lanes will actually help reduce congestion in town. Better communication regarding considerations of the city for replacement of the lost parking spaces.

#214

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, January 15, 2018 8:58:37 AM
 Last Modified: Monday, January 15, 2018 9:00:06 AM
 Time Spent: 00:01:28

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safe to bike with kids along Wharf street.

Q3 How could the emerging design concepts be improved?

Remind car users to use parkades down town, possible increase the number of parkades

#215

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, January 15, 2018 12:43:01 PM
 Last Modified: Monday, January 15, 2018 12:44:03 PM
 Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

I don't love the two way bike lanes. They feel really overengineered - the medians are so wide! Could you do a raised bike lane closer to the sidewalk that doesn't involve medians? Also make sure that the street can accommodate buses if necessary.

#216

COMPLETE

Collector: Web Link 1 (Web Link)
 Started: Monday, January 15, 2018 4:23:43 PM
 Last Modified: Monday, January 15, 2018 4:25:56 PM
 Time Spent: 00:02:13

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I like the protected bike lanes on Wharf st! Wharf st. is an interesting corridor to plan for as it combines very heavy traffic and congestion, new people to the area, tourists scooping the postcard views, and commuters racing to get home. Isolating the risks from the hard to see corners (bottom of Yates St, making a left on to Broughton, or Courtney is dangerous.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:31:01 PM
Last Modified: Thursday, November 23, 2017 12:31:12 PM
Time Spent: 00:00:11
IP Address: 142.36.5.200

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

cyclist safety

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:49:30 PM
Last Modified: Thursday, November 23, 2017 12:52:05 PM
Time Spent: 00:02:34
IP Address: 142.36.4.38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

Shared lanes don't work well in this city. Johnson street bridge is a good example. Cars will try to pass slow cyclists and cyclists try to pass each other. It's dangerous. If this street is going to go to a one way, I don't see why you can't put in a dedicated bike lane and a dedicated vehicle lane and still keep the parking and sidewalks.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:04:29 PM
Last Modified: Thursday, November 23, 2017 1:04:46 PM
Time Spent: 00:00:16
IP Address: 184.151.231.48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:09:02 PM
Last Modified: Thursday, November 23, 2017 1:09:18 PM
Time Spent: 00:00:15
IP Address: 142.24.77.75

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Better description of what a "traffic calmed shared use street" is.

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:46:49 PM
Last Modified: Thursday, November 23, 2017 1:48:00 PM
Time Spent: 00:01:10
IP Address: 208.98.205.2

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

A heavily used route for cyclists coming from fairfield to downtown. Nice to see some improvements

Q3 How could the emerging design concepts be improved?

I would love to see the lanes on the inside of the parked cars and out of the door zone.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 3:18:38 PM
Last Modified: Thursday, November 23, 2017 3:18:48 PM
Time Spent: 00:00:10
IP Address: 24.108.160.119

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 3:54:23 PM
Last Modified: Thursday, November 23, 2017 3:56:13 PM
Time Spent: 00:01:49
IP Address: 24.69.153.146

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Creating a better, safer intersection at Douglas & Humboldt/ Burnett.
Providing safe experience for cyclists and pedestrians

Q3 How could the emerging design concepts be improved?

Dedicated bike lane.

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:00:37 PM
Last Modified: Thursday, November 23, 2017 4:03:28 PM
Time Spent: 00:02:50
IP Address: 184.94.96.50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Better, safer access to the area around St Anne's.

Q3 How could the emerging design concepts be improved?

Real protected bike lanes along Humboldt west to at least Blanshard. Sacrificing bike safety for car parking isn't cool.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:11:23 PM
Last Modified: Thursday, November 23, 2017 4:12:10 PM
Time Spent: 00:00:46
IP Address: 24.69.165.36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Why does there need to be a dedicate bike lane on such a quiet street? there is no need to break this out, its called share the road

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 8:35:50 PM
Last Modified: Thursday, November 23, 2017 8:36:45 PM
Time Spent: 00:00:55
IP Address: 24.108.8.94

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing, they're absurd

Q3 How could the emerging design concepts be improved?

Claiming that 0% of the existing roadway is "for bikes" is deliberately misleading. Currently bikes have every bit as much right to the road as cars do .

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 9:01:18 PM
Last Modified: Thursday, November 23, 2017 9:02:10 PM
Time Spent: 00:00:52
IP Address: 75.155.138.120

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More connections

Q3 How could the emerging design concepts be improved?

Connection at Cook
Crossing at Blanshard and Quadra

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 11:53:59 PM
Last Modified: Thursday, November 23, 2017 11:56:55 PM
Time Spent: 00:02:55
IP Address: 24.68.121.79

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

I don't see how things are improving for cyclists in the proposed plan. Are cars still going in both directions? If 'yes', how is that different from what we have now?

Q3 How could the emerging design concepts be improved?

Unclear at this point.

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 7:46:47 AM
Last Modified: Friday, November 24, 2017 7:49:29 AM
Time Spent: 00:02:42
IP Address: 24.69.148.48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

A shared pedestrian/cycling pathway should be considered to protect cyclist. With the current proposal the 60% of concerned cyclist will refrain from using this route, making it redundant

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 11:36:04 AM
Last Modified: Friday, November 24, 2017 11:37:07 AM
Time Spent: 00:01:02
IP Address: 207.34.170.125

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Nice to have recognition of bike traffic.

Q3 How could the emerging design concepts be improved?

no change.

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 1:36:22 PM
Last Modified: Friday, November 24, 2017 1:36:44 PM
Time Spent: 00:00:21
IP Address: 184.71.31.130

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

This design concept is unclear.

Q3 How could the emerging design concepts be improved?

Clarity.

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 1:35:47 PM
Last Modified: Friday, November 24, 2017 1:38:11 PM
Time Spent: 00:02:24
IP Address: 184.66.240.55

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

The Vancouver Street crossing might be awkward as it's on a bend in the road with grade changes. Maybe should go south to Southgate and then to Cook?

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:09:31 PM
Last Modified: Friday, November 24, 2017 2:09:35 PM
Time Spent: 00:00:04
IP Address: 24.68.136.34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:41:34 PM
Last Modified: Friday, November 24, 2017 2:42:04 PM
Time Spent: 00:00:29
IP Address: 64.251.74.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More accessible areas by bike (safely)

Q3 How could the emerging design concepts be improved?

Keep as many trees as possible

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 3:18:21 PM
Last Modified: Friday, November 24, 2017 3:19:57 PM
Time Spent: 00:01:35
IP Address: 96.50.15.22

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Good (and needed!) connection southeast from downtown for cyclists and pedestrians.

Q3 How could the emerging design concepts be improved?

How will bicycle space and lower traffic be prioritized? Will there be traffic calming infrastructure added to the street to discourage use as a motor vehicle corridor? (ie. speed humps, intersection roundabouts, planned no-throughs-except-bicycles?)

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 3:40:29 PM
Last Modified: Friday, November 24, 2017 3:42:24 PM
Time Spent: 00:01:54
IP Address: 184.66.252.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Respondent skipped this question**

Q2 What excites you about the emerging design concepts?

nothing its complete shit - well Douglas to government isn't shit but the rest of it so fucking shitty fuck I'm disappointed in the city right now...

Q3 How could the emerging design concepts be improved?

I am a resident of the 800 block of Humboldt street and work from home with a year round view of the street and the traffic I can say with complete confidence that this proposal is complete shit. The huge issue that is not being address is the usage of specifically the 800 block by tour busses - St. Ann's academy is a featured landmark on their route so the street sees year round traffic from buses. There is also often buses dropping off tourist at the parkside hotel and bring a HUGE amount of danger to pedestrian, cyclist, and other road users. I was really hoping to see the city actually bring some action and provide a SAFE cycling network like is being provided on other routes - signs and pain are pretty shitty and I feel the city fears the backlash from "taking away street parking" well fuck em. Humboldt should not see the amount of cut through traffic it does. To use it as a connection to the cycling network is a HUGE opportunity. The Parkside hotel has even recently been providing bikes to anyone staying there so lets work off these positives - the amount of cycles that use Humboldt as a quieter safer street should remained encouraged to do so. All in all this proposal is just paint and signs and is nothing to get excited about. The road just sees to much traffic it already is a shared road space so really ask yourselves what work did you even actually do here...? Like really.... Paint and signs.... The share space concept for the rest of Humboldt shows how the city didn't even do their research... Super disappointing...

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 3:43:34 PM
Last Modified: Friday, November 24, 2017 3:44:21 PM
Time Spent: 00:00:46
IP Address: 207.34.170.125

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

A new concept for a shared road between cars and cyclists. It will take a while for people to adapt, but it will be interesting.

Q3 How could the emerging design concepts be improved?

Looks ok to me.

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 4:16:43 PM
Last Modified: Friday, November 24, 2017 4:17:41 PM
Time Spent: 00:00:57
IP Address: 184.71.31.149

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

it's a sensible approach

Q3 How could the emerging design concepts be improved?

i don't see how this will invite new riders

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 8:43:40 PM
Last Modified: Friday, November 24, 2017 8:46:00 PM
Time Spent: 00:02:20
IP Address: 216.232.158.6

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

rediculous questions

Q3 How could the emerging design concepts be improved?

listen to ALL residents and taxpayers not just the ones who agree with you

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 9:18:36 PM
Last Modified: Friday, November 24, 2017 9:18:43 PM
Time Spent: 00:00:06
IP Address: 24.108.190.230

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
Q2 What excites you about the emerging design concepts?	Respondent skipped this question
Q3 How could the emerging design concepts be improved?	Respondent skipped this question

#25

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, November 25, 2017 12:06:55 AM
Last Modified:	Saturday, November 25, 2017 12:07:11 AM
Time Spent:	00:00:16
IP Address:	72.143.222.174

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
Q2 What excites you about the emerging design concepts?	Respondent skipped this question
Q3 How could the emerging design concepts be improved?	Respondent skipped this question

#26

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, November 25, 2017 11:30:47 AM
Last Modified:	Saturday, November 25, 2017 11:32:35 AM
Time Spent:	00:01:48
IP Address:	24.108.183.184

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Please do not take away south travelling traffic on Vancouver. This is a popular route to avoid the congestion of Cook St Village. You could put in barriers to prevent Vancouver traffic from turning on to Humboldt instead.

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 10:42:58 AM
Last Modified: Saturday, November 25, 2017 12:04:16 PM
Time Spent: 01:21:17
IP Address: 108.180.145.11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

That the City continue to move ahead with bike lanes. I am not sure from looking at the diagrams, but it looks like there may be crosswalks between Pakington and Vancouver and Humboldt and Vancouver. If that's the case, that is a very good idea. Those would be key design elements for safety and I hope they are well lit like the news one at the top of Southgate.

Q3 How could the emerging design concepts be improved?

Humboldt is already a pretty bike friendly street because of the wide sight lines for cyclists. The most appealing options for the Pakington-Vancouver-Humboldt exchange concept in my opinion is B. Stop signs and protected bike lanes is optimally safety-wise from my many experiences in that area. The southbound grade on Vancouver is very steep and traffic circles may not slow traffic enough. The center lane concept is just scary for me thinking of my two little ones towing behind my bike because of the typical speeds in that area.

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 3:26:58 PM
Last Modified: Saturday, November 25, 2017 3:27:13 PM
Time Spent: 00:00:14
IP Address: 154.5.211.152

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Traffic circle

Q3 How could the emerging design concepts be improved?

More protected bike lanes

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 3:45:39 PM
Last Modified: Saturday, November 25, 2017 3:47:58 PM
Time Spent: 00:02:18
IP Address: 96.54.224.245

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

My family (two kids in a bike trailer) tried to access Fairfield through downtown and it was tricky to find a route that felt safe. This would definitely help us explore more neighbourhoods in the city directly by bike!

Q3 How could the emerging design concepts be improved?

I really love two way protected bike lanes but I'm sure there is likely not the space for them here so an ample width bike lane would be a welcome improvement.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 8:16:19 PM
Last Modified: Saturday, November 25, 2017 8:20:50 PM
Time Spent: 00:04:30
IP Address: 184.66.236.132

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I like the new intersection at Douglas with vehicle access to Humboldt cut off. It makes the intersection easier to navigate for everyone. I think the traffic circles at Vancouver are a good idea, without restricting vehicle flow south on Vancouver.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 9:49:17 AM
Last Modified: Sunday, November 26, 2017 9:51:44 AM
Time Spent: 00:02:27
IP Address: 96.50.22.225

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Two way protected bike lanes continuing from wharf to Douglas street.

Q3 How could the emerging design concepts be improved?

1. I think that the intersection at Government is really tricky to understand. How will pedestrians react to this in peak of tourism season?
2. Could the city just not do the "AAA" status on the section of Humboldt from Douglas onwards? It seems like the road closure is a nice to have, but it will make the businesses mad. Why not just have the shared road and just acknowledge that it wouldn't be AAA. It would likely be cheaper too.

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 3:27:20 PM
Last Modified: Sunday, November 26, 2017 3:27:43 PM
Time Spent: 00:00:22
IP Address: 184.66.238.120

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 8:03:44 PM
Last Modified: Sunday, November 26, 2017 8:08:54 PM
Time Spent: 00:05:09
IP Address: 209.52.88.95

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I love the idea of protected lanes between Govt and Douglas and I am very strongly in favour of making the eastwards entryway to Humboldt for bikes/ peds only. Great idea!

Q3 How could the emerging design concepts be improved?

I am not clear on how the rest of the corridor will function with cars and bikes mixing, nor is it clear how this is an AAA route. I worry about confusion between road users as to right of way and I'm not sure what's been outlined here will make most people feel safer, but maybe I'll understand better when I see drawings and chat in person at the engagement. The treatments on Humboldt/Vancouver intersection are interesting and I like forcing traffic to slow down there. I just hope the design is intuitive for cars, bikes and peds.

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 11:25:02 PM
Last Modified: Sunday, November 26, 2017 11:25:28 PM
Time Spent: 00:00:25
IP Address: 96.50.14.41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

two way protected bike lane would be better.

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 8:25:56 AM
Last Modified: Monday, November 27, 2017 8:27:53 AM
Time Spent: 00:01:56
IP Address: 207.34.170.125

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Unsure

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

It's unclear how this will improve access for bikes as cars and bikes will still be competing for use of the same lane.

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 9:41:15 AM
Last Modified: Monday, November 27, 2017 9:41:41 AM
Time Spent: 00:00:25
IP Address: 184.66.244.23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Unsure

Q2 What excites you about the emerging design concepts?

Glad for progress on developing bike lanes

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 2:14:03 PM
Last Modified: Monday, November 27, 2017 2:14:10 PM
Time Spent: 00:00:06
IP Address: 154.20.90.156

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 7:28:27 PM
Last Modified: Monday, November 27, 2017 7:28:44 PM
Time Spent: 00:00:16
IP Address: 72.235.171.61

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected cycling space.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 7:29:37 PM
Last Modified: Monday, November 27, 2017 7:31:55 PM
Time Spent: 00:02:18
IP Address: 154.20.35.4

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I like the protected bike lane from Douglas to Government

Q3 How could the emerging design concepts be improved?

The 'shared use' section is really no different than the current conditions. Think of children 'sharing' the street with cars in the same lane. People in cars here, do not slow enough to make this viable. We currently 'share' the lane with cars in this corridor. We need to have protected bike lanes for the full Humboldt corridor or at the very least - buffered lanes. This is very disappointing to say the least. I hope I am interpreting the drawings incorrectly.

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 8:40:37 PM
Last Modified: Monday, November 27, 2017 8:41:54 PM
Time Spent: 00:01:17
IP Address: 70.66.168.231

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Advisory lanes and traffic circles at Vancouver

Q3 How could the emerging design concepts be improved?

Intersection treatments at blanshard and quadra were unclear how cyclists safely cross the intersection

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 12:01:08 PM
Last Modified: Tuesday, November 28, 2017 12:01:12 PM
Time Spent: 00:00:04
IP Address: 198.103.96.11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 2:08:45 PM
Last Modified: Tuesday, November 28, 2017 2:14:00 PM
Time Spent: 00:05:15
IP Address: 64.251.74.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

The closure of Humboldt will fix the awkward 5 legged intersection of Douglas/Humboldt/Burdett and keep traffic volumes on Humboldt down to acceptable AAA levels while preserving the on street parking. Awesome that the plan even creates additional on street parking in some areas while calming traffic on this residential road!

Q3 How could the emerging design concepts be improved?

Not exactly sure what could be done better but a better connection between Humboldt and Pakington would be a great addition.

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 8:07:19 AM
Last Modified: Wednesday, November 29, 2017 8:08:38 AM
Time Spent: 00:01:18
IP Address: 64.251.74.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I very frequently travel from Fairfield to downtown and the Galloping Goose on Humboldt Street. I am super excited to see that I may soon be able to ride back home on the same streets.

Q3 How could the emerging design concepts be improved?

It looks good to me.

#44

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:32:45 AM
Last Modified: Wednesday, November 29, 2017 10:35:26 AM
Time Spent: 00:02:40
IP Address: 64.251.74.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

I like that there will be a protected bike lane for a portion, and that this portion of the network will help to connect to Beacon Hill

Q3 How could the emerging design concepts be improved?

I am concerned that there is not enough done to improve the safety of cyclists for the shared section. It sounds as though there will be no change to the remainder of the road, and I find that there are challenges with vehicles passing to closely and quickly, and I don't believe that this section will be truly all ages and abilities.

#45

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:57:36 AM
Last Modified: Wednesday, November 29, 2017 11:01:15 AM
Time Spent: 00:03:38
IP Address: 142.36.194.198

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Closing the road to cars at Douglas will make a huge difference to the bike-ability of this street.

Q3 How could the emerging design concepts be improved?

Stamped asphalt with the brick design that was used at the Cook and North Park crosswalks. The stamped asphalt could be done as two lines on the road where car tires go and a smooth middle with a bike symbol for where cyclists can go. This might work to slow drivers a bit if the surface makes a bit of noise or isn't as smooth to drive on. This could be done as mini rumble strips for slower speeds if there is a way of doing that. Alternatively there should be consideration for removing parking on one side of the street to put in a two way protected bike lane on one side of the street.

#46

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 4:16:51 PM
Last Modified: Wednesday, November 29, 2017 4:16:56 PM
Time Spent: 00:00:05
IP Address: 64.251.74.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#47

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 4:54:40 PM
Last Modified: Wednesday, November 29, 2017 4:55:11 PM
Time Spent: 00:00:31
IP Address: 184.69.190.118

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

they are safer for cyclists

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 5:09:59 PM
Last Modified: Wednesday, November 29, 2017 5:11:09 PM
Time Spent: 00:01:09
IP Address: 24.69.181.199

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

By not closing the Humboldt access to Douglas Street. It is one thing to take away parking as on other streets but to close a road is not fair to commercial businesses.

#49

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 5:42:54 PM
Last Modified: Wednesday, November 29, 2017 5:44:39 PM
Time Spent: 00:01:44
IP Address: 24.108.164.192

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

the connected network

Q3 How could the emerging design concepts be improved?

Unless the bike lane is separate from the vehicle lane, I likely wouldn't make use of it. I don't care whether the bike lane is just off on the side, just that I don't have to worry about an inattentive driver running me over.

#50

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 9:38:10 PM
Last Modified: Wednesday, November 29, 2017 9:39:50 PM
Time Spent: 00:01:40
IP Address: 108.180.144.212

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Great connection to get to Cook Street Village!

Q3 How could the emerging design concepts be improved?

Shared use may not be classified as AAA if motorists abuse their freedom to drive dangerously. Design that out! Please consider gigantic speed bumps that will bottom out cars if drivers decide to accelerate quickly.

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 12:02:45 PM
Last Modified: Thursday, November 30, 2017 12:03:20 PM
Time Spent: 00:00:34
IP Address: 64.251.74.60

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

not removing any vehicle travel space

Q3 How could the emerging design concepts be improved?

Use this through the entire Humboldt corridor

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 2:03:21 PM
Last Modified: Thursday, November 30, 2017 2:04:31 PM
Time Spent: 00:01:09
IP Address: 24.108.180.244

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

That the idea of improving the road for all users is being considered.

Q3 How could the emerging design concepts be improved?

Bikes and cars sharing lanes does not improve safety or mobility for either. Consider creating a separated bike lane.

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 03, 2017 6:26:42 PM
Last Modified: Sunday, December 03, 2017 6:30:08 PM
Time Spent: 00:03:25
IP Address: 24.69.161.50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

I'd rather see a lane go from downtown to Beacon Hill/Dallas road. I don't see the advantage of a lane along Humboldt. It is already a quiet street and I sincerely hope that a protected lane is not the kind of lane that is put in. Painted lines are just fine!!!

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2017 10:23:22 AM
Last Modified: Monday, December 04, 2017 10:24:44 AM
Time Spent: 00:01:21
IP Address: 24.68.110.244

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

at least it has signs.

Q3 How could the emerging design concepts be improved?

if the whole concept is creating a protected corridor, this doesn't do so.

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2017 12:07:10 PM
Last Modified: Monday, December 04, 2017 12:20:49 PM
Time Spent: 00:13:39
IP Address: 184.66.240.36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

I have not seen anything on this, I live on Convent Pl. and have a permit to park on 900 Blk Humboldt St. Am I going to lose this parking, there are five apartments that face or back onto 900 Humboldt St. and many of us can't afford to pay for parking to apt. owners.. This 900 block Humboldt is too congested now with, vehicles, cyclists, a bus route and every morning garbage/recycle bins are parked in the No Parking Zone of the north side of the street!

Q3 How could the emerging design concepts be improved?

Leave the 900 block alone for street parking on the south side, ban recycle bins on north side of street, and put a bike lane on the north side of the street.

As for the 800 Blk. we really need the parking on both sides of the street, for business, health facilities, church and gov't. offices in the area..

Please contact me: jblakelogan@yahoo.ca

#56

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:04:34 PM
Last Modified: Wednesday, December 06, 2017 12:05:00 PM
Time Spent: 00:00:26
IP Address: 72.142.53.72

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Not a lot.

Q3 How could the emerging design concepts be improved?

Dedicated, protected bike lane is required.

#57

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:37:30 PM
Last Modified: Wednesday, December 06, 2017 12:38:30 PM
Time Spent: 00:01:00
IP Address: 142.36.87.27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

separated lanes

Q3 How could the emerging design concepts be improved?

make the entire length separated bike lanes - mixing with vehicle traffic as designed is a recipe for drivers to try speeding by cyclists which will increase conflicts. Does every street need to be for cars?

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 5:19:34 PM
Last Modified: Wednesday, December 06, 2017 5:21:01 PM
Time Spent: 00:01:27
IP Address: 96.54.46.227

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Listen to the public and don't waste our money on this social engineering!

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 5:40:58 PM
Last Modified: Wednesday, December 06, 2017 5:41:43 PM
Time Spent: 00:00:44
IP Address: 24.68.32.195

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Bike right of way

Q3 How could the emerging design concepts be improved?

One way traffic will be interesting

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 7:49:39 PM
Last Modified: Wednesday, December 06, 2017 7:51:56 PM
Time Spent: 00:02:16
IP Address: 184.66.243.131

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

It appears that this will be marked as "AAA", but bikes will still share asphalt with cars, which is contrary to the concept of AAA. I don't think I could take my 5 yr old cycling on a street shared with cars. Happy to see traffic calming, but advise that the promise of AAA be downgraded if the roadway is shared.

#61

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 8:51:26 PM
Last Modified: Wednesday, December 06, 2017 8:52:30 PM
Time Spent: 00:01:04
IP Address: 108.180.147.88

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

It does not.

Q3 How could the emerging design concepts be improved?

See my previous answer, by taking all users into account and not only bike, bus and walkers.

#62

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 10:06:58 PM
Last Modified: Wednesday, December 06, 2017 10:08:58 PM
Time Spent: 00:02:00
IP Address: 104.142.126.160

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

making a link south of the town core makes a lot of sense and will help bring traffic from fairfield and oak bay to and from town.

Q3 How could the emerging design concepts be improved?

fairfield is a better thoroughfare for travel; humboldt is awkward when crossing vancouver st. Does this mean that intersection will be adjusted? If it can link to the future bike lanes on cook that will help.

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 10:15:15 PM
Last Modified: Wednesday, December 06, 2017 10:19:05 PM
Time Spent: 00:03:49
IP Address: 104.142.123.131

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

A safer route home from work on my bicycle.

Q3 How could the emerging design concepts be improved?

The shared road section east of Douglas St, looks good, but there will need to be additional traffic calming engineered into the road itself. Speed limits don't work. Perhaps pinch points?

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 9:45:00 AM
Last Modified: Thursday, December 07, 2017 9:45:22 AM
Time Spent: 00:00:21
IP Address: 142.36.13.54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Great place for a bike corridor

Q3 How could the emerging design concepts be improved?

Remove the parking from one side of the street.

#65

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 10:35:14 AM
Last Modified: Thursday, December 07, 2017 10:51:57 AM
Time Spent: 00:16:42
IP Address: 142.36.79.66

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Concern for the heritage brick wall along St. Ann's Academy, and for parking in the area, which is already a problem, as St. Ann's is a rental venue. Are you working with the property owners/managers to ensure the businesses and residents won't be negatively affected? There's an old folks Home going in at the corner of Blanchard & Humboldt; would bike lanes make it more difficult for elderly to receive visitors?

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 4:01:21 PM
Last Modified: Thursday, December 07, 2017 4:02:08 PM
Time Spent: 00:00:46
IP Address: 142.24.95.102

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

improve this concept by physically slowing down car traffic.

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 08, 2017 12:00:56 PM
Last Modified: Friday, December 08, 2017 12:02:24 PM
Time Spent: 00:01:27
IP Address: 24.108.26.179

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

see wharf st comments

Q3 How could the emerging design concepts be improved?

continue improvements through to Cook St.

#68

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 09, 2017 1:33:59 PM
Last Modified: Saturday, December 09, 2017 1:36:10 PM
Time Spent: 00:02:10
IP Address: 24.69.133.143

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I love the bit that closes Humboldt to car traffic at Douglas. I also like the ideas to slow traffic at Vancouver.

Q3 How could the emerging design concepts be improved?

I am not sure how this route is still considered AAA. I think you could further calm car traffic through speed bumps or signs similar to what already exist on Montreal St. They slow me down when I drive.

#69

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 14, 2017 6:27:44 AM
Last Modified: Thursday, December 14, 2017 6:30:40 AM
Time Spent: 00:02:55
IP Address: 184.66.245.78

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Much safer to travel to/from places downtown.
Connection to protected bike lane on Wharf St.
Intersection controls to make it possible to travel east/west at the Government & Wharf/Humboldt Intersection as well as to turn left onto Government St when traveling west on Humboldt.

Q3 How could the emerging design concepts be improved?

Stretch of Humboldt between Douglas and Blanshard is also fairly busy and narrow. I would like to see the protected bike lanes extended to that part of the street as well.

#70

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 16, 2017 1:13:36 PM
Last Modified: Saturday, December 16, 2017 1:19:51 PM
Time Spent: 00:06:14
IP Address: 154.20.32.178

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

I have huge concerns about a bike lane on Humboldt between Government and Blanchard. The block between government and Douglas is already a busy tourist street with parking at 100% capacity. It is also routine for the delivery trucks for the various businesses in this area to not have space to unload to support business as it is now. Lastly, I understand you will also move the bus pick up here for tourists. You are disrupting a street that currently supports businesses and this will have a very detrimental impact on these businesses. There are similar issues on the block between Douglas and Blanchard st. it is a little wider, but you are nonetheless disrupting businesses for your cycle agenda

#71

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 16, 2017 1:21:12 PM
Last Modified: Saturday, December 16, 2017 1:21:49 PM
Time Spent: 00:00:36
IP Address: 154.20.32.178

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Pick a different street or abandon this portion

#72

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 17, 2017 3:15:38 AM
Last Modified: Sunday, December 17, 2017 3:20:48 AM
Time Spent: 00:05:10
IP Address: 94.103.211.82

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

The mere introduction of a designated bike lane is large progress!

Q3 How could the emerging design concepts be improved?

Concessions have to be made, but that shouldn't mean sacrificing safety. Remove a lane of parking along Humboldt (and negotiate with locals for replacement parking spaces on neighbouring side streets to compensate), move the parked cars away from the curb and use them as a buffer for the cycling lane. Why add the lane if it isn't going to meet the same safety standards as the Fort, Wharf, and Pandora street bike lanes?

#73

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:31:59 PM
Last Modified: Tuesday, December 19, 2017 3:32:07 PM
Time Spent: 00:00:08
IP Address: 24.108.186.161

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

NO MORE BIKE LANES IN DOWNTOWN

Q3 How could the emerging design concepts be improved?

NO MORE BIKE LANES IN DOWNTOWN

#74

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:36:56 PM
Last Modified: Tuesday, December 19, 2017 3:38:10 PM
Time Spent: 00:01:14
IP Address: 24.108.176.101

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? Unsure

Q2 What excites you about the emerging design concepts?

Nothing. It really doesn't look like a change at all except the graphs show a decrease in access for mass transit, trucks and vehicles with no improvement for bikes.

Q3 How could the emerging design concepts be improved?

Does not show enough detail to have reasonable opinions on it

#75

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:54:53 PM
Last Modified: Tuesday, December 19, 2017 3:55:27 PM
Time Spent: 00:00:34
IP Address: 208.181.169.161

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Improve our flawed public transit which benefits everyone, not just a small, elite few.

#76

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:33:35 PM
Last Modified: Tuesday, December 19, 2017 4:34:27 PM
Time Spent: 00:00:51
IP Address: 70.67.126.27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

My family and I might be able to cycle more safety downtown which means we can leave our car at home.

Q3 How could the emerging design concepts be improved?

Lots of signage.

#77

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:36:06 PM
Last Modified: Tuesday, December 19, 2017 4:36:52 PM
Time Spent: 00:00:46
IP Address: 184.66.156.73

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

This is not a safe design. Victoria drivers, pedestrians and cyclists can barely understand signage now - this is an accident waiting to happen.

Q3 How could the emerging design concepts be improved?

This isn't the appropriate Street for this kind of concept.

#78

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, December 19, 2017 4:31:35 PM
Last Modified:	Tuesday, December 19, 2017 4:38:55 PM
Time Spent:	00:07:20
IP Address:	154.5.205.206

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

I like the idea of promoting bikes on this corridor, but I'm not sure about the "advisory lanes"

Q3 How could the emerging design concepts be improved?

As a cyclist, the images of the cars being encouraged into the wide bike lanes when passing other cars is quite startling as the cyclists lose their dedicated space. This seems to me like it would be uncomfortable for novice riders - not only is it not a protected lane, but cars will be coming into the bike area. Why have the bike lane at all in this case? (I understand the intent is to calm traffic). I think the use of "sharrows" (arrows indicating shared use) with some other sort of calming tool would be better, although it would discourage novice riders -- but I think it would be safer overall.

Instead of trying to jam in 2 way bike and 2 way cars, and introducing another variant of bike lanes which may confuse drivers (not to mention tourist drivers), an alternative would be to make Humboldt a 1-way street as many other downtown streets are. Then there would be enough dedicated space for everyone.

#79

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:38:10 PM
Last Modified: Tuesday, December 19, 2017 4:40:58 PM
Time Spent: 00:02:47
IP Address: 207.6.125.228

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Anything would make the Humboldt-Douglas intersection better. Humboldt should be a much more idyllic path from downtown to St Ann's and Beacon Hill Park.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#80

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:30:12 PM
Last Modified: Tuesday, December 19, 2017 5:31:35 PM
Time Spent: 00:01:23
IP Address: 24.114.38.98

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

That there will be a connected network.

Q3 How could the emerging design concepts be improved?

Could you make it a two way bike path all the way like the others?

#81

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:38:34 PM
Last Modified: Tuesday, December 19, 2017 5:40:24 PM
Time Spent: 00:01:50
IP Address: 24.69.190.231

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

This makes no sense. Humboldt is a terrible Street for a bike lane and protected lanes are simply a poor idea.

Q3 How could the emerging design concepts be improved?

Stop wasting money on designs that are only making traffic worse and which are putting cyclists at risk from the many drivers who don't understand the new road rules and who are embittered toward cyclists for the council's decision to create the protected lanes.

#82

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 6:38:02 PM
Last Modified: Tuesday, December 19, 2017 6:38:46 PM
Time Spent: 00:00:43
IP Address: 96.50.58.37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Bike lanes!!

Q3 How could the emerging design concepts be improved?

Create new parking spots

#83

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 6:48:02 PM
Last Modified: Tuesday, December 19, 2017 6:49:55 PM
Time Spent: 00:01:53
IP Address: 75.157.27.112

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Again this is a WASTE of taxpayers money, unless Cyclists are going to have to start paying insurance and have plates they should not be given preferential treatment over those of us who have to pay to use the roads.

#84

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 12:47:24 AM
Last Modified: Wednesday, December 20, 2017 12:49:26 AM
Time Spent: 00:02:02
IP Address: 108.180.149.30

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Pedestrians and bike ways connect rather than road ways. Extend the sidewalk. Integrate similar to European and Australian standards.

Focus on lowering congestion for cars. These plans add congestion.

#85

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 1:43:40 AM
Last Modified: Wednesday, December 20, 2017 1:43:44 AM
Time Spent: 00:00:03
IP Address: 184.66.46.161

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#86

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 10:11:54 AM
Last Modified: Wednesday, December 20, 2017 10:13:38 AM
Time Spent: 00:01:43
IP Address: 142.24.91.55

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing; please do not build more bike lanes! If anything, the City should be adding more electric vehicle charging stations because people will not give up driving, but they will switch to electric vehicles.

Q3 How could the emerging design concepts be improved?

Do not add more bike lanes.

#87

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 2:42:44 PM
Last Modified: Wednesday, December 20, 2017 2:45:39 PM
Time Spent: 00:02:54
IP Address: 184.69.4.74

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

It's Healthy Transportation and alternative transportation to cars. Also parking is affordable.

Q3 How could the emerging design concepts be improved?

I think less busy roads should be used for this. Bikers would prefer to not be on a road that is busy with many cars. Trails like the galloping goose are the first choice to look at.

#88

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 5:21:18 PM
Last Modified: Wednesday, December 20, 2017 5:21:37 PM
Time Spent: 00:00:18
IP Address: 173.183.120.134

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

cancel them

#89

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 5:40:14 PM
Last Modified: Wednesday, December 20, 2017 5:43:31 PM
Time Spent: 00:03:16
IP Address: 184.22.230.200

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

This will make it quieter for the residents of Humboldt, easier for Fairfield residents to switch to bikes for the short way downtown. Reductions in car traffic will make it Easier and more pleasant for those who choose to drive.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#90

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 8:25:23 PM
Last Modified: Wednesday, December 20, 2017 8:26:49 PM
Time Spent: 00:01:25
IP Address: 75.157.27.180

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

These streets don't have enough traffic to justify a bike lane. It's safe to bike here without a lane. The parking here is very important for tourism.

Q3 How could the emerging design concepts be improved?

Not going any further with the plan.

#91

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 8:46:50 PM
Last Modified: Wednesday, December 20, 2017 8:47:13 PM
Time Spent: 00:00:23
IP Address: 172.218.192.202

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

I like bike lanes, but not bi-directional ones, too confusing.

#92

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 10:03:14 PM
Last Modified: Wednesday, December 20, 2017 10:04:31 PM
Time Spent: 00:01:17
IP Address: 104.142.114.145

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

Horrible: too many car doors opening, and cars transitioning to and from parking

Q3 How could the emerging design concepts be improved?

Get rid of one lane of parking (why are people still driving personal cars downtown, anyway?) and two way bike lane.

#93

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 6:33:34 AM
Last Modified: Thursday, December 21, 2017 6:53:00 AM
Time Spent: 00:19:25
IP Address: 184.66.244.77

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing excites me about this.

Q3 How could the emerging design concepts be improved?

Ever since the city zoned multi-family development on Pakington St. it is very difficult to get parking. It would make more sense to put the bike lane on Southgate or Fairfield. Parking on Pakington is already strapped and it's not a very wide street. I am totally opposed to this idea.

#94

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 11:40:49 AM
Last Modified: Thursday, December 21, 2017 11:41:04 AM
Time Spent: 00:00:15
IP Address: 198.162.234.38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I AM HORRIFIED BY THESE CHANGES.

Q3 How could the emerging design concepts be improved?

BY STICKING TO THE STATUS QUO.

#95

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 6:07:41 PM
Last Modified: Thursday, December 21, 2017 6:07:57 PM
Time Spent: 00:00:15
IP Address: 184.66.247.133

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

That it's not on Fairfield Rd.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#96

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 22, 2017 7:43:35 AM
Last Modified: Friday, December 22, 2017 7:43:46 AM
Time Spent: 00:00:10
IP Address: 207.6.124.120

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Bike lane addition!

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#97

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 22, 2017 9:58:08 AM
Last Modified: Friday, December 22, 2017 9:59:56 AM
Time Spent: 00:01:47
IP Address: 209.52.88.38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. It frustrates me when lanes for vehicles are removed in an already busy road

Q3 How could the emerging design concepts be improved?

Put the bike lines on street over. Not on a very busy road. I bike and I choose to go down less busy roads because I realize I'm slower and I don't want to hold up traffic

#98

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 7:24:36 AM
Last Modified: Saturday, December 23, 2017 7:25:23 AM
Time Spent: 00:00:47
IP Address: 24.69.154.47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing.

Q3 How could the emerging design concepts be improved?

To not do them at all or to do painted lines like have been done on Johnson. I have used the protected lanes and I hate them.

#99

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 8:51:29 AM
Last Modified: Saturday, December 23, 2017 8:54:31 AM
Time Spent: 00:03:01
IP Address: 173.183.121.68

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing excites me about these designs. Stay away from villages and tourist areas. It's created a mess already downtown. I'm not riding bikes and this will not force me to do so. I will continue to avoid going into downtown.

Q3 How could the emerging design concepts be improved?

Don't do them at all, enough is enough!

#100

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 9:54:47 AM
Last Modified: Saturday, December 23, 2017 9:55:58 AM
Time Spent: 00:01:11
IP Address: 70.66.184.234

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

I don't think it makes sense to have such a small portion dedicated to a separate bike lane, only to spit bicycles into traffic after a couple blocks.

#101

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 10:13:40 AM
Last Modified: Saturday, December 23, 2017 10:17:39 AM
Time Spent: 00:03:59
IP Address: 75.157.171.203

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Room for bikes but have them on parallel, less trafficked roads either side - some are already more utilized by bicycles than the main roads with the protected lanes.

Q3 How could the emerging design concepts be improved?

Never have two way bicycle lanes and impede any traffic with special lights. The crazy curbage on Fort St is not well thought out.

#102

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 12:38:08 PM
Last Modified: Saturday, December 23, 2017 12:38:33 PM
Time Spent: 00:00:25
IP Address: 96.54.234.107

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Access

Q3 How could the emerging design concepts be improved?

Now if they were serious about stopping bike theft I would cycle to downtown destinations.

#103

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 4:27:02 PM
Last Modified: Saturday, December 23, 2017 4:27:24 PM
Time Spent: 00:00:21
IP Address: 108.180.243.214

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Increased safety

Q3 How could the emerging design concepts be improved?

Not sure

#104

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 5:01:08 PM
Last Modified: Saturday, December 23, 2017 5:01:47 PM
Time Spent: 00:00:38
IP Address: 24.68.125.4

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Space for bikes!

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#105

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 7:14:42 PM
Last Modified: Saturday, December 23, 2017 7:16:07 PM
Time Spent: 00:01:25
IP Address: 104.142.125.242

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

That there will be more consideration for bike users.

Q3 How could the emerging design concepts be improved?

A fully divided lane is better than shared usage. Sharing the street does not go over well for either motorists or cyclists as there are "bad apples" in both groups that make the situation more dangerous. As a motorist and cyclist, I would prefer one less sidewalk to have a divided bike lane put in.

#106

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 9:32:27 AM
Last Modified: Sunday, December 24, 2017 9:37:06 AM
Time Spent: 00:04:38
IP Address: 209.52.88.36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. I'm a cyclist but these bike lanes are out of control. It's forcing business's too close and why do we need all these in the downtown corridor. Bike lanes should be spread throughout the greater Victoria area not only the downtown corridor.

Q3 How could the emerging design concepts be improved?

No protected bike lanes at all.

#107

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:22:51 AM
Last Modified: Sunday, December 24, 2017 10:23:27 AM
Time Spent: 00:00:35
IP Address: 207.6.125.228

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Being able to go from Wharf to Humboldt legally, safe passage for me and my kiddos

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#108

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:39:21 AM
Last Modified: Sunday, December 24, 2017 10:44:53 AM
Time Spent: 00:05:31
IP Address: 96.54.244.214

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Excitement is not always positive. In this case, the designs seem to afford drivers gunning past cyclists to get ahead of them to not have to be behind them.

Q3 How could the emerging design concepts be improved?

As you appear to not want to create protected bike lanes, I really don't know what to suggest beyond reducing drivers' speed (which requires legal enforcement).

#109

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 3:47:50 PM
Last Modified: Sunday, December 24, 2017 3:49:02 PM
Time Spent: 00:01:12
IP Address: 104.142.114.178

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. Absolutely Nothing.

Q3 How could the emerging design concepts be improved?

Stop ruining the streets until the upcoming municipal election so we can vote out the mayor and council.

#110

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:15:58 PM
Last Modified: Sunday, December 24, 2017 10:16:31 PM
Time Spent: 00:00:32
IP Address: 184.66.233.195

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected bike lanes

Q3 How could the emerging design concepts be improved?

get them done more quickly

#111

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 26, 2017 6:13:43 AM
Last Modified: Tuesday, December 26, 2017 6:15:58 AM
Time Spent: 00:02:14
IP Address: 24.103.145.118

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

bike safety and priority

Q3 How could the emerging design concepts be improved?

I'd prefer to lose some parking to create a dedicated bike facility. The shared street concept only works well if speeds and traffic volumes are low. Perhaps more turn restrictions or diverters to prevent cars from traveling through the corridor. Definitely remove the slip turn lanes onto the corridor.

#112

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 12:03:07 AM
Last Modified: Thursday, December 28, 2017 12:05:07 AM
Time Spent: 00:01:59
IP Address: 64.180.189.96

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

In theory, I like the idea of cycling routes.

Q3 How could the emerging design concepts be improved?

Haultain needs cycling infrastructure. Not Downtown or quieter streets like Humboldt. I feel confident cycling my children down major routes with bike lanes or side routes like Huboldt. Where I *don't* cycle is Haultain or Shelbourne.

#113

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:17:38 AM
Last Modified: Thursday, December 28, 2017 10:20:38 AM
Time Spent: 00:02:59
IP Address: 207.194.253.26

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

I think Humboldt will be a nice ride toward Cook street and the ocean, Fairfield, etc., and I'm looking forward to weekend recreational family trips with my new baby in the back of the bike, once this is completed.

Q3 How could the emerging design concepts be improved?

I am still concerned about cycling safety, especially considering the bike lane won't be protected from traffic, and I'll have a new baby with me. I am not 100% sure if I will use this path even though it will be scenic.

#114

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 2:56:59 PM
Last Modified: Thursday, December 28, 2017 2:57:30 PM
Time Spent: 00:00:30
IP Address: 24.69.145.38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

I am not in favour of turning another downtown street into bikes lanes.

#115

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 5:29:43 PM
Last Modified: Thursday, December 28, 2017 5:30:38 PM
Time Spent: 00:00:55
IP Address: 96.54.225.207

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

one way bike lanes. I hate the two way bike lanes. we have one way streets. have the bikes go with the flow of traffic. No more two way bike lanes.

#116

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 6:56:22 PM
Last Modified: Thursday, December 28, 2017 6:56:29 PM
Time Spent: 00:00:06
IP Address: 24.244.32.142

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#117

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 8:42:56 PM
Last Modified: Thursday, December 28, 2017 8:43:02 PM
Time Spent: 00:00:05
IP Address: 70.66.172.239

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#118

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 7:45:23 AM
Last Modified: Friday, December 29, 2017 7:47:06 AM
Time Spent: 00:01:42
IP Address: 24.69.190.245

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

Nothing! What a useless idea. There is literally nothing wrong with how it is set up currently. Why are you wasting money on this street exactly?

Q3 How could the emerging design concepts be improved?

By spending money on something else. These bike lanes have seen enough money wasted, and now to propose this idea on Humboldt is simply preposterous.

#119

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 8:19:52 AM
Last Modified: Friday, December 29, 2017 8:20:04 AM
Time Spent: 00:00:11
IP Address: 207.6.122.74

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#120

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 8:17:09 AM
Last Modified: Friday, December 29, 2017 8:23:20 AM
Time Spent: 00:06:10
IP Address: 24.108.172.135

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing.

Q3 How could the emerging design concepts be improved?

Change the route .There are too many radical changes including a double traffic circle people will not know how to use. Blocking a street and making an already complex intersection at Douglas and Humboldt even more complex isn't there a very high procedural bar for blocking a public right-of-way to traffic? Further the residential streets that it flows through will have their property values impacted. Residents will not have good access to their driveways I will be in constant risk of hurting someone in an area very congested with tourist foot traffic and tourist drivers and buses of all kinds. Disaster waiting to happen. Further, putting a bike lane through a residential neighbourhood is going to have serious impacts on homeowners who will now not be able to safely use their driveway without risk of injuring a cyclist. How are you going to manage that? The block of Humboldt below Quadra has large apartment buildings and the care home with a high demand for parking and yet it is within walking distance of downtown so people park and leave their cars and park downtown

#121

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 10:26:05 AM
Last Modified: Friday, December 29, 2017 10:26:31 AM
Time Spent: 00:00:25
IP Address: 108.180.6.144

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

two-way is not a good concept!

#122

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 12:52:45 PM
Last Modified: Friday, December 29, 2017 12:55:05 PM
Time Spent: 00:02:20
IP Address: 24.69.150.123

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing... have you consulted the buses? m Taxi companies... no, no, you just plow ahead with a bike lanes that no one wants.

Q3 How could the emerging design concepts be improved?

Don't put them in... that is how they could be improved...

#123

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 11:03:21 PM
Last Modified: Friday, December 29, 2017 11:05:53 PM
Time Spent: 00:02:31
IP Address: 64.180.22.59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing, it is a waste of money that is encouraging Victoria residents from visiting downtown and going elsewhere. There is less parking and traffic has become a nightmare for everyone who doesn't bike.

Q3 How could the emerging design concepts be improved?

Scrap the bike lanes and stop putting in more.

#124

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 12:04:41 PM
Last Modified: Saturday, December 30, 2017 12:05:21 PM
Time Spent: 00:00:39
IP Address: 216.232.147.163

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Don't understand what is happening here. There doesn't appear to be any change from existing infrastructure

#125

COMPLETE

Collector:Web Link 1 (Web Link)

Started:Sunday, December 31, 2017 11:30:05 PM

Last Modified:Sunday, December 31, 2017 11:30:11 PM

Time Spent:00:00:06

IP Address:187.189.118.3

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#126

COMPLETE

Collector:Web Link 1 (Web Link)

Started:Tuesday, January 02, 2018 11:33:23 AM

Last Modified:Tuesday, January 02, 2018 11:44:55 AM

Time Spent:00:11:31

IP Address:24.69.133.102

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I like the concept of sharing the road! This promotes that and encourages drivers to pay attention. It's exciting to see the many options there are and the positive effects they will have on these spaces.

Q3 How could the emerging design concepts be improved?

There are three potential designs for the transition at Vancouver street, and they all have pro's and cons.

Aesthetically and physically the traffic circles work best, but in Victoria people are often confused by roundabouts and the like. The center lane is good functionally, but in terms of traffic flow is a little too open.

I believe the best compromise is the stop sign concept. It's simple for drivers to understand, and flows nicely.
Thanks for taking the time to read this!

#127

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, January 02, 2018 3:35:40 PM
Last Modified:	Tuesday, January 02, 2018 3:36:38 PM
Time Spent:	00:00:58
IP Address:	142.36.180.169

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

This is not a good design.

Q3 How could the emerging design concepts be improved?

- 1) Actually having protected bike lanes
 - 2) Fairfield is a better route
-

#128

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 04, 2018 1:38:36 PM
Last Modified: Thursday, January 04, 2018 1:43:21 PM
Time Spent: 00:04:45
IP Address: 142.36.194.198

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Closing Humboldt east of Douglas to cars, it will actually make a shared street possible and maybe even improve traffic flow/reduce accidents at the 5 way intersection that currently exists.

Q3 How could the emerging design concepts be improved?

Pakington connection to Humboldt looks tricky to navigate on bike, perhaps it could be a roundabout with a lowered 2 way bike path to connect directly diagonally, bikes could yield to the cars in one direction of the round about, cut through the path then yield to cars on the other side of the roundabout, having cut directly across it. But there would need to be a bollard or something to prevent cars from trying to cut across the roundabout. Also Southgate is a crazy speeder corridor between Cook and Douglas/Blanshard split, could anything be done about that by slowing this traffic a bit? Narrowing the roadway?

#129

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 04, 2018 8:38:32 PM
Last Modified: Thursday, January 04, 2018 8:39:36 PM
Time Spent: 00:01:04
IP Address: 104.142.121.73

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

a mixed use road is NOT suitable for all ages. We NEED protected bike lanes. I would not ride on the road with my children (we'd end up on the sidewalk, which causes other issues)

#130

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 11:50:03 AM
Last Modified: Friday, January 12, 2018 11:50:20 AM
Time Spent: 00:00:16
IP Address: 142.36.72.48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

normalizing the douglas/humboldt intersection

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#131

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 11:51:46 AM
Last Modified: Friday, January 12, 2018 11:52:09 AM
Time Spent: 00:00:23
IP Address: 131.137.245.206

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Completing the network

Q3 How could the emerging design concepts be improved?

It is unclear to me exactly what is going to change on Humboldt.

#132

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 11:57:17 AM
Last Modified: Friday, January 12, 2018 12:00:55 PM
Time Spent: 00:03:38
IP Address: 94.253.220.10

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing due to the burden on Burdett.

Q3 How could the emerging design concepts be improved?

This will increase traffic along Burdett which has already a heavy burden from transit buses. Move the parking for the transit buses away from Burdett. The noise and exhaust from the buses is unbearable for the residents.

#133

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 12:09:02 PM
Last Modified: Friday, January 12, 2018 12:10:05 PM
Time Spent: 00:01:02
IP Address: 70.67.225.188

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Better protection for all at the 5-way intersection.

Q3 How could the emerging design concepts be improved?

Not sure an advisory bike lane is the right fit for all those people coming and going along that section of Humboldt.

#134

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 1:39:55 PM
Last Modified: Friday, January 12, 2018 1:41:37 PM
Time Spent: 00:01:42
IP Address: 142.36.180.51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Only that more attention is being given to cycling routes for bike commuters than in the past.

Q3 How could the emerging design concepts be improved?

I do not like two-way bike lanes. Would prefer painted on one-way, as on Johnston St - the two-way on Pandora is too narrow - slows down bike traffic, always have to look around to see you're not running into anyone.

#135

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 3:20:49 PM
Last Modified: Friday, January 12, 2018 3:21:54 PM
Time Spent: 00:01:05
IP Address: 184.71.31.149

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More bike and safer bike access

Q3 How could the emerging design concepts be improved?

Focus less on parking (e.g. don't remove trees to add parking). Bikers, walkers and transit rider need to be a much higher priority than drivers and parking

#136

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 3:24:32 PM
Last Modified: Friday, January 12, 2018 3:26:05 PM
Time Spent: 00:01:33
IP Address: 142.36.91.250

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I'm no convinced that any of this is a good idea.

Q3 How could the emerging design concepts be improved?

More consultation - more listening to those who DO NOT own/ride bikes. There seems to be an assumption that the majority of residents are in favour - but that's just not the case.

#137

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 5:14:48 PM
Last Modified: Friday, January 12, 2018 5:14:53 PM
Time Spent: 00:00:04
IP Address: 216.232.146.111

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#138

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 8:34:32 PM
Last Modified: Friday, January 12, 2018 8:35:13 PM
Time Spent: 00:00:41
IP Address: 216.232.150.91

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Accommodating resident and visiting cyclists.

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#139

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 8:36:55 AM
Last Modified: Saturday, January 13, 2018 8:37:04 AM
Time Spent: 00:00:09
IP Address: 70.66.136.146

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#140

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 3:55:32 PM
Last Modified: Saturday, January 13, 2018 3:55:57 PM
Time Spent: 00:00:24
IP Address: 154.5.209.150

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

don't do it

#141

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 14, 2018 10:42:27 AM
Last Modified: Sunday, January 14, 2018 10:44:06 AM
Time Spent: 00:01:38
IP Address: 96.50.30.207

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Nothing really exciting about this, but balance is required. we can't take all on street parking away and have bike lanes everywhere. but we should have enough of them..

Q3 How could the emerging design concepts be improved?

A dedicated 2 way bike lane. However, since these already exist on Pandora and Fort, maybe not required on Humbolt.

#142

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 14, 2018 10:52:09 AM
Last Modified: Sunday, January 14, 2018 10:53:44 AM
Time Spent: 00:01:35
IP Address: 209.52.88.216

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Love the protected lane. I'm a little unclear as to how the rest of humboldt will work but I support a calmed road. I like the part where cars can't get in from Douglas.

Q3 How could the emerging design concepts be improved?

Not sure

#143

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 15, 2018 8:15:57 AM
Last Modified: Monday, January 15, 2018 8:18:39 AM
Time Spent: 00:02:41
IP Address: 142.36.19.69

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Balancing protected bike lanes with shared road space is an effective way to create a more complete bike path system.

Q3 How could the emerging design concepts be improved?

Communication to the general public on how to properly share the road with cyclists. Better signage indicating that the roads are shared roads.

#144

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 15, 2018 12:44:39 PM
Last Modified: Monday, January 15, 2018 12:45:07 PM
Time Spent: 00:00:27
IP Address: 184.69.97.102

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

I like that there parking is maintained while slowing traffic for bikes.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#145

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 15, 2018 4:26:17 PM
Last Modified: Monday, January 15, 2018 4:28:06 PM
Time Spent: 00:01:48
IP Address: 208.98.205.2

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing, if anything this is how the road currently functions.

Q3 How could the emerging design concepts be improved?

Without moving the trees this is hard corridor to improve. Currently, it's a two lane road that's shared, and not very friendly to park down. I would rather see we lose one lane of parking and increase the amount of bike lane space, because otherwise this corridor won't get use as much because it feels unsafe.

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:31:31 PM
Last Modified: Thursday, November 23, 2017 12:32:14 PM
Time Spent: 00:00:43

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

cyclist safety

Q3 How could the emerging design concepts be improved?

extend all the routes rather than just within the few downtown city blocks

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:54:04 PM
Last Modified: Thursday, November 23, 2017 12:59:30 PM
Time Spent: 00:05:25

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

It adds a North-South biking corridor, which is very limited at the moment or requires biking along very busy highway (Douglas or Blanshard)

Q3 How could the emerging design concepts be improved?

Extend all the way to Hillside for access from anyone living North.

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 12:54:03 PM
Last Modified: Thursday, November 23, 2017 1:01:52 PM
Time Spent: 00:07:49

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

actual bike lanes

Q3 How could the emerging design concepts be improved?

I think the reasoning for not doing a two way protected lane is the same reason people were against that idea on Pandora. What's changed - if we are going to dedicated two way lanes in our downtown core, let's be real about it. going from lanes all on one side of the street back to single way dedicated lanes in the downtown core doesn't seem right. Especially if that's the way wharf street is going to be done. two way dedicated lanes on cook would be best in my opinion. Personally I don't like them, but if we are going to go down that road, we should at least be consistent with it's implementation.

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:09:50 PM
Last Modified: Thursday, November 23, 2017 1:09:54 PM
Time Spent: 00:00:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 1:48:23 PM
Last Modified: Thursday, November 23, 2017 1:49:21 PM
Time Spent: 00:00:57

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Much much safer on this pretty dangerous stretch

Q3 How could the emerging design concepts be improved?

Cut into the boulevards slightly. There's a huge amount of wasted space there right now

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:07:41 PM
Last Modified: Thursday, November 23, 2017 4:08:23 PM
Time Spent: 00:00:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

just more gridlock

Q3 How could the emerging design concepts be improved?

Move it to Vancouver and use Beacon Hill Park

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:04:07 PM
Last Modified: Thursday, November 23, 2017 4:24:31 PM
Time Spent: 00:20:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook Street will finally give us something like a minimum grid through downtown of AAA bike stuff. Calgary did this all at once instead of taking three years, but hey, they're just Albertans...

Q3 How could the emerging design concepts be improved?

So-called "shared" bike/bus space is dangerous and should be redesigned.

"Shared" right turn lanes are a dangerous absurdity you should never even be considering. Get rid of the very thought. "Vehicles share the bike lane" is not, repeat NOT, something we should see on an AAA bike facility.

All signalized intersections should adhere to the same rules established on Pandora - No Right On Red. Consistency will save lives on that front.

Relatedly, you just massively repaved the Cook/North Park commercial village with ZERO bike infra added. That is totally, entirely unacceptable and should never have been even considered, never mind approved.

I propose a new rule: any major repaving project that does not include bike infrastructure improvements be sent back for redesign.

Cyclists can't teleport from the endpoints of our emerging AAA bike lanes to their actual destinations. Gradual improvements should be made where work is already being done for other reasons.

#8

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:24:32 PM
Last Modified: Thursday, November 23, 2017 4:25:04 PM
Time Spent: 00:00:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

1 way bike lanes!!! separation! On Cook!

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 4:25:29 PM
Last Modified: Thursday, November 23, 2017 4:26:31 PM
Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Retain car parking places
Put up signs telling cyclists not to use flashing white lights on the fronts of their bikes.

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 9:02:41 PM
Last Modified: Thursday, November 23, 2017 9:03:45 PM
Time Spent: 00:01:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More connections

Q3 How could the emerging design concepts be improved?

shared bus stop bike lanes feel unsafe
Connection to pakington is unclear
transition at end of southbound lane

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 23, 2017 11:58:52 PM
Last Modified: Friday, November 24, 2017 12:07:44 AM
Time Spent: 00:08:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Finally a safe North /South connector for cyclists!!

Q3 How could the emerging design concepts be improved?

The issues are at both ends, North Park shopping area and Cook St village. For Cook St Village, you need to drastically force the cars to slow down and provide a safe way for bikes to merge. Speed bumps for cars with cutouts in the bumps for cyclists to go through? 20 km zone throughout the village. For North Park, it's impossible to fit bike traffic without removing parking. Put a bike route on Vancouver between Pandora and Caledonia, and make Vancouver a one-way Street in that section (south only)

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 7:49:40 AM
Last Modified: Friday, November 24, 2017 7:55:04 AM
Time Spent: 00:05:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Proper safe travel for cyclist on a busy corridor. The proposed plan will force vehicles to reduce speed making the corridor safer for all road users

Q3 How could the emerging design concepts be improved?

More pedestrian activated lighted crossing should be incorporated. There is a significant amount high density buildings along this corridor and allowing safe crossings at frequent intervals promotes walking/cycling to/from the downtown business district, reducing the need for residents to drive a vehicle which would create less traffic congestion and reduce demand for parking spaces

#13

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 10:26:11 AM
Last Modified: Friday, November 24, 2017 10:28:16 AM
Time Spent: 00:02:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing.

Q3 How could the emerging design concepts be improved?

By not taking away parking on Wharf Street. Maybe you just can't have a bike lane on Wharf Street. The street is congested the way it is. It's already a zoo trying to get through there. It will make a tough situation even worse.

#14

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 11:37:50 AM
Last Modified: Friday, November 24, 2017 11:38:27 AM
Time Spent: 00:00:36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Wide road, love the 1-way protected lanes.

Q3 How could the emerging design concepts be improved?

n/a

#15

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 12:22:45 PM
Last Modified: Friday, November 24, 2017 12:24:39 PM
Time Spent: 00:01:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Having any protected space at all on Cook is exciting.

Q3 How could the emerging design concepts be improved?

As a biker, I do not like the idea of the two-stage right turn. Anytime you see a car beginning it's right turn, you'll be afraid to keep biking into the intersection on the off-chance they don't stop to yield to bikes. And if you're biking the same direction as the car, there's no opportunity to make eye contact with the driver.

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 1:39:52 PM
Last Modified: Friday, November 24, 2017 1:41:16 PM
Time Spent: 00:01:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected bike lanes good for both cyclists and drivers. I drive this way often and the curb lane is very underutilized by cars anyway.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 1:56:28 PM
Last Modified: Friday, November 24, 2017 1:57:46 PM
Time Spent: 00:01:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I love the idea of more single lane bike lanes alongside traffic, but Cook st seems like a inferior option compared to making Vancouver St more bike friendly.

Q3 How could the emerging design concepts be improved?

Make a plan for Vancouver st first.

#18

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:10:04 PM
Last Modified: Friday, November 24, 2017 2:10:51 PM
Time Spent: 00:00:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

having protected bike lanes along cook street - currently sharing the road with cars is iffy at best and dangerous in dark and rainy conditions.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#19

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:42:19 PM
Last Modified: Friday, November 24, 2017 2:42:42 PM
Time Spent: 00:00:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

1 way protected bike lanes are key

Q3 How could the emerging design concepts be improved?

No suggestions

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 2:49:19 PM
Last Modified: Friday, November 24, 2017 2:50:06 PM
Time Spent: 00:00:46

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Great design, easy to use. Cook through downtown does not need two lanes of traffic

Q3 How could the emerging design concepts be improved?

Make sure it can be extended into the village, and where are the connections North of Pandora?

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 3:21:02 PM
Last Modified: Friday, November 24, 2017 3:22:54 PM
Time Spent: 00:01:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook Street is a great street for bicycling between urban nodes - after 11 PM! Level street topography is much better than Vancouver, parking won't have to be removed because there is none on Cook, one-way lanes should make intersections easier for everyone. Also, I've honestly never seen Cook street busy enough to deserve two car travel lanes in either direction - I don't foresee this impacting traffic badly.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#22

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 3:46:14 PM
Last Modified: Friday, November 24, 2017 3:46:48 PM
Time Spent: 00:00:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook is such a fast and fairly flat street. It would be so nice to feel safe riding on it.

Q3 How could the emerging design concepts be improved?

No suggestions.

#23

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 4:30:59 PM
Last Modified: Friday, November 24, 2017 4:33:29 PM
Time Spent: 00:02:29

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I will actually be able to cycle along Cook, which is usually the most direct route to places I wish to go! Plus, I won't have to worry about cyclists who are risking their lives by trying to cycle on a street full of speeding, distracted drivers. It will also be much more pleasant to walk along the sidewalks because you won't be right next to all the noisy traffic! The design is fabulous!!!

Q3 How could the emerging design concepts be improved?

They're brilliant as is!

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 6:11:15 PM
Last Modified: Friday, November 24, 2017 6:12:11 PM
Time Spent: 00:00:56

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Lanes on cook

Q3 How could the emerging design concepts be improved?

finding ways to keep motorists happy - I want these bike lanes but know that "no right on red" is going to make drivers mad

#25

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, November 24, 2017 8:41:55 PM
Last Modified: Friday, November 24, 2017 8:42:36 PM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

dont do it

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 12:08:09 AM
Last Modified: Saturday, November 25, 2017 12:08:14 AM
Time Spent: 00:00:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#27

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 10:28:56 AM
Last Modified: Saturday, November 25, 2017 10:32:42 AM
Time Spent: 00:03:46

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

I suggest making it consistent across all the new bike routes how cars are to turn right. As both a driver and a biker, consideration A makes the most sense to me. When I am a car wanting to turn right, consideration B is confusing as it's difficult to tell whether a biker is going to turn right or whether they are going to go straight through the intersection (as it currently is at Johnson and Douglas). Consideration C sounds terrifying! Cars are not used to turning a corner and then stopping to wait for a pedestrian or a biker. Also, please make sure it is possible to turn left onto Cook Street from Pakington Street easily without having to get off your bike.

#28

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 12:10:35 PM
Last Modified: Saturday, November 25, 2017 12:13:54 PM
Time Spent: 00:03:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook St is a key segment of the network and I am very excited the City is planning on moving ahead with it.

Q3 How could the emerging design concepts be improved?

I am not clear on the turning options at intersections. I use the Pandora lanes regularly and my experience on them tells me that a dedicated signal for cyclists (and coordinated signal for motorists) is the best design option.

#29

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 1:50:40 PM
Last Modified: Saturday, November 25, 2017 1:56:12 PM
Time Spent: 00:05:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

There is nothing good or exciting about this design. it is already clear that reducing the number of traffic lanes poses a huge problem. When the construction at Cook and Fort closes a lane the traffic backs up for blocks. Cook Street is a heavily trafficked main corridor for people living in Fairfield. Many people living in this area are not able to get around by bike, this bike lane will benefit a few, while creating huge problems for many. DISASTROUS plan.

Q3 How could the emerging design concepts be improved?

Use a different street, or omit protected bike lanes through residential areas all together. Vancouver would be a better choice if one had to be built- allow parking on only one side of the street and get rid of green space if necessary.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 3:28:21 PM
Last Modified: Saturday, November 25, 2017 3:28:26 PM
Time Spent: 00:00:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 3:50:54 PM
Last Modified: Saturday, November 25, 2017 3:52:23 PM
Time Spent: 00:01:28

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More space to cycle down cook street would be amazing!

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, November 25, 2017 8:40:11 PM
Last Modified: Saturday, November 25, 2017 8:48:22 PM
Time Spent: 00:08:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

No individual signals for bikes. Let vehicles yield to cyclists and pedestrians. The added delays caused by the bike signals on Pandora are rough enough, scaling Cook down to two lanes plus that would be disastrous. Otherwise, I don't have a problem with reducing vehicle lanes, as it matches both ends of that corridor on Cook st.

Q3 How could the emerging design concepts be improved?

I would like to see the network extended down cook st. to Dallas rd. and from there past Beacon Hill Park, potentially to reach Ogden Point. Connecting the protected bike network with Beacon Hill Park would be a huge positive for the city, and would entice tourists onto the network too.

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 1:51:13 PM
Last Modified: Sunday, November 26, 2017 1:51:30 PM
Time Spent: 00:00:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

use vancouver st instead of cook

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 3:26:12 PM
Last Modified: Sunday, November 26, 2017 3:27:12 PM
Time Spent: 00:00:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

protected bike lane

Q3 How could the emerging design concepts be improved?

start the protected bike lane at Hillside

#35

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 6:24:08 PM
Last Modified: Sunday, November 26, 2017 6:25:10 PM
Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Bike lanes are good.

Q3 How could the emerging design concepts be improved?

Vancouver St is a much better option. It could run from Bay St all the way to beacon hill.

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 8:09:04 PM
Last Modified: Sunday, November 26, 2017 8:09:47 PM
Time Spent: 00:00:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

All of it! Extend it to Dallas!

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#37

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, November 26, 2017 11:26:52 PM
Last Modified: Sunday, November 26, 2017 11:27:00 PM
Time Spent: 00:00:07

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

two way protected bike lane would be better.

#38

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 8:29:36 AM
Last Modified: Monday, November 27, 2017 8:31:21 AM
Time Spent: 00:01:45

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

The idea of one-way protected bike lanes. The raised bike lanes along Cook street between Maplewood and Quadra in Saanich are great examples. Providing this corridor through Cook Street village will make it even more appealing to visit.

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 9:42:03 AM
Last Modified: Monday, November 27, 2017 9:42:19 AM
Time Spent: 00:00:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Unsure

Q2 What excites you about the emerging design concepts?

Gad for progress on developing bike lanes

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#40

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 2:14:22 PM
Last Modified: Monday, November 27, 2017 2:14:30 PM
Time Spent: 00:00:08

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 2:26:24 PM
Last Modified: Monday, November 27, 2017 2:27:05 PM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

The addition of TWO crosswalks within a block of each other has already created a nightmare driving atmosphere on Cook St. Adding in a bike lane will make it 100x worse. This is a terrible idea.

#42

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 3:19:42 PM
Last Modified: Monday, November 27, 2017 3:20:27 PM
Time Spent: 00:00:44

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Keeps it simple - not having to figure out how to get from 2-way lanes on Pandora onto 2-way lanes on Cook, which would be confusing.

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#43

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 5:17:17 PM
Last Modified: Monday, November 27, 2017 5:19:21 PM
Time Spent: 00:02:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Use less busy streets such as Vancouver or

#44

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 7:29:14 PM
Last Modified: Monday, November 27, 2017 7:30:02 PM
Time Spent: 00:00:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected cycling space.

Q3 How could the emerging design concepts be improved?

Extend protected lanes to Dallas Road to connect to seaside route.

#45

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, November 27, 2017 8:39:17 PM
Last Modified: Monday, November 27, 2017 8:40:26 PM
Time Spent: 00:01:09

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Not having to bike with cars trying to pass me - lanes are too skinny to bike on. Protected bike lanes would a huge improvement

Q3 How could the emerging design concepts be improved?

Safety at intersections

#46

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 10:04:21 AM
Last Modified: Tuesday, November 28, 2017 10:08:40 AM
Time Spent: 00:04:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing. cars will not disappear overnight and insufficient is being done ease increasing congestion due to increased population especially downtown.

Q3 How could the emerging design concepts be improved?

As a cyclist I was unaware of cycling problems and cycled regularly downtown without incident.

#47

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 10:20:03 AM
Last Modified: Tuesday, November 28, 2017 10:24:37 AM
Time Spent: 00:04:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing excites me about these plans. Living on Pakington Street and trying to drive out and turn left onto Cook St will be nearly impossible with the bike lanes added. The other end of Pakington will be partially blocked, preventing left turns onto Vancouver St. Your plan is lovely for the very small percentage of cyclists that exist. It is a nightmare for everyone else. I do not believe that more cyclists will suddenly emerge. They haven't in Vancouver.

Q3 How could the emerging design concepts be improved?

They could give greater consideration to people who live in the area impacted by these designs. Some of us will be very negatively impacted.

#48

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 12:02:07 PM
Last Modified: Tuesday, November 28, 2017 12:02:10 PM
Time Spent: 00:00:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#49

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 12:46:12 PM
Last Modified: Tuesday, November 28, 2017 12:47:57 PM
Time Spent: 00:01:45

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

This is a busy, vital arterial road and four vehicle travel lanes must be maintained. Furthermore, bike lanes here are terribly unnecessary as cyclists can quite easily use Vancouver street. Design considerations ought to focus on developing Vancouver into more of a cycle friendly neighbourhood greenway.

#50

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, November 28, 2017 2:16:27 PM
Last Modified: Tuesday, November 28, 2017 2:20:49 PM
Time Spent: 00:04:21

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

A protected bike route running north / south through the centre of our city connecting significant destinations is a great plan.

Q3 How could the emerging design concepts be improved?

Not completely convinced the route should be on Cook rather than Vancouver. What is the impact on Vancouver if capacity is reduced on Cook. How will speed and volume be managed on Vancouver to ensure it also remains a good route to cycle on?

#51

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 8:10:22 AM
Last Modified: Wednesday, November 29, 2017 8:11:50 AM
Time Spent: 00:01:27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I like the protected bike lane on both sides of the street. As it is now, many times there are only two lanes for travel for cars because of bikes in the second lane. Shouldn't be too much of a change. Will maybe slow traffic down which wouldn't be a bad thing.

Q3 How could the emerging design concepts be improved?

No opinion.

#52

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 9:15:18 AM
Last Modified: Wednesday, November 29, 2017 9:15:42 AM
Time Spent: 00:00:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Very necessary to accommodate bikes on Cook Street!

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#53

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:37:13 AM
Last Modified: Wednesday, November 29, 2017 10:37:53 AM
Time Spent: 00:00:40

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected bike lane that will connect me to services and businesses on cook st

Q3 How could the emerging design concepts be improved?

I approve of this as it is.

#54

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 11:05:08 AM
Last Modified: Wednesday, November 29, 2017 11:18:08 AM
Time Spent: 00:13:00

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

bike lanes on Cook! Amazing! I could actually bike there when the lanes are in!

Q3 How could the emerging design concepts be improved?

Intersection safety. I like the note about extending the Cook street lane to Mason so it can actually bisect the Pandora lane and provide people an opportunity to turn onto a quieter local street rather than carrying on along Cook where there is no bike facility to the north. Ideally on the south side it would connect to Oscar so eastward the lane can connect along Oscar to the school St. James Douglas and moss street market area along with calming Southgate a bit by removing the slip lane style turn.

Love the consideration of two stage right turns, it is so much safer for cyclists and pedestrians.

#55

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 4:17:01 PM
Last Modified: Wednesday, November 29, 2017 4:17:04 PM
Time Spent: 00:00:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#56

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 5:04:37 PM
Last Modified: Wednesday, November 29, 2017 5:06:25 PM
Time Spent: 00:01:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. Cook St needs two lanes going both south and north. Putting all that traffic into one lane each way would create huge backlogs.

Q3 How could the emerging design concepts be improved?

It could be scrapped.

#57

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 5:12:26 PM
Last Modified: Wednesday, November 29, 2017 5:13:46 PM
Time Spent: 00:01:20

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Restricting traffic flow on this road is ridiculous. There is room to take out the centre lane and incorporate bike lanes on both curb lanes and preserving the four lanes of traffic.

#58

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 8:28:40 PM
Last Modified: Wednesday, November 29, 2017 8:28:55 PM
Time Spent: 00:00:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

increased safety for cyclists!

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#59

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 8:29:00 PM
Last Modified: Wednesday, November 29, 2017 8:30:00 PM
Time Spent: 00:00:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

This design concept doesn't go into this obviously, but cyclists need safer ways to turn left as well. Bike lanes are just a start.

#60

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 9:45:04 PM
Last Modified: Wednesday, November 29, 2017 9:45:45 PM
Time Spent: 00:00:40

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Cook Street is flat and direct!

Q3 How could the emerging design concepts be improved?

Don't worry about the goddam trees. They grow back.

#61

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:10:15 PM
Last Modified: Wednesday, November 29, 2017 10:11:38 PM
Time Spent: 00:01:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protection for cyclist, smooth flow for cyclist

Q3 How could the emerging design concepts be improved?

I like it, keep up the good work!

#62

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 10:13:38 PM
Last Modified: Wednesday, November 29, 2017 10:14:06 PM
Time Spent: 00:00:27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Respondent skipped this question**

Q2 What excites you about the emerging design concepts?

Protection for cyclist

Q3 How could the emerging design concepts be improved?

It looks good!

#63

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, November 29, 2017 11:03:59 PM
Last Modified: Wednesday, November 29, 2017 11:11:45 PM
Time Spent: 00:07:45

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

That Cook will finally be accessible by bike

Q3 How could the emerging design concepts be improved?

Keep the duel bikeway design rather than go to single bike lanes on each side. Although there is much to be said for a lane on each side the rest of the downtown bike lanes (Pandora, Fort, Wharf) are or are going to be on one side...I'm my view, consistency for both bicyclists and motorist will prove to be the safer design.

#64

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 10:34:50 AM
Last Modified: Thursday, November 30, 2017 10:36:45 AM
Time Spent: 00:01:54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The two separate lane will make things much easier in terms of entering and exiting the system. I've learned to use the two-way system on Pandora just fine, but sometimes it can be tricky if other people (drivers and cyclists) don't use them in the same way. I think the Cook concept will be more intuitive.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#65

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 12:04:18 PM
Last Modified: Thursday, November 30, 2017 12:09:13 PM
Time Spent: 00:04:55

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

why does each one-way bike lane take up as much space as a vehicle lane? Can there be 4 lanes of travel, a two way lane, and no turning lane? This street gets so plugged up already, the bike lanes here will help people that live nearby get out of their cars but so many of those drivers are taking their cars far away, where there are no proper bike lanes and so they aren't much more likely to get out of the car. Instead they will just sit there, idling their cars for an extra 15 minutes each day, polluting the air. Why are we spending money to relieve congestion at the Mckenzie interchange just to remove car lanes and add congestion in other areas? The switch from cars to active is always going to be painful, but this is moving too fast and causing unnecessary frustration.

#66

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 2:04:48 PM
Last Modified: Thursday, November 30, 2017 2:06:37 PM
Time Spent: 00:01:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I live quite close to Cook and Pandora, and use the new Pandora lane, which is great. I'm excited that bike lanes are being considered for Cook St.

Q3 How could the emerging design concepts be improved?

This design is already good because cars and bikes are separated, and bikes traveling in opposite directions are separated.

#67

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, November 30, 2017 2:58:36 PM
Last Modified: Thursday, November 30, 2017 3:00:58 PM
Time Spent: 00:02:21

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. It will make travel on that road more congested and more dangerous.

Q3 How could the emerging design concepts be improved?

By leaving it alone and addressing the housing issues.

#68

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 03, 2017 11:46:12 AM
Last Modified: Sunday, December 03, 2017 11:49:48 AM
Time Spent: 00:03:35

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

its an improvement over whats there

Q3 How could the emerging design concepts be improved?

the two way protected lanes on one side of the street would be better. i really like the idea of having consistency throughout the network

#69

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 03, 2017 6:31:36 PM
Last Modified: Sunday, December 03, 2017 6:43:28 PM
Time Spent: 00:11:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts? Respondent skipped this question

Q3 How could the emerging design concepts be improved?

This part of the network concerns me the most. I ride on Cook street nearly every single day and I can understand why some less confident riders would be uncomfortable on this road. However, Vancouver is just a block away and is much more quiet. I hardly can see how the topography differs between the two streets and this is certainly not enough of a reason to choose Cook over Vancouver. My biggest worry is that there is already a lot of vehicle traffic on Cook and by reducing each direction down to a single lane will cause too much congestion (even with fewer cars on the road because everybody is now biking). When a car needs to make a right hand turn and there are pedestrians crossing (as there often are), the single lane of traffic is blocked from moving until all pedestrians clear the intersection. As an avid cyclist, both recreationally and as a commuter, my biggest worry is the backlash from all those many people who will continue to use a car. All of the bike lanes "taking up the roads that cars should be on" will only serve to make them angrier at cyclists and behave more aggressively towards them. I see it every day where a motorist feels he/she has a greater right to the road than a cyclist. Sure, cyclists are protected on the protected lanes, but what about all the other kilometers of travel we do every week on non-protected lanes where we are put in the same space as motorists who are angry about "all the resources going towards cyclists"? Frankly, there will always be more people who are primarily motorists than those who cycle. I would much rather see resources spent on reducing both motorist and cyclist entitlement to the road; to improve both motorist and cyclist behaviour on the road that we all share. And I would rather see the removal of those traffic calming measures that were put in place without thinking about how it pushes cyclists directly into the path of vehicles travelling in the same direction. Kudos to the designers of the North Park Village traffic calming measures at the pedestrian crosswalks because the intersections were made wide enough that cyclists are not forced into the same lane of traffic as motorists. All this to say, that of any of the proposed corridors, I think the Cook Street bike lanes have the highest potential to anger the most number of motorists. I would like a more satisfactory explanation why Vancouver was not chosen instead.

#70

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, December 04, 2017 10:25:52 AM
Last Modified: Monday, December 04, 2017 10:28:48 AM
Time Spent: 00:02:56

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

as cook is a busy street, I like that it has one lane on each side so easier for new bike users to understand and not have to get across the street to connect to the bike lanes either. It still has the middle lane for cars turning which is great so traffic won't be clogged up there.

Q3 How could the emerging design concepts be improved?

possibly add some parking to the cook st model and take it away on humbolt so you could add protected bike lanes there and keep the number of spaces the same.

#71

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 05, 2017 10:27:34 AM
Last Modified: Tuesday, December 05, 2017 10:28:34 AM
Time Spent: 00:00:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Cook street needs a bike lane. Direct and flat route, lots of space on the road to incorporate bike lanes

Q3 How could the emerging design concepts be improved?

Eliminate bus bays and ensure there are bypasses for bike lanes at bus stops. Eliminate mixing zones at intersections.

#72

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:06:02 PM
Last Modified: Wednesday, December 06, 2017 12:06:43 PM
Time Spent: 00:00:41

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Dedicated bike lanes are required

Q3 How could the emerging design concepts be improved?

Would prefer a two way bike protected bike line

#73

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:10:22 PM
Last Modified: Wednesday, December 06, 2017 12:24:01 PM
Time Spent: 00:13:38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

the level of protection for cyclists is brilliant and makes the walking environment even better with that extra layer of buffer, and hopefully slower more predictable car movements. Cook street is crazy pants right now. I ride on the sidewalk for fear for my life.

Q3 How could the emerging design concepts be improved?

Its not clear how cyclists will be protected at the intersections. I worry about getting creamed at the corner. Is there anyway we can just adopt a universal NO RIGHT ON RED in Victoria? that would really improve things everywhere. And since we're talking about a culture change - how bout this for a crazy idea: a RAIN PROTOCOL - when its pouring out there - the default speed drops to 30km to account for the visibility issues. I bet if you tracked crashes in Victoria - there is a link with rain events. Ok one more thing - while I have your attention. Buses. I love em - don't get me wrong - but damn they are not friends of cyclists. is there a way to mitigate the competing interests for roadway and make cyclists less vulnerable? LOVE what you are doing on the streets. Makes me sooooo happy. Thank you for your collective courage, conviction and competency. Can't make everyone happy I'm sure - but you are making significant "in roads" to making a more equitable city. super fan.

#74

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 12:38:36 PM
Last Modified: Wednesday, December 06, 2017 12:41:01 PM
Time Spent: 00:02:25

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

separated lanes in both directions. connection to Fort St.

Q3 How could the emerging design concepts be improved?

Shared right turn lanes and buses stopping in the lanes defeat the purpose of providing a cycling cooridor. Having to stop and start for buses and right turning cars will impede cyclists, who will be less likely to choose this route as a result. Also, put the bike lanes all the way to Dallas - stop giving into the NIMBY crowds.

#75

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 3:19:29 PM
Last Modified: Wednesday, December 06, 2017 3:21:17 PM
Time Spent: 00:01:48

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

To have a protected bike lane from the Fairfield area to connect with the downtown bike lanes

Q3 How could the emerging design concepts be improved?

Will the bike lane actually be protected and how is that managed at the intersections?

#76

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 5:42:15 PM
Last Modified: Wednesday, December 06, 2017 5:43:17 PM
Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Slowing traffic on cook

Q3 How could the emerging design concepts be improved?

What would a two way bike lane look like? Maybe parking could be added for vehicles?

#77

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 7:53:05 PM
Last Modified: Wednesday, December 06, 2017 7:53:42 PM
Time Spent: 00:00:37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Unsure

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Eliminate mixing zones with vehicles at intersections.
Build bus-stop bypasses so buses do not pull into the bike lane.

#78

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 8:53:48 PM
Last Modified: Wednesday, December 06, 2017 8:58:09 PM
Time Spent: 00:04:20

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

No

Q2 What excites you about the emerging design concepts?

This will add 5-10 minutes pf commute time for me daily, so this makes me upset. No excited at all.

Q3 How could the emerging design concepts be improved?

See my previous comments.
Use a less busy street, not a commuter street.
Unless you want to stop people working.
Again, please pay attention to all users, not only bikes, buses and walkers.
If you want people to be able to work in the region, then don't lock us in. Bus and bike is not an option for me.
Please be sensible.

#79

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 9:33:41 PM
Last Modified: Wednesday, December 06, 2017 9:33:57 PM
Time Spent: 00:00:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Leave it the way it is.

#80

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 9:49:13 PM
Last Modified: Wednesday, December 06, 2017 9:52:55 PM
Time Spent: 00:03:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Safety for cyclists

Q3 How could the emerging design concepts be improved?

Not sure, but this feels like it is becoming a city that is very unfriendly to vehicles. Not all of us can ride a bicycle.

#81

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 10:09:06 PM
Last Modified: Wednesday, December 06, 2017 10:10:15 PM
Time Spent: 00:01:09

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

cars are aggressive on cook street. A separate bike lane will help significantly.

Q3 How could the emerging design concepts be improved?

There really needs to be a physical separation from the bike and car lanes. This should be easy to do and will significantly help real and perceived safety and make a major north-south conduit from town to cook street village and beacon hill park.

#82

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 06, 2017 10:19:20 PM
Last Modified: Wednesday, December 06, 2017 10:24:53 PM
Time Spent: 00:05:33

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Finally :) Thank you! Cook st will be much better for pedestrians and cyclists with your new design. Currently cook st is too noisy and smelly from all the cars. This will also make having lunch / coffee on the patio a nicer experience.

Q3 How could the emerging design concepts be improved?

Is it possible to perhaps add another 50m to the North of Pandora. Even just to the first turn off to the right. That will help those who live in North Park, Fernwood, Oaklands etc make the safe transition from Cook to Chambers. If budget is an issue, even if it's just green paint or a small curb it would make a big difference.

#83

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 7:50:09 AM
Last Modified: Thursday, December 07, 2017 7:50:36 AM
Time Spent: 00:00:26

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

Just stop

#84

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 9:46:43 AM
Last Modified: Thursday, December 07, 2017 9:47:10 AM
Time Spent: 00:00:27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

One way lanes are the right option- cook is quite busy with vehicle traffic, so you don't need to make it any more narrow

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#85

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 07, 2017 4:04:04 PM
Last Modified: Thursday, December 07, 2017 4:04:47 PM
Time Spent: 00:00:43

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

2 one way protected bike lanes makes the most sense! also easier treatments at intersections.

Q3 How could the emerging design concepts be improved?

it's perfect!

#86

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 08, 2017 10:42:20 PM
Last Modified: Friday, December 08, 2017 10:43:32 PM
Time Spent: 00:01:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

hopefully i will be much safer riding on cook st than i am now ... often am close to being sideswiped by fast moving cars or trucks.

Q3 How could the emerging design concepts be improved?

option B is best
do this section before Humboldt or Wharf

#87

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 09, 2017 1:19:26 PM
Last Modified: Saturday, December 09, 2017 1:26:59 PM
Time Spent: 00:07:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I love the fact that our city is finally making steps towards creating a safer and more attractive public realm for all road users. I am very much in favour of actively favouring pedestrians, cyclists and transit users in the way we build and fund our infrastructure. I also like that these are one way lanes on both sides

Q3 How could the emerging design concepts be improved?

I very much feel the mixing areas with the bus stops are a mistake. This will slow down bike traffic and possibly lead cyclists like myself to go around the buses as they load, which is a dangerous scenario. Taking away the extra turning lane is worth any back-up in traffic incurred.

#88

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 09, 2017 1:28:08 PM
Last Modified: Saturday, December 09, 2017 1:31:12 PM
Time Spent: 00:03:03

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Less vehicles on the road

Q3 How could the emerging design concepts be improved?

Do not put a bike lane on cook street, instead use vancouver.

#89

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 14, 2017 6:33:32 AM
Last Modified: Thursday, December 14, 2017 6:38:00 AM
Time Spent: 00:04:27

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Have a protected bike lane on Cook will be great!

Q3 How could the emerging design concepts be improved?

Of the uncontrolled intersection designs that are proposed, I think A makes the most sense because it places the cyclists in a greater level of control/awareness. Concept B simply looks dangerous for all parties considered and really negates the advantages of the preceding protected lane. Concept C looks like it simply won't work very well. Cars are supposed to yield to bikes but I suspect it will end up being the other way around.

I'm also worried about BC Transit crossing into bike lanes. Why make bikes wait for the bus and get possibly cut off by buses? Can't the BC transit transfer be in the motorized vehicle lane and vehicles wait behind while off load and on loading takes place. This way the bus doesn't need to cut off any traffic as it will already be in front of the vehicles that will be waiting behind it.

#90

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 16, 2017 1:20:58 PM
Last Modified: Saturday, December 16, 2017 1:21:04 PM
Time Spent: 00:00:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#91

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 17, 2017 3:25:47 AM
Last Modified: Sunday, December 17, 2017 3:25:53 AM
Time Spent: 00:00:06

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#92

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:32:18 PM
Last Modified: Tuesday, December 19, 2017 3:32:26 PM
Time Spent: 00:00:08

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

NO MORE BIKE LANES IN DOWNTOWN

Q3 How could the emerging design concepts be improved?

NO MORE BIKE LANES IN DOWNTOWN

#93

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:39:29 PM
Last Modified: Tuesday, December 19, 2017 3:42:06 PM
Time Spent: 00:02:36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Limited impact on traffic. Has bike service on both sides of street. Cook St has spare capacity for vehicles and the loss of some lanes won't effect it.

Q3 How could the emerging design concepts be improved?

Concerned about possible deleting of parking in Cook St Village. It's already under served for parking. Concerned about the intersections for bikes and turning on to side streets across traffic

#94

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:47:58 PM
Last Modified: Tuesday, December 19, 2017 3:54:34 PM
Time Spent: 00:06:36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing, I am not at all happy with what is going on in this city. My vote in the next election will reflect this.

Q3 How could the emerging design concepts be improved?

Pick streets that have the capacity to grow, not streets that have no ability to expand.

#95

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 3:55:31 PM
Last Modified: Tuesday, December 19, 2017 3:56:06 PM
Time Spent: 00:00:34

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Fix our flawed public transit. This benefits everyone. Not just a small, elite few.

#96

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:03:40 PM
Last Modified: Tuesday, December 19, 2017 4:04:13 PM
Time Spent: 00:00:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

I would like to see the Cook Street bike path continue all the way to Dallas Road.

#97

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 4:41:58 PM
Last Modified: Tuesday, December 19, 2017 4:42:12 PM
Time Spent: 00:00:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Love the idea of protected lanes and the flexible turning lane

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#98

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 5:40:29 PM
Last Modified: Tuesday, December 19, 2017 5:41:13 PM
Time Spent: 00:00:43

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. These lanes are not needed.

Q3 How could the emerging design concepts be improved?

Do not put in protected lanes. They are unnecessary and causing more traffic issues on main arteries.

#99

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 6:56:50 PM
Last Modified: Tuesday, December 19, 2017 6:57:37 PM
Time Spent: 00:00:46

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing! Spend money on improving transit rather than on separated bike lanes.

Q3 How could the emerging design concepts be improved?

Stop this project. Spend tax dollars on other priorities.

#100

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 19, 2017 10:35:59 PM
Last Modified: Tuesday, December 19, 2017 10:44:24 PM
Time Spent: 00:08:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

It does not, as I ride a bike now, and have no problems.

Q3 How could the emerging design concepts be improved?

Don't make the lanes 2 ways on 1 side of the street, us Victorians keep wanting bikers to be more abiding rules like vehicles, except you keep building bike lanes that make the flow of traffic slower, let alone piss a lot of people off, and the fact your on a bike and can't act like a vehicle because they can't right or left turns like a normal car/truck.

Stop trying to make Victoria a grid city, as it will never be. Stop trying to accommodate Lisa Helps, which is funny, as I have NEVER seen her on a bike, and I am dt on a bike, everyday, at all times. Listen to actual bikers, and this business of bike lanes wouldn't be happening, or it would be planned a WAY different way. Stop trying to make lanes, and keep road parking. Get rid of street parking, and make a big parkades every 2 blocks, then everyone won't be driving around forever finding a spot, and you can way more freedom on doing stuff on the roads.

Our sidewalks don't need to be 10 feet wide, we are not in Japan. I have been to Japan, and they seem to have traffic at an easy flow. Weird, since they accommodate most of the world's population. They are smart, they build up, us North Americans seem to want to use as much land as possible, and build out and not up. We would have rad parks, car free areas, and an abundance of other rad stuff if we condensed the city.

#101

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 12:49:32 AM
Last Modified: Wednesday, December 20, 2017 12:49:43 AM
Time Spent: 00:00:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Pedestrians and bike ways connect rather than road ways. Extend the sidewalk. Integrate similar to European and Australian standards.

Focus on lowering congestion for cars. These plans add congestion.

#102

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 1:43:18 AM
Last Modified: Wednesday, December 20, 2017 1:43:31 AM
Time Spent: 00:00:12

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#103

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 10:13:52 AM
Last Modified: Wednesday, December 20, 2017 10:15:36 AM
Time Spent: 00:01:43

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. The streets surrounding Cook St are safe and pleasant for cyclists to use now. There is no need to remove parking and make traffic more congested by adding bike lanes.

Q3 How could the emerging design concepts be improved?

Do not add bike lanes.

#104

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 2:53:22 PM
Last Modified: Wednesday, December 20, 2017 2:55:05 PM
Time Spent: 00:01:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Love the idea of a protected bike lane - it is about time. It's better if we can get single protected bike lanes - enough cars are confused about two way bike lanes anyway.

Q3 How could the emerging design concepts be improved?

As an alternative to lack of parking, park and rides should be offered - or atleast an electric/green downtown tram to commute people within downtown core and to the park and rides.

#105

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 5:21:47 PM
Last Modified: Wednesday, December 20, 2017 5:22:08 PM
Time Spent: 00:00:20

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

cancel them

#106

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 7:49:57 PM
Last Modified: Wednesday, December 20, 2017 7:51:15 PM
Time Spent: 00:01:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook's the right corridor choice

Q3 How could the emerging design concepts be improved?

It's not clear which intersection options are best. Temporary experiments should be conducted.

#107

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 8:26:58 PM
Last Modified: Wednesday, December 20, 2017 8:27:28 PM
Time Spent: 00:00:29

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. The way it is now is great.

Q3 How could the emerging design concepts be improved?

By not spending any more money or time on this project.

#108

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 8:43:54 PM
Last Modified: Wednesday, December 20, 2017 8:45:48 PM
Time Spent: 00:01:54

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

I'm a cyclist, I ride every day. I used to live in Cook St Village. Why piss of drivers with bike lanes? Slow the speed limit, make the road less conducive to speeding. Make Vancouver Street and really great bike corridor an d make it unappealing to drivers. City of Vic needs to choose their battles more wisely.

#109

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, December 20, 2017 10:04:43 PM
Last Modified: Wednesday, December 20, 2017 10:05:33 PM
Time Spent: 00:00:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Actually hire a planner from a country that has SUCCESSFUL separated bike lane infrastructure.

#110

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 11:09:14 AM
Last Modified: Thursday, December 21, 2017 11:09:49 AM
Time Spent: 00:00:35

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safer for cyclists. Means I would cycle more around downtown.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#111

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 11:41:11 AM
Last Modified: Thursday, December 21, 2017 11:41:30 AM
Time Spent: 00:00:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I AM HORRIFIED BY THESE CHANGES.

Q3 How could the emerging design concepts be improved?

BY STICKING TO THE STATUS QUO.

#112

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 12:14:43 PM
Last Modified: Thursday, December 21, 2017 12:18:46 PM
Time Spent: 00:04:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook is a major artery of travel and should have a safe space for bikes. Vancouver Street is no longer safe for me to travel on as drivers choose to speed which pushes you closer to the door zone of all the parked cars. I will change my route if this is completed.

Q3 How could the emerging design concepts be improved?

Shared spaces with cars is not AAA design. Mixing right hand turn lanes with bike lanes is a recipe for deaths of people riding bikes. It would be unacceptable to do this plus after someone dies the City would need to change the design to one of the better choices anyway.

#113

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 12:38:55 PM
Last Modified: Thursday, December 21, 2017 12:42:07 PM
Time Spent: 00:03:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

It completes the network and makes getting to CSV more accessible.

Q3 How could the emerging design concepts be improved?

Is it possible to protect the bike lanes on one side as a two way such as Pandora and Fort? That would be ideal!

#114

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 1:16:38 PM
Last Modified: Thursday, December 21, 2017 1:19:37 PM
Time Spent: 00:02:58

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I look forward to having a dedicated space to ride in along Cook street which is less hilly than Vancouver.

Q3 How could the emerging design concepts be improved?

It is important to me that I can ride continuously without worrying that a car will be cutting me off while it is entering or exiting it's lane. Slowing traffic down on these urban villages is a good thing. Is there plans for a traffic light at the intersection of Cook and Dallas road?

#115

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 5:10:08 PM
Last Modified: Thursday, December 21, 2017 5:13:22 PM
Time Spent: 00:03:13

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Not much.

Q3 How could the emerging design concepts be improved?

By not spending any more money or time on this project. Please reconsider and listen to the negative feedback. Please consider how important the businesses in these areas are. The parking, the loading zones, the disabled, buses and their drivers are all effected negatively and assume they won't be heard by this current local government.

#116

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 21, 2017 6:08:09 PM
Last Modified: Thursday, December 21, 2017 6:15:14 PM
Time Spent: 00:07:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

That there will be bike lanes (finally) on the street to accommodate cyclists who have use of one whole lane of traffic.

Q3 How could the emerging design concepts be improved?

Absolutely NOT reducing four-lane traffic to two lanes! That's crazy! We've lived in the area for 16 years and there is already too much traffic during rush hour, and enough daytime traffic to warrant four lanes.

If there is ever any construction where it's reduced to one lane - take the construction at Fort/Cook right now - it's a nightmare in the morning drive trying to go north, so we're either waiting at a stand still on Cook for traffic to go through, or taking another 5 minutes (and wasting gas) to go around.

I thought City Council decided there was enough auto and cycling traffic to warrant taking green space away to accommodate both? I'm all for increasing/keeping green space, and we do cycle around the local area. Unfortunately work is in Saanich and we are a busy family and need to commute by car.

PLEASE leave the four lane auto traffic intact!! I cannot stress this enough. It would be a true folly for the Council to assume so many people are capable by non-auto transportation. I get the other bike lane changes - I DON'T get this one.

#117

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, December 21, 2017 7:48:02 PM
Last Modified:	Thursday, December 21, 2017 7:56:59 PM
Time Spent:	00:08:56

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Finally a safe way for cyclists to ride on Cook St. I favour cars crossing the painted green bike lanes to turn right from a lane on the curb side of the bike lane. On the sections between intersections, the bike lane should be protected to prevent encroachment from cars.

Q3 How could the emerging design concepts be improved?

What are the plans for Cook St Village? I suggest a 20 km/h speed limit in the village with speed bumps to slow down cars, and cutouts in the bumps for bikes with sharrows showing where bikes are supposed to travel. Make sure that bikes are outside the door zones.

#118

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 22, 2017 10:00:46 AM
Last Modified: Friday, December 22, 2017 10:03:08 AM
Time Spent: 00:02:21

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Move the bike lane to a different less busy street. Why remove vehicle lanes in an already busy street? As a biker I choose to go down less busy streets because I realize I'm slower and I don't want to hold up traffic

#119

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 22, 2017 3:19:15 PM
Last Modified: Friday, December 22, 2017 3:22:32 PM
Time Spent: 00:03:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing.

Q3 How could the emerging design concepts be improved?

There should be a two-way bike lane on the east side of Cook. Please don't take away the two lanes going south. Sometimes you drive behind a vehicle going less than the speed limit and driving haltingly and unpredictably...all the way from Saanich on Blenkinsop. Finally when you get to Pandora, the inside/west lane opens up and it is possible to safely get around the poor driver. It's essential you leave that lane intact. Going north doesn't really matter if you do a two-way bike lane.

#120

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 7:25:31 AM
Last Modified: Saturday, December 23, 2017 7:25:50 AM
Time Spent: 00:00:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Painted lanes. I hate the protected lanes.

#121

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 9:57:17 AM
Last Modified: Saturday, December 23, 2017 9:58:43 AM
Time Spent: 00:01:25

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook st village will continue to be a vibrant community that will have better access to downtown.

Q3 How could the emerging design concepts be improved?

Make sure the green paint is at all the intersections. It really reminds my brain to check for cyclists before turning.

#122

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 4:28:59 PM
Last Modified: Saturday, December 23, 2017 4:29:33 PM
Time Spent: 00:00:33

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Increased safety

Q3 How could the emerging design concepts be improved?

Not sure

#123

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 5:03:33 PM
Last Modified: Saturday, December 23, 2017 5:04:21 PM
Time Spent: 00:00:47

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safe biking space and keeping the trees. Please never remove the trees to place in bike lanes, it defeats the purpose. Our urban forest is essential to the city's sustainability.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#124

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 23, 2017 7:17:47 PM
Last Modified: Saturday, December 23, 2017 7:19:07 PM
Time Spent: 00:01:20

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Easier and faster access to shops in Cook St Village and to see friends without driving. Cook St. is such a major street and its currently very unsafe to bike on.

Q3 How could the emerging design concepts be improved?

More signage for motorists about changes and also to direct them towards parking, as many motorists will be upset about the loss of on street parking.

#125

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 9:37:16 AM
Last Modified: Sunday, December 24, 2017 9:39:46 AM
Time Spent: 00:02:29

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Again...Nothing. We don't need more protected bike lanes downtown. Waste of money.

Q3 How could the emerging design concepts be improved?

NO PROTECTED BIKE LANES!

#126

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:08:13 AM
Last Modified: Sunday, December 24, 2017 10:11:21 AM
Time Spent: 00:03:07

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Better for Bike users

Q3 How could the emerging design concepts be improved?

Use Vancouver street for this access not Cook street, presently only two lanes of traffic on a very calm wide street, would be very easy to add bike lanes, if more space is needed the Boulevards are very wide and road space could be taken from there.

#127

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 10:24:24 AM
Last Modified: Sunday, December 24, 2017 10:25:22 AM
Time Spent: 00:00:58

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

The lanes are protected
Everyone is entitled to use the roads, not just cars

Q3 How could the emerging design concepts be improved?

It's perfect

#128

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 2:55:06 PM
Last Modified: Sunday, December 24, 2017 2:56:59 PM
Time Spent: 00:01:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Don't put the bike lanes on Cook street! It would be better suited to be on Vancouver street. Stop getting rid of parking spots too. Took me 15 minutes to find a spot around the Johnson/Cook intersection two days ago. If I didn't have an appointment I would have just not bothered and gone home. And no way in hell would I bother biking downtown. My bike will just get stolen like last time!

#129

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 24, 2017 3:49:11 PM
Last Modified: Sunday, December 24, 2017 3:50:12 PM
Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. Stop ruining the arterial roads. Maybe put bike lanes on side streets like Vancouver instead of ruining another major arterial road.

Q3 How could the emerging design concepts be improved?

Stop. Stop now and let the voters decide when they flip over the council in the fall.

#130

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, December 26, 2017 6:20:01 AM
Last Modified: Tuesday, December 26, 2017 6:21:03 AM
Time Spent: 00:01:02

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected bike lanes

Q3 How could the emerging design concepts be improved?

Put the bike lanes at the sidewalk level, rather than the road level, when cook st is next reconstructed.

#131

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 9:57:16 AM
Last Modified: Thursday, December 28, 2017 9:57:48 AM
Time Spent: 00:00:31

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Dont build them

#132

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:03:14 AM
Last Modified: Thursday, December 28, 2017 10:05:07 AM
Time Spent: 00:01:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. These bike lanes should be happening on Vancouver street.

Q3 How could the emerging design concepts be improved?

These bike lanes should be happening on Vancouver street. Traffic is already a nightmare on Cook st, and losing lanes will not help - especially with all the new developments happening in Fairfield. It's ridiculous to destroy this vital north/south corridor when you have Vancouver street running parallel, and is much quieter. In fact, I guarantee with this design that Vancouver street will now see a lot more vehicle traffic which will be dangerous.

#133

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:12:07 AM
Last Modified: Thursday, December 28, 2017 10:12:30 AM
Time Spent: 00:00:23

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Bike lanes in the direction of travel of motor vehicles

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#134

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 10:23:40 AM
Last Modified: Thursday, December 28, 2017 10:26:40 AM
Time Spent: 00:02:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I love Cook Street village and will definitely spend more time there once this cycling corridor is completed! I can't wait to hop on my bike from Fernwood on a weekend in nice weather to visit cafes/restaurants with friends. Also the Beacon Hill / waterfront path is conducive to picnics!

Q3 How could the emerging design concepts be improved?

I think the design concept looks great and I would suggest separate traffic light phases for cyclists and motorists to reduce confusion/irritation and maximize safety.

#135

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 3:36:43 PM
Last Modified: Thursday, December 28, 2017 3:38:12 PM
Time Spent: 00:01:28

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

safety for cyclists

Q3 How could the emerging design concepts be improved?

Scrap it and continue using Vancouver st as a bike passage.

#136

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 6:57:58 PM
Last Modified: Thursday, December 28, 2017 6:58:23 PM
Time Spent: 00:00:24

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

accessible destinations

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#137

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, December 28, 2017 8:43:13 PM
Last Modified: Thursday, December 28, 2017 8:43:18 PM
Time Spent: 00:00:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#138

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 8:20:30 AM
Last Modified: Friday, December 29, 2017 8:20:52 AM
Time Spent: 00:00:22

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#139

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 8:13:52 AM
Last Modified: Friday, December 29, 2017 8:24:31 AM
Time Spent: 00:10:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Yes, Cook Street would be more viable given it is wider, however I believe the chosen concept needs another tweak:

Q3 How could the emerging design concepts be improved?

I strongly believe that Southbound traffic should be kept as a double lane for vehicles.

Northbound traffic can be turned into *single-lane vehicle traffic* and a DOUBLE protected bike lane. For Cook Street, why not have a meridian between both bike lanes, as in this case you could get away with a slightly wider bike lane. People have voiced their opinions with the bi-directional bike lane and feel like a green stripe isn't enough of a dividing line. For Cook Street, why not a bi-directional bike lane on 1 side that is protected by a meridian?

Now, Traffic heading out of Cook Street village is usually less than the traffic heading INTO cook Street Village such as large flatbed trucks and delivery vehicles. I suggest having the double protected bike lane (w/ meridian) on the East Side of Cook Street and retain the West Side/South Bound side AS IS for various reasons.

#140

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 8:23:50 AM
Last Modified: Friday, December 29, 2017 8:30:01 AM
Time Spent: 00:06:11

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing

Q3 How could the emerging design concepts be improved?

Don't use Cook Street, but if you have to, you need to accommodate moving trucks that will not fit on the side stree,ambulances because this is currently a frequently i'm sorry about the previous sentence but I am fighting with this survey trying to complete it on my iPad. It will not let me go back and correct changes made while dictating used as ambulance corridor, and turning motor vehicles. It is thiithplanted Boulevard in the pedestrian realm. But I have lots more to say but because I am using an iPad and the survey does not work well on it I cannot get my thoughts across

#141

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 10:27:57 AM
Last Modified: Friday, December 29, 2017 10:28:14 AM
Time Spent: 00:00:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts? Respondent skipped this question

Q3 How could the emerging design concepts be improved?

This is a biased survey. Shame on you.

#142

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, December 29, 2017 11:06:10 PM
Last Modified: Friday, December 29, 2017 11:06:17 PM
Time Spent: 00:00:07

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts? Respondent skipped this question

Q3 How could the emerging design concepts be improved? Respondent skipped this question

#143

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 8:53:41 AM
Last Modified: Saturday, December 30, 2017 8:54:57 AM
Time Spent: 00:01:15

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Safety for cyclists

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#144

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 10:21:53 AM
Last Modified: Saturday, December 30, 2017 10:29:26 AM
Time Spent: 00:07:32

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

bike lanes on a slope are too narrow for longboard users to slow effectively. while most longboarders choose streets with low traffic, including them on signs on the bike lanes makes it difficult for them to use the car spaces on the street, because officially they have to be with the bikes. while your plans for the other streets are absolutely smart, a simple 30zone is much better on streets with a slope

#145

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 10:34:23 AM
Last Modified: Saturday, December 30, 2017 10:34:40 AM
Time Spent: 00:00:16

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

bike lanes on a slope are too narrow for longboard users to slow effectively. while most longboarders choose streets with low traffic, including them on signs on the bike lanes makes it difficult for them to use the car spaces on the street, because officially they have to be with the bikes. while your plans for the other streets are absolutely smart, a simple 30zone is much better on streets with a slope

#146

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 11:45:09 AM
Last Modified: Saturday, December 30, 2017 11:46:03 AM
Time Spent: 00:00:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Safety for cyclists on Cook Street. I would definitely feel safer biking on Cook Street with a protected lane.

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#147

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, December 30, 2017 12:08:24 PM
Last Modified: Saturday, December 30, 2017 12:08:44 PM
Time Spent: 00:00:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

You can actually ride your bike on Cook Street.

Q3 How could the emerging design concepts be improved?

Not sure if dedicated turning lane is best use of centre lane.

#148

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, December 31, 2017 11:30:18 PM
Last Modified: Sunday, December 31, 2017 11:30:24 PM
Time Spent: 00:00:05

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#149

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 02, 2018 1:49:37 PM
Last Modified: Tuesday, January 02, 2018 1:52:55 PM
Time Spent: 00:03:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing excites me. Its the wrong road to consider. Should be Vancouver St.

Q3 How could the emerging design concepts be improved?

Turn the sidewalks into bikelanes and put sidewalks, if necessary, beside the street. Could pedestrians and bikes not share?
Removing traffic lanes is a big mistake.

#150

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 02, 2018 3:37:57 PM
Last Modified: Tuesday, January 02, 2018 3:38:28 PM
Time Spent: 00:00:30

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected bike lanes on Cook Street.

Q3 How could the emerging design concepts be improved?

N/A. Very happy!

#151

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, January 02, 2018 4:26:09 PM
Last Modified: Tuesday, January 02, 2018 4:32:02 PM
Time Spent: 00:05:53

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing in particular, the entire concept is nice

Q3 How could the emerging design concepts be improved?

The bus stops are within the bike lanes. There's a lot of potential for conflict. These corridors are being built to make cycling more comfortable for more people, so why then are cyclists expected to watch for buses? This could become quite the issue.

#152

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 04, 2018 1:45:30 PM
Last Modified: Thursday, January 04, 2018 1:51:08 PM
Time Spent: 00:05:38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I could actually bike on Cook street without fearing for my life! I could bike to Beacon hill park! I could bike to Cook Street village shops!

Q3 How could the emerging design concepts be improved?

Since parking is a concern for Cook Street village and the roads are ridiculously wide through the village, Maybe angle parking could work on Cook Street Village south of Meares to slow traffic, add parking to the street for businesses that are reliant on drivers but keep them safely out of bike lanes and sidewalk areas with bollards for the pay parking. I like the protected intersection consideration. Could the bike lane extend past Pandora further than Mason street though? Mason street would make it easier to connect to Chambers but is really hilly to get there, rather than having to back track to Vancouver street in order to get to Fernwood via a north/south route, perhaps the Cook street lane could extend to Grant street where there are lots of shops in the North Park village area and a flat shared street on Grant that connects to Chambers as a North/South route without having to climb a hill to get onto Chambers and connect to the Fernwood community centre and village square area.

#153

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, January 04, 2018 8:40:36 PM
Last Modified: Thursday, January 04, 2018 8:41:53 PM
Time Spent: 00:01:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Protected bike lanes!!! I will cycle on protected bike lanes with my children

Q3 How could the emerging design concepts be improved?

The mixture of one and two way protected bike lanes can be confusing for a user (both cyclists and drivers)

#154

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 07, 2018 4:19:50 PM
Last Modified: Sunday, January 07, 2018 4:38:52 PM
Time Spent: 00:19:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

i can finally ride on cook without being in imminent danger of being sideswiped / run off the road as i am now almost daily.

Q3 How could the emerging design concepts be improved?

More bus stops if possible:
- only five shown northbound in the fifteen blocks between Fairfield and Mason!
- only two shown southbound in the fourteen blocks between Mason and Pakington!

Plans should show detail of intersection of Cook & Pakington.

Misspelling of "assess" on Segment B at right.

Clarify why southbound bike lane ends at Pakington ... are cyclists going to Cook Street Village supposed to continue on (in centre vehicle lane shared with cars etc.) or are they supposed to turn right there and proceed to Vancouver, and then double back turning east somewhere farther south?
If they are supposed to continue on, then there should be abundant signage to warn them to move over to the centre lane, and warning everyone to Share the Road, or, preferably, Take the Lane.

William L. Birney
wlbirney@gmail.com
1215 Rockland

#155

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 08, 2018 1:14:40 PM
Last Modified: Monday, January 08, 2018 1:19:11 PM
Time Spent: 00:04:30

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? No

Q2 What excites you about the emerging design concepts?

Nothing exciting here. Removal of centre landscaped pods will continue to turn broad attractive avenues, into narrow, mean little streets.

Q3 How could the emerging design concepts be improved?

Taking time to see how the built environment actually works. Cars are not going away, neither now nor in the future; electrification will overtake the projected century of remaining oil. Bus transport is generally very poor and unattractive and is in need of vast improvement.

#156

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 11:50:24 AM
Last Modified: Friday, January 12, 2018 11:50:43 AM
Time Spent: 00:00:19

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

protected bike lanes

Q3 How could the emerging design concepts be improved?

mixing zones and bus bays removed/made safer

#157

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 11:52:38 AM
Last Modified: Friday, January 12, 2018 11:53:40 AM
Time Spent: 00:01:01

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Biking on Cook St is dangerous because there is no room for bikes and cars in the right hand lanes.

Q3 How could the emerging design concepts be improved?

Ensuring it is easy to continue on the network with dedicated turning onto Pandora, Fort and Pakington.

#158

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 12:00:32 PM
Last Modified: Friday, January 12, 2018 12:04:16 PM
Time Spent: 00:03:44

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Agree in general with cycling infrastructure BUT Cook Street is absolutely the WRONG choice!

Q3 How could the emerging design concepts be improved?

Drop the bike lane on Cook and place on Vancouver Street instead. Do NOT remove the 4 motor vehicle lanes on Cook from Pandora to Fairfield. It will be a disaster for Fairfield and James Bay residents.

#159

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 12:11:24 PM
Last Modified: Friday, January 12, 2018 12:12:06 PM
Time Spent: 00:00:42

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

I think that the Cook St. merchants will see their business increase.

Q3 How could the emerging design concepts be improved?

Not sure.

#160

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 1:40:37 PM
Last Modified: Friday, January 12, 2018 1:41:42 PM
Time Spent: 00:01:04

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Recognition that bicycles are part of the transportation network.

Q3 How could the emerging design concepts be improved? **Respondent skipped this question**

#161

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 1:42:10 PM
Last Modified: Friday, January 12, 2018 1:43:48 PM
Time Spent: 00:01:37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

That attention is being given to establishing better bike routes for cyclists in downtown area.

Q3 How could the emerging design concepts be improved?

One way painted lane only, not protected lanes. The way Johnston St is set up is fine - no need for the expensive infrastructure of protected lanes, plus they limit how you can turn at intersections - too complicated! Keep it simple.

#162

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 3:22:24 PM
Last Modified: Friday, January 12, 2018 3:24:42 PM
Time Spent: 00:02:17

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Better and safer bike access. Keep the trees, keep the pedestrian space.

Q3 How could the emerging design concepts be improved?

Make sure your priorities are in order:

1. Bikers, walkers (most important)
 2. Transit and transit riders.
 3. The safety of all users
 4. Maintain beauty and aesthetics of the city (trees, gardens, etc).
 5. Drivers and parking (least important)
-

#163

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 3:26:15 PM
Last Modified: Friday, January 12, 2018 3:27:16 PM
Time Spent: 00:01:00

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

I'm very concerned about road safety for pedestrians and people with disabilities

Q3 How could the emerging design concepts be improved?

Don't put a bike lane on the Cook St. Corridor

#164

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 5:15:30 PM
Last Modified: Friday, January 12, 2018 5:16:28 PM
Time Spent: 00:00:57

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Respondent skipped this question

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Take away some of the massive Blvd! I'm a cyclist but I think moving to one lane on cook is not a good idea. It's already such a bottleneck

#165

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 6:49:25 PM
Last Modified: Friday, January 12, 2018 6:52:02 PM
Time Spent: 00:02:36

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?

Yes

Q2 What excites you about the emerging design concepts?

Cook St is a natural for the protected bike lanes. I'm happy to see the bike lanes split, that is, the lane goes in the same direction as the car lane and there is a bike lane on each side of the street. I'm really looking forward to having the protected bike lanes on Cook St!!

Q3 How could the emerging design concepts be improved?

Respondent skipped this question

#166

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, January 12, 2018 8:38:15 PM
Last Modified: Friday, January 12, 2018 8:40:50 PM
Time Spent: 00:02:35

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Accommodating cyclists - local and visiting.

Q3 How could the emerging design concepts be improved?

As a longtime cyclist in Victoria, my experience is that much lighter traffic on Vancouver more than makes up for the modest grades there. Strongly recommend.

#167

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 12:15:52 AM
Last Modified: Saturday, January 13, 2018 12:25:44 AM
Time Spent: 00:09:51

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Nothing. Cook St. Is a major artery with heavy traffic as well as being a bus rout and an emergency vehicle route. It is unsuitable for bike lanes. Risk of traffic diverting to neighbourhood residential streets to avoid Cook St congestion resulting from loss of traffic lanes. This reduction to two lanes will lead to traffic chaos and gridlock at peak times.

Q3 How could the emerging design concepts be improved?

Consider bikes using Vancouver St if there

Have cyclists use Vancouver St.

Vancouver is wide enough not to need a dedicated bike lane.

#168

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 8:37:12 AM
Last Modified: Saturday, January 13, 2018 8:38:26 AM
Time Spent: 00:01:14

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Cook street and the beacon Hill area are already easy to cycle. Where it is busy, a quick jaunt a block over either side gives a quiet thorough fare right into the park. The waterfront is nice and wide and easy to ride with my entire family .

#169

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 3:56:56 PM
Last Modified: Saturday, January 13, 2018 3:58:48 PM
Time Spent: 00:01:52

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

nothing

Q3 How could the emerging design concepts be improved?

Don't do it. It interferes with deliveries and much needed parking. There is already plenty of room for biking.

#170

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 5:07:35 PM
Last Modified: Saturday, January 13, 2018 5:09:34 PM
Time Spent: 00:01:59

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts? **Respondent skipped this question**

Q3 How could the emerging design concepts be improved?

Cook st is too congested already. Bike lanes will be unsafe for all users of the road. Please consider using Vancouver St for bike lanes instead of Cook St. Vancouver could be one way for cars on one side, two way bike lane on the other side of the St. Much safer for all, still possible for residents to park there.

#171

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, January 13, 2018 5:10:20 PM
Last Modified: Saturday, January 13, 2018 5:11:30 PM
Time Spent: 00:01:09

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **No**

Q2 What excites you about the emerging design concepts?

Respondent skipped this question

Q3 How could the emerging design concepts be improved?

Put bike lanes on Vancouver St NOT Cook St. Cook already heavily used by vehicles, bike lanes will only create congestion, frustration, unsafe for all.

#172

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 14, 2018 10:45:06 AM
Last Modified: Sunday, January 14, 2018 10:45:44 AM
Time Spent: 00:00:37

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

More protected bike lanes can only be a good thing as long as the deployment of them is fiscally responsible. Bang for the buck...

Q3 How could the emerging design concepts be improved?

cant think of any

#173

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, January 14, 2018 10:53:54 AM
Last Modified: Sunday, January 14, 2018 10:56:32 AM
Time Spent: 00:02:38

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Cook St is a dangerous mess for cyclists and pedestrians alike so the protected lanes are very welcome. I'd like to see it connect to Dallas.

Q3 How could the emerging design concepts be improved?

I don't like the fact that bikes mix with buses. That seems to be a pretty big drag on free flowing bike traffic. Also if the city's goal is increase both these modeshares, then the conflict will only increase in the future, assuming these goals are met.

#174

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 15, 2018 8:19:22 AM
Last Modified: Monday, January 15, 2018 8:20:41 AM
Time Spent: 00:01:18

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Yes**

Q2 What excites you about the emerging design concepts?

Long overdue!

Q3 How could the emerging design concepts be improved?

Extend it from Dallas all the way to the end of Cook street!!! We need a safe North/South route in Victoria - Blanshard is scary!

#175

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, January 15, 2018 12:45:33 PM
Last Modified: Monday, January 15, 2018 12:46:24 PM
Time Spent: 00:00:50

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users? **Unsure**

Q2 What excites you about the emerging design concepts?

One way bike lanes!

Q3 How could the emerging design concepts be improved?

Run the bike lanes beside the sidewalk with minimal medians to ensure that the roads are wide enough for buses.

#176

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, January 15, 2018 4:28:22 PM
Last Modified:	Monday, January 15, 2018 4:30:01 PM
Time Spent:	00:01:39

Page 1

Q1 Do the emerging design concepts better balance conditions for all road users?	Yes
---	------------

Q2 What excites you about the emerging design concepts?

Finally a safe place to bike down Cook st!

Q3 How could the emerging design concepts be improved?

The hardest thing to deal with is the speed along the Cook st corridor. It's not uncommon to see someone flying 60+ KPH down the street driving like Mario Andretti. Making sure that the bike lines are "safe" from these sorts of "antic" drivers would be really helpful.

APPENDIX B: SOCIAL MEDIA SUMMARY

Social Media Engagement Summary: Wharf/Humboldt/Pakington/Cook Street

November/December 2017 social media engagement on the Active Transportation Network was the most successful consecutive social media campaign the city completed in 2017 using Facebook, resulting in the highest consecutive organic (unpaid) engagement, reach and comments. Organic reach is a more important indicator than paid reach, as it reveals the natural interest of the audience around a topic. Facebook is still the most used social media platform. The demographic of the City's FB page consists of 59% female / 39% male followers, whereas reach changes the demographic to 52% female and 45% male.

To further quantify the reach of our posts, the Wharf Street Protected bike lanes post reached over 18,000 people, yet the City's Facebook page is only followed by 13,000 people; indicating the importance of creating content people want to share and comment on. Only a few other posts throughout 2017 garnered as much organic interest as the Wharf Street post, with most City posts falling between 1-3K in organic reach.

All five posts resulted in high click-throughs to supporting materials. For example, we saw 617 direct clicks to the survey via Facebook and 548 direct clicks from Facebook to the emerging design concepts for Wharf Street. As of January 2018, the embedded video has received over 3000 views within Facebook with 56% of men and 40% of women watching the video. The same Active Transportation video received 1,400 views on YouTube (48% male / 52% female) and an average of 900 views per post when the video was embedded into Instagram (as four separate video clips). Reaction to the video on Instagram has been overwhelmingly positive, with no negative comments on YouTube.

Reactions to the posts on Facebook were predominantly positive, post 'likes' and 'loves' outweighed laughter and anger, while the majority of the comments were negative, concerned and critical. Some of the major themes were that the City/Mayor and Council haven't been listening to the public who don't want the bike lanes, the bike lanes don't seem necessary and they are taking away parking, will add congestion and kill businesses. On the positive, many were grateful to hear protected bike lanes were going in on Wharf Street and many shared their personal experiences riding in the new lanes on Pandora Ave. Facebook was chosen as the primary social media vehicle for engaging with the public on the new routes as it most closely replicates discussing the design concepts in-person; allowing people to provide feedback and being able to respond to questions and comments as they arise.

The majority of comments provided detailed feedback and many asked thoughtful questions. Responses to the comments (both answering questions and thanking people for feedback) and the detailed nature of the materials and posts helped push the posts into more feeds, as increased interaction and the type of content posted, has a direct result on Facebook's algorithm for promoting content in news feeds. In addition to the FB posts, we performed another first by creating FB events for each of the cycling corridor's pop-ups and the open house. We also received commentary and feedback on Twitter about the protected bike lanes overall, which will be captured along with the FB/Instagram engagement.

Spacing the posts out, with the first post introducing the Active Transportation Network video and FB events a month previous to the three detailed posts, followed by a thank you post a week later responding to concerns previously cited, kept the content both top of mind, while providing space for other topics. Other types of Facebook posts were placed in-between the cycling posts so the feed wasn't primarily cycling. Nevertheless, some negativity from the cycling posts did bleed over to unrelated post topics.

The overall engagement stats demonstrate both the importance of the topic as well as the willingness and interest of the community to discuss the topic on Facebook.



City of Victoria - Local Government added 3 new photos.

Published by Kelly Conlin [?] · November 23, 2017 ·

What's the Active Transportation Network? We Explain.

The City is currently constructing the second corridor of the new Active Transportation Network along Fort Street, having successfully opened the first leg of the network along Pandora Avenue, resulting in an increase in cycling traffic along the route. Our new video answers some common questions about the protected cycling network: why it's being built, how it's funded and how it fits into the overall vision for the City. WATCH: <https://youtu.be/Ei-Bxluc3Uk>

#YYJ #YYJTraffic #VictoriaBC #YYJBike



3,934 People Reached

116 Reactions, Comments & Shares

30 Like	29 On Post	1 On Shares
-------------------	----------------------	-----------------------

1 Love	1 On Post	0 On Shares
------------------	---------------------	-----------------------

3 Haha	3 On Post	0 On Shares
------------------	---------------------	-----------------------

3 Angry	3 On Post	0 On Shares
-------------------	---------------------	-----------------------

75 Comments	56 On Post	19 On Shares
-----------------------	----------------------	------------------------

4 Shares	0 On Post	4 On Shares
--------------------	---------------------	-----------------------

860 Post Clicks

100 Photo Views	37 Link Clicks	723 Other Clicks
---------------------------	--------------------------	----------------------------

NEGATIVE FEEDBACK

0 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts



City of Victoria - Local Government added 4 new photos.

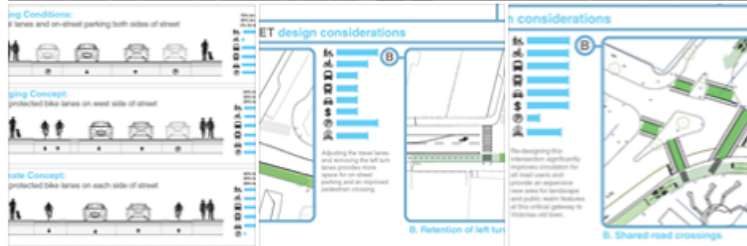
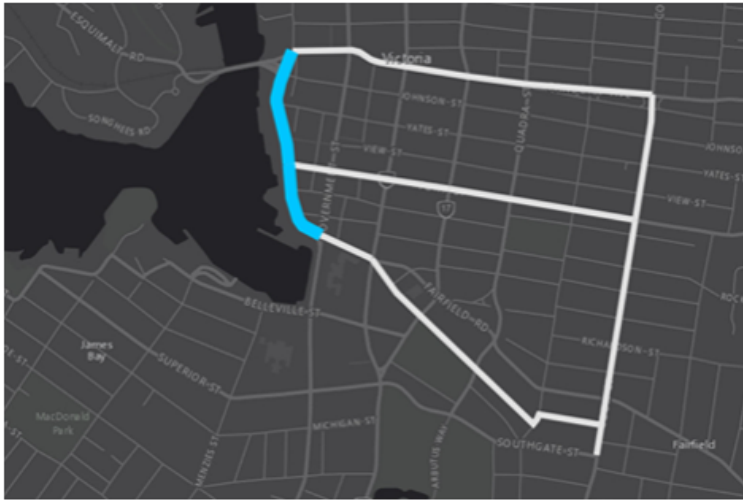
Published by Kelly Conlin [?] · December 19, 2017 at 3:17pm ·

...

Protected Bike Lanes: WHARF Street

We're looking for feedback on the emerging design concepts for Wharf Street. A detailed view of the initial designs for adding protected bike lanes to Wharf Street can be seen here: <http://bit.ly/2hQt1hb> Please submit your feedback in the survey section provided here: <http://arcg.is/2B7wKhV>

2017 cycling numbers captured at Harbour Road from the Galloping Goose Trail show a 20,000 increase during the same summer period in 2015 and 2016; highl... [See More](#)



18,037 People Reached

683 Reactions, Comments & Shares

136 Like **72** On Post **64** On Shares

13 Love **10** On Post **3** On Shares

1 Haha **1** On Post **0** On Shares

2 Wow **2** On Post **0** On Shares

1 Sad **1** On Post **0** On Shares

44 Angry **43** On Post **1** On Shares

467 Comments **345** On Post **122** On Shares

20 Shares **20** On Post **0** On Shares

5,617 Post Clicks

691 Photo Views **188** Link Clicks **4,738** Other Clicks

NEGATIVE FEEDBACK

18 Hide Post **3** Hide All Posts

0 Report as Spam **0** Unlike Page

Reported stats may be delayed from what appears on posts



City of Victoria - Local Government added 4 new photos.

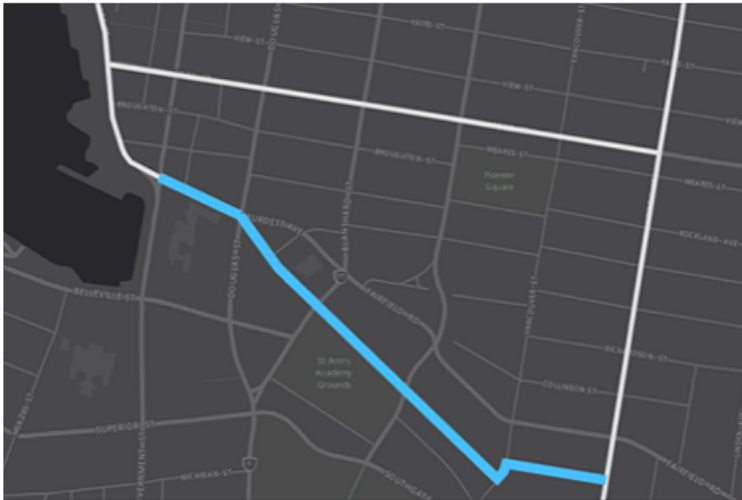
Published by Kelly Conlin [?] · December 20, 2017 at 11:07am · 🌐

Protected Bike Lanes: HUMBOLDT and PAKINGTON Streets

We're looking for feedback and any suggestions you have on the emerging design concepts for Humboldt and Pakington Streets. A detailed view of the initial designs for adding an active transportation corridor to Humboldt/Pakington can be seen here: <http://bit.ly/2jUfHMu> Please submit your feedback in the survey section provided here: <http://arcg.is/2B7wKhV>

The Humboldt/Pakington corridor will provide a direct link from Wharf...

[See More](#)



6,485 People Reached

228 Reactions, Comments & Shares [i](#)

38 Like **33** On Post **5** On Shares

6 Love **6** On Post **0** On Shares

15 Angry **15** On Post **0** On Shares

167 Comments **121** On Post **46** On Shares

2 Shares **1** On Post **1** On Shares

1,912 Post Clicks

302 Photo Views **49** Link Clicks **1,561** Other Clicks [i](#)

NEGATIVE FEEDBACK

3 Hide Post **2** Hide All Posts

0 Report as Spam **0** Unlike Page

Reported stats may be delayed from what appears on posts



City of Victoria - Local Government added 3 new photos.

Published by Kelly Conlin [?] · December 21, 2017 at 10:18am ·

...

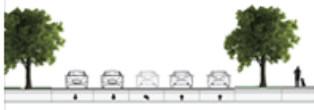
Protected Bike Lanes: COOK Street

Let's talk about Cook Street. We're looking for feedback and suggestions on the emerging design concepts for adding protected active transportation lanes to Cook Street (between Pandora and Pakington). A detailed view of the initial designs can be seen here: <http://bit.ly/2i0RZhC> Please submit your feedback in the survey section provided here: <http://arcg.is/2B7wKhV>

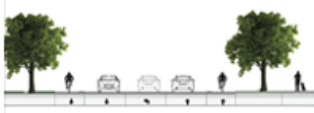
The emerging concepts along Cook Street include one-way protected bike lanes ... [See More](#)



g Conditions: 5 travel lanes and no on-street parking



ng Concept: 1 way protected bike lanes on each side of the street



alized intersections

Consideration B - bicycle lead time & yield
Bikes get an advanced green signal with vehicles to follow.
Vehicles turning right must yield to bikes and pedestrians.



7,673 People Reached

279 Reactions, Comments & Shares

44 Like	37 On Post	7 On Shares
9 Love	9 On Post	0 On Shares
5 Haha	5 On Post	0 On Shares
26 Angry	26 On Post	0 On Shares
192 Comments	158 On Post	34 On Shares
3 Shares	1 On Post	2 On Shares

1,989 Post Clicks

236 Photo Views	59 Link Clicks	1,694 Other Clicks
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NEGATIVE FEEDBACK

5 Hide Post	2 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

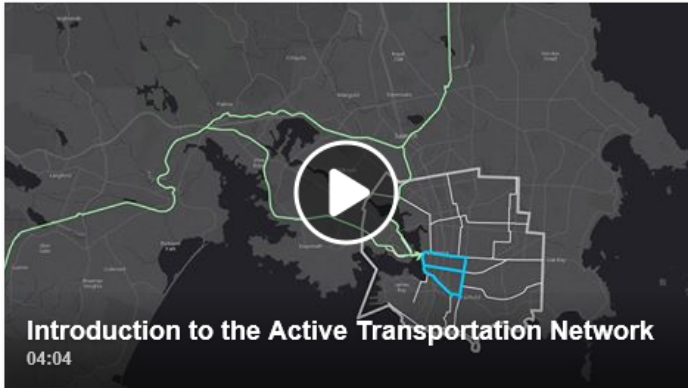


City of Victoria - Local Government

Published by Kelly Conlin [?] · December 28, 2017 at 9:54am · 🌐

Protected Bike Lane Feedback

Thanks to everyone who has taken the time to provide comments and suggestions on the emerging design concepts for the Wharf, Humboldt, Pakington and Cook Street active transportation corridors. Whether you've written a response via Facebook, filled in the survey or contacted us by email, know that we have read all of your comments and we will be using them to inform the designs. It's not too late to let us know what you think, take the survey here... [See More](#)



Get More Likes, Comments and Shares

Boost this post for \$29 to reach up to 5,600 people.



People have watched this video for a total of **1.6K minutes**

[Boost Post](#)

👍❤️😂 50

43 Comments 4 Shares



Like



Comment



Share



Performance for Your Post

8,005 People Reached

3,083 Video Views

209 Reactions, Comments & Shares ⓘ

46 👍 Like	34 On Post	12 On Shares
8 ❤️ Love	7 On Post	1 On Shares
6 😂 Haha	6 On Post	0 On Shares
5 😡 Angry	5 On Post	0 On Shares
135 Comments	114 On Post	21 On Shares
9 Shares	4 On Post	5 On Shares

2,266 Post Clicks

76 Clicks to Play ⓘ	77 Link Clicks	2,113 Other Clicks ⓘ
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NEGATIVE FEEDBACK

4 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Reported stats may be delayed from what appears on posts

APPENDIX C: EMAIL CORRESPONDENCE

From: Personal info

Sent: Thursday, November 23, 2017 9:13 PM

To: Engagement <engage@victoria.ca>

Subject: Protected Bike Lanes

Good evening,

I was looking at your numbers for ridership of the new bike lanes and I must thing I am very concerned.

According to your data, only about 1-2% of Victoria's population is actually using Pandoras Bike lanes, so I must ask a question.

How much did the bike lane (Pandora street) cost?

Thank you.

Personal info

From: Personal info

Sent: Friday, November 24, 2017 8:10 AM

To: Engagement <engage@victoria.ca>

Subject: Stop it with the bike lanes!!!

Do you really think that adding all these ridiculous bike lanes will bring people to the downtown core? All you are doing is making it harder for people to enjoy downtown. Do you really think that a couple will come to downtown for dinner on their bikes!?! Or that people will shop downtown with their bikes!?!?! Maybe Lisa Helps will but I don't know of anyone else who would bike in a nice dress and heels or who would bike with tons of purchases strapped to their bike.

This is a waste of tax payers money. Stop it! Don't you think there are better things to spend the money on...like maybe affordable housing? Or mental health facilities? Come on, give you heads a shake and wake up.

Personal info

From: Personal info

Sent: Saturday, November 25, 2017 8:27 AM

To: Engagement <engage@victoria.ca>

Subject: Re: Stop it with the bike lanes!!!

Obviously your minds are already made up and a decision has been made despite the majority of Victorians thinking the bike lanes are ridiculous. I have yet to talk to a single person who thinks Pandora's bike lanes and ridiculous traffic lights are a good idea.

What is the point of democracy when decisions are made against the majority?

Stupid.

Sent from my iPhone

On Nov 24, 2017, at 5:04 PM, Engagement <engage@victoria.ca> wrote:

Hi **Personal info**

Thank you for taking the time to contact the City of Victoria.

We understand your opposition to bike lane investments in favor of other community priorities such as affordable housing or mental health facilities.

The funding for the protected bike lanes comes largely from external grants and the Federal Gas Tax Transfer Program, which is designed to encourage investments in green infrastructure like bike lanes, sidewalks and other sustainable transportation programs. This means that the City can still prioritize investments in other areas like affordable housing, parks and recreation. According to Statistics Canada, residents spend an average of 19.4% of their annual household income on transportation. By offering a comfortable, safe and convenient bicycle network, the City is helping to contribute to improved transportation options and overall affordability.

The requirement to provide safer cycling facilities for users of all ages and abilities is a clear need in Victoria as well as in urban centres around North America. The delivery of a safer cycling network helps to improve the balance to our transportation system and helps reduce traffic congestion, parking pressures, greenhouse gases, air quality, noise, and improves public health. Alongside this work, we are also working to improve our pedestrian realm, underground infrastructure renewal, and transit performance.

We've heard from a number of people that they would leave their car at home to go shopping, to go to work, or out for coffee if they had a safe route to get there. That is what these lanes are about – creating a comfortable space for people riding bikes, so more people who are able to ride a bike will choose to, and leave more room for people driving cars to get around. If you would like to learn more about the emerging design concepts for the downtown cycling network, you can participate in one of the upcoming sessions listed below.

Online: Visit our new digital story map on our [website](#) to view the emerging concepts

On-street: [Douglas at Humboldt](#) November 27, 11:30 a.m. – 1:30 p.m.

On-street: [Wharf at Yates](#) November 28, 7:30 – 9:30 a.m.

On-street: [Cook at Pandora](#) November 29, 4 – 5:30 p.m.

Business Breakfast Open House December 1, City Hall Antechamber, 7:30 – 9:30 a.m.

Public Open House December 7, 4:30 – 8:30 p.m. Victoria Conference Centre – Oak Bay Room

Walking Tour: To sign up for a scheduled walking tour along one of the corridors between December 2nd and December 7th email: engage@victoria.ca

Thank you once again for your email. Should you have any further questions, please do not hesitate to call Sarah Webb at 250-361-0482.

FW: Stop it with the bike lanes!!!

From: Personal info

Sent: Friday, November 24, 2017 8:10 AM

To: Engagement <engage@victoria.ca>

Subject: Stop it with the bike lanes!!!

Do you really think that adding all these ridiculous bike lanes will bring people to the downtown core? All you are doing is making it harder for people to enjoy downtown. Do you really think that a couple will come to downtown for dinner on their bikes!?! Or that people will shop downtown with their bikes!?!?! Maybe Lisa Helps will but I don't know of anyone else who would bike in a nice dress and heels or who would bike with tons of purchases strapped to their bike.

This is a waste of tax payers money. Stop it! Don't you think there are better things to spend the money on...like maybe affordable housing? Or mental health facilities? Come on, give you heads a shake and wake up.

Personal info

-----Original Message-----

From: Personal info

Sent: Sunday, November 26, 2017 2:29 PM

To: Engagement <engage@victoria.ca>

Subject: support for humbolt bike lane

Hello,

I am not physically in town this week to give feedback on the newly proposed Humbolt bike lane so wanted to give it here.

I strongly support the city's push towards more sustainable but also safer ways of travel. For such a concentrated, small land mass of a city, it makes sense to connect as much of it as possible using bike lanes - especially since it is possible to cycle year-round.

I personally walk more than bike, but find that the newly added bike lanes add an allure to the streets they inhabit through separation between pedestrian and car and through potted plants, etc, used as the separation.

I also live on a proposed bike lane on the Fernwood/Oaklands border and verily hope that one day it will become a designated bike lane. I love the community it brings, and the safety through numbers using the street. We are a one car family and live where we do so we can walk downtown. Anything to make this easier is fine by our us!

Cheers and keep up the good work.

Personal info

home owner, Victoria

Sent from my iPhone

-----Original Message-----

From: Personal info

Sent: Monday, November 27, 2017 10:09 AM

To: Engagement <engage@victoria.ca>

Subject: Cook Street Bike Corridor alternate route

Good morning.

1. Rather than the proposed plan to run bike lanes down Cook Street there is a less heavily trafficked option using Vancouver Street from Royal Athletic Park on Caledonia Avenue to Beacon Hill Park on Park Boulevard. It is only a block away, avoids the congestion between Caledonia Avenue and Pandora streets, avoids an unnecessary future extension through Cook Street Village and would hardly require more than a painted lane - and not even that on lower Vancouver south of Fort Street. From Park Boulevard a short turn takes cyclists back onto lower Cook at the park and right down to Dallas Road - not much traffic to contend with in the few short blocks at that end.

As a cyclist I choose what I believe are the safest options. The proposed Cook Street Bike corridor is not one of them.

2. I don't consider the bike lane on Pandora to be particularly useful or safe as well. Signage is confusing, the lane is overbuilt, traffic is bottlenecked, and the two-way bike lane on a one-way street doesn't make sense if the city is now implementing a two-way bike lane just a short distance away on Fort Street. Keep traffic flowing in one direction.

3. As a cyclist, and as a motorcyclist, I now avoid Pandora and Fort altogether. And that means any businesses enroute, as well.

4. I would also ask how many cyclists there are in Victoria and how that number was determined to warrant all this expenditure. Perhaps cyclists - like other vehicles on the road - should be required to have a licence. That would provide a more accurate count of the actual number - and maybe help enforce the rules of the road as well.

Respectively,

Personal info

Sent from my iPhone

-----Original Message-----

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]

Sent: Saturday, November 25, 2017 4:12 PM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General Inquiry

From:

Email : Personal info

Reference : <http://www.victoria.ca/EN/main/residents.html>

Daytime Phone : Personal info

Hello! Our family has recently transitioned to cycling and public transit from owning a car and living in Victoria has made this relatively easy to accomplish. With that said, I m wondering if improvements are in the works for the bike lane on Gorge Road East? A member of my family was struck by a car on his morning commute this week because the car did not think to check for cyclists. I m not sure if some green paint could be applied to the path at these more dangerous conflict zones or maybe more signs warning motorists coming out of the parking lots directly off of gorge road east where there are the narrow bike lanes.

Thank you so much for every improvement the city is making to the cycling infrastructure. I m so grateful to live in this beautiful city.

Personal info

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at publicservice@victoria.ca. Thank you.

IP Address: Personal info

-----Original Message-----

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]

Sent: Monday, November 27, 2017 9:10 AM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General Inquiry

From: **Personal info**

Email

Reference : <http://www.victoria.ca/EN/main/residents/transportation/cycling.html>

Daytime Phone : Not provided

I'd like to see the same amount of consideration, planning, and action given to people with mobility challenges and the handicapped. In my opinion this is a more urgent issue and should be given a greater priority in the discussion around bike lanes.

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at publicservice@victoria.ca. Thank you.

IP Address: **Personal info**

From: Sarah Webb

Sent: Tuesday, November 28, 2017 2:42 PM

To: k.dreger@capreit.net

Cc: Engagement <engage@victoria.ca>

Subject: Information for 955 and 976 Humboldt

Good afternoon,

As mentioned on the phone today, the City of Victoria is in early stages of design for streetscape improvements and changes to improve active transportation on Humboldt Street in 2018. Thank you for sharing this information to tenants of 955 and 976 Humboldt Street.

City staff have spent the past five months working with agency partners, commercial service providers, and other community stakeholders to explore transportation needs and develop emerging design concepts for Humboldt. We now we want to hear from residents and commuters who use this road.

The goal of this phase is to share emerging concepts and design considerations which provide the greatest balance for all road users. The design for Humboldt focuses on traffic calming and

considers area for new on-street parking while accommodating a comfortable environment for people who bike and walk.

Staff want to hear from the public about these concepts to inform subsequent stages of design in the New Year. There are several options for providing feedback over the coming weeks including:

Online: Visit our new digital story map on our [website](#) to view the emerging concepts

Business Breakfast Open House December 1, City Hall Antechamber, 7:30 – 9:30 a.m.

Public Open House December 7, 4:30 – 8:30 p.m. Victoria Conference Centre – Oak Bay Room

Walking Tour: To sign up for a scheduled walking tour along one of the corridors email: engage@victoria.ca

The first phase of the downtown bicycle network was approved in May 2016 and is as a part of the City's strategy to manage and support new growth and provide safer transportation options for people riding bicycles. The City recognizes the need to balance all modes of transportation, including private and commercial vehicles, to effectively move people and goods across the municipality.

There will be additional opportunities in 2018 to stay connected with these projects and provide continued feedback. We will keep you posted via email so that you can continue to participate.

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482

From: Sarah Webb
Sent: Tuesday, November 28, 2017 2:47 PM
To: **Personal info**
Cc: Engagement <engage@victoria.ca>
Subject: Information for 840 Humboldt

Good afternoon,

As mentioned on the phone today, the City of Victoria is in early stages of design for streetscape improvements and changes to improve active transportation on Humboldt Street in 2018. Thank you for sharing this information to tenants of 840 Humboldt.

City staff have spent the past five months working with agency partners, commercial service providers, and other community stakeholders to explore transportation needs and develop emerging design concepts for Humboldt. We now we want to hear from residents and commuters who use this road.

The goal of this phase is to share emerging concepts and design considerations which provide the greatest balance for all road users. The design for Humboldt focuses *on traffic calming and considers area for new on-street parking while accommodating a comfortable environment for people who bike and walk.*

Staff want to hear from the public about these concepts to inform subsequent stages of design in the New Year. There are several options for providing feedback over the coming weeks including:

Online: Visit our new digital story map on our [website](#) to view the emerging concepts

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The first phase of the downtown bicycle network was approved in May 2016 and is as a part of the City's strategy to manage and support new growth and provide safer transportation options for people riding bicycles. The City recognizes the need to balance all modes of transportation, including private and commercial vehicles, to effectively move people and goods across the municipality.

There will be additional opportunities in 2018 to stay connected with these projects and provide continued feedback. We will keep you posted via email so that you can continue to participate.

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482

From: Piercy, Scott [<mailto:scott.piercy@engelvoelkers.com>]

Sent: Tuesday, November 28, 2017 3:06 PM

To: Engagement <engage@victoria.ca>

Subject: Humboldt Bike Lanes

I would like to see signs posted throughout the Humboldt area much like a developer must post signs for new development sign or variance proposal in order to fully engage the local residents and businesses.

Thank you,

Scott
Sincerely,

Scott Piercy
Private Office Advisor

Engel & Volkers Vancouver Island

Licensee of Engel & Völkers Canada

735 Humboldt Street

Victoria, B.C. V8W 1B1

Canada

Tel: +1 778 433 8885

Mobile: +1 250 686 7789

Internet: www.luxurybchomes.com

Mail to: scott.piercy@evcanada.com

From: Personal info

Sent: Tuesday, November 28, 2017 2:49 PM

To: Engagement <engage@victoria.ca>

Subject: Proposed Humboldt Bike Lanes

I have read the Humboldt proposal and am strongly supportive of the possible addition of car parking on both sides of the street between Quadra and Vancouver.

My Mother resides in Sunrise Assisted Living at the corner of Humboldt and Quadra. I believe there are approximately 106 Residents in the building and approximately 95 rooms. There are 6 underground parking spaces for visitors, 2 more are reserved for people on tours and 1 is reserved for short term drop off and pick-up. At least 1 in 3 times I visit my Mother I need to find street parking and right now I am not always successful in finding that parking on the 900 block of Humboldt. There are times that the reserved spaces are also occupied so I must bring my Mom down to the street parking and it can be a long walk some days.

Any reduction in the currently available parking would be intolerable. Additional street parking would be wonderful.

I also wish to voice my support for some form of elongated traffic circle(s) at the corner of Humboldt and Vancouver. At this point in time that is a dangerous corner, mainly because of the volume of cars and the speed they travel. I hesitate to cross at that corner when I am walking so any calming effect that does not impede traffic will be appreciated.

Sincerely,
Personal info

From: Sarah Webb
Sent: Tuesday, November 28, 2017 3:01 PM
To: Marius Friedlander <marius@sutton.com>
Cc: Engagement <engage@victoria.ca>
Subject: Cook AAA Bike Lanes - 2018 emerging Designs

Hi Marius,

Thanks for your time today.

As mentioned on the phone today, the City of Victoria is in early stages of design for Cook Street, between Pandora and Pakington, in 2018.

City staff have spent the past five months working with agency partners, commercial service providers, and other community stakeholders to explore transportation needs and develop emerging design concepts for Cook. We are currently sharing emerging concepts and design considerations which provide the greatest balance for all road users with the public.

Please note that this stage of design does not get into details on parking composition, final transit stop locations, associated underground or surface infrastructure renewal, public streetscape improvements, or accessibility enhancements. You can view the materials on-line or attend one of the open house events.

Online: Visit our new digital story map on our [website](#) to view the emerging concepts for Cook (or download the full design PDF)

Business Breakfast Open House December 1, City Hall Antechamber, 7:30 – 9:30 a.m.

Public Open House December 7, 4:30 – 8:30 p.m. Victoria Conference Centre – Oak Bay Room

Walking Tour: To sign up for a scheduled walking tour along one of the corridors email: engage@victoria.ca

The first phase of the downtown bicycle network was approved in May 2016 and is as a part of the City's strategy to manage and support new growth and provide safer transportation options for people riding bicycles. The City recognizes the need to balance all modes of transportation, including private and commercial vehicles, to effectively move people and goods across the municipality.

There will be additional opportunities in 2018 to stay connected with these projects and provide continued feedback. We will keep you posted via email so that you can continue to participate.

Cheers

Sarah

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482

From: Sarah Webb
Sent: Wednesday, October 11, 2017 9:28 AM
To: **Personal info**
Cc: Engagement <engage@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: Thank you - Humboldt Feedback

Dear **Personal info**

Thank you for taking the time to provide comments on the bicycle network considerations for Humboldt Street. We have added you to our contact list so that you can keep up to date with progress and milestones while you are out of the country this fall. The website will also be regularly updated with news, design information and process: www.victoria.ca/cycling

We appreciate the feedback and support for the project and look forward to connecting with you upon your return.

Kind regards
Sarah

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482



Personal info
From:
Email :

Reference : <http://www.victoria.ca/EN/main/residents.html>

Daytime Phone : **Personal info**

Humboldt Street bike lane:

My wife and I will be out of the country when the next public consultation meeting takes place in October or November, so we would like to take the opportunity to input our opinion about proposed changes to Humboldt Street due to bike lane accommodation.

As background, my wife and I live in the 700 block of Humboldt and mostly walk and cycle as our primary means of transportation downtown. As we frequently cycle Humboldt in both directions, we are well aware that if a shared use approach is chosen over a dedicated cycle lane for Humboldt Street, traffic calming measures will be required for the safety of cyclist. The 5 way intersection at Humboldt and Douglas as it is configured now is a frightening proposition for both cyclists and pedestrians. My wife and I have witnessed several near misses between cars/buses and pedestrians and cyclists. We believe that if the city is going to encourage more cyclists to use Humboldt as part of an integrated bike system, this intersection should somehow be simplified and made safe for pedestrians and cyclists. In summary, we would like to thank the city for being progressive and action oriented in the implementation of the Biketoria cycle plan and helping Victoria become a safer, more cycle friendly city.

Personal info

Humboldt Street

From: Ander [<mailto:ander@cyclebc.ca>]

Sent: Wednesday, November 29, 2017 3:44 PM

To: Engagement <engage@victoria.ca>

Subject: Cycle BC Rentals

Hello,

I run Cycle BC Rentals in on the corner of Humboldt and Douglas. The proposed bike lane on the between Government and Douglas will have huge implications on how I operate my business.

I would like to talk with someone as soon as possible.

Thank you,

--

Ander Gat, Manager

Cycle BC Rentals & Tours

ander@cyclebc.ca - www.cyclebc.ca

Local: 250.380.2453 - Toll Free: 1.866.380.2453

Canada's largest selection of rental motorcycles, scooters and bicycles

From: Personal info

Sent: Thursday, November 30, 2017 8:50 AM

To: Engagement <engage@victoria.ca>

Subject: STOP THE BIKE LANES

Hi,

I strongly believe the bike lanes cause more of a headache for drivers, and there are more drivers in the city than cyclists. I do not think the downtown Victoria core has enough cyclists for bike lanes. I drive down streets with bike lanes several times a day and also in the evenings and I see that the lanes are predominantly empty. The construction trouble alone is ridiculous for drivers and frankly, not worth the time, money & headache, for a few cyclists. Pandora street is incredibly messed up ever since the bike lanes, especially around rush hour. It is way to small now, and the bus stop takes up a whole lane, creating a major line up and traffic jam. Plus, there is now barely any street parking on Pandora, and the downtown core is lacking parking in a big way. I hear the next plan is to put bike lanes on Wharf St. Can you not see how small and crowded wharf street is? Construction will greatly affect traffic and it will be unbearable, all for a few cyclists. This is not Vancouver or Portland, we do not have enough cyclists for bike lanes, and Victoria does not need them, so please do not build anymore, or find a better way to deal with the traffic and construction time. Also, PLEASE fix Pandora. How does it make sense to have a bus stop take up a lane of a very busy 2-lane street? These opinions are shared by many drivers around me.

Hi Personal info

Thank you for the email and your thoughts and feedback. I have copied my colleagues Sarah and Tim on this email for their information. It generally takes many months for drivers, cyclists and pedestrians to get used to new changes and new restrictions and change their behaviours. We have been working with our VicPD partners to provide some enforcement and education for all road users. We have also been working hard to remind drivers of the new right turn restrictions – I even made the local paper, see the picture below. Thanks again for taking the time to visit with us last night, I am glad we were able to connect on your street light concern as well.



Kindest regards,
Nick

bcc/Engagement

From: Personal info
Sent: Thursday, November 30, 2017 9:01 AM
To: Nick Armstrong <NArmstrong@victoria.ca>
Subject: Bike Lanes

Dear Nick

I was very glad to have an opportunity to speak with you and Sarah yesterday. I want to reiterate - I walk up and down Pandora every day to and from work. Every day I see at least one near miss. Everyone is frustrated. The only people who do not seem to have very many complaints (and they do have some) are the cyclists. These individuals are no where near being the majority and it's very frustrating and disheartening for the rest of us. The "no right turn on red" signs are constantly ignored. Cyclists completely ignore traffic rules, go too fast vs their ability to stop and are completely unaware of either cars or pedestrians. On Pandora when the bike lane changes to one direction, I often see cyclists going in the wrong direction - many without helmets. No one really seems to know what the restrictions are for the bike lanes - For instance can any motorized vehicle that is not a car use the bike lanes? There is a resident in my building with a motorized bike who uses the bike lane going in the wrong direction every day. What about motorized wheelchairs and mobility aids?

Added to the street confusion is the volume of construction going on. Every street seems to have some kind of disruption. I personally think the prospect of putting bike lanes on Cook is lunacy, I am sure my opinion won't change the decision. I will suggest, however, that no more be done with bike lanes until building construction calms down and the city is less disrupted.

Although it seems the bike lanes may be here to stay something has to be done to improve everyone's safety. Perhaps the City needs to hire people in brightly coloured, clearly marked vests, to monitor the street corners for an extended period of time until the Change that has happened on the streets becomes embedded in habit.

I did not get Sarah's e-mail or contact information. Please share my comments with her as well as my thanks to you both.

Best Regards
Personal info
Pandora Avenue

-----Original Message-----

From: Personal info
Sent: Thursday, November 30, 2017 9:20 AM
To: Engagement <engage@victoria.ca>
Subject: Humboldt/Vancouver proposals inquiry

Hello,

I live in the 400 block of Vancouver St, between Humboldt and Southgate. My building, 490 Vancouver runs the whole length of that block, on the west side.

I have been reviewing the proposed changes to traffic flow on Fairfield, Vancouver and Southgate, but I cannot discern from the mapped proposal how this would affect those of us in this building. It looks like perhaps we would not be able to drive south on Vancouver past Fairfield, and therefore would be unable to access the street in front of our own building.

Am I understanding that correctly?

If that is the case, it would be hugely problematic, for several reasons. A number of us here, myself included, are seniors, and need to be able to pull up and park in front, with our groceries, etc. Just as an example, my sister and I always carpool when we go to Costco, and then she drops me off with all my groceries.

Also, parking itself is a huge issue around here, as the building has very limited parking, so we rely on the spots that are available in front.

The changes made to traffic flow in Beacon Hill Park several years ago, have already had the effect of my needing to drive much further in order to get home. If I am down at the waterfront I now have to drive all the way past the park to Douglas, and circle around to get home, whereas I used to be able to drive north through the park and on to Heywood.

Now, it appears that if, for example, I am coming home from the Fairfield plaza, instead of simply turning onto Vancouver at Fairfield, I will have to take some convoluted round about route.

So, could you please clarify how traffic along this portion of Vancouver St, and access to it, would be affected by the proposed plan?

Thank you.

Personal info

-----Original Message-----

From: Personal info

Sent: Thursday, November 30, 2017 1:01 PM

To: Engagement <engage@victoria.ca>

Subject: Bicycle Lanes

While I think biking is a win win situation for the environment and the biker, I think the City of Victoria's expenditures to create these bike lanes is insane. What is the cost of all these bike lines? I read in the TC this morning, the City of Victoria has the highest rate of bikers at about 6%. That leaves 94% of

commuters who are still using fossil fuel vehicles, most of which are individual cars so the benefit to the environment is negligible.

The cost to taxpayers however is extremely significant and escalating. The cost to businesses will be significant - these lanes make parking more difficult. Personally I avoid coming downtown now largely because of the bike lanes and all the construction pursuant to creating them.

These bike lanes are like those pretty, but silly, art works at intersections downtown. While there is a dramatic need for assisted housing and many other social causes, the City of Victoria irresponsibly squanders tax payer dollars on their pet projects. The politicians approving these expenditures are totally disconnected from the taxpayers, financial responsibility and reality!

Hi **Personal info**

Thanks for your email regarding the protected bike lanes in Victoria. The story in the Times Colonist did report that Victorians lead the country in active transportation and that's exactly what we are building infrastructure - to support those who already ride and to provide a comfortable, safe and connected network to encourage those who do not. We absolutely recognize that many people do and will continue to drive.

Funding for the bike lane projects is largely provided through federal gas tax transfer program and external grants. This means that the City can continue to invest local taxpayer dollars in other areas like housing and parks. With the average Canadian household spending 19% of income on transportation, providing more low-cost travel options can also contribute to overall affordability in the region.

We recognize that downtown is busy with construction. Of course, this construction is not only for bike lanes but for the hundreds of new housing units that are being built to accommodate population growth. The new protected bike lanes on Pandora and, soon on Fort Street, include enhancements for pedestrians (such as new mid-block crossings and seating) as well as accessibility features for those with hearing and sight impairments. We also combine efforts to tackle underground and above ground infrastructure replacement at the same time.

The City is currently undertaking public engagement on the early design concepts for Wharf, Humboldt and Cook - which also include opportunities to improve intersection design and traffic flow for automobiles. For example, we are considering re-configuring the intersection at Wharf and Government to allow east-bound vehicle traffic to continue to Douglas Street. You can view the emerging concepts being shared [here](#).

To help explain the reasoning behind some of these investments, we've also created a video that we would encourage you to watch. It can be found here: <https://youtu.be/Ei-Bxluc3Uk>

Thanks again for your email. Should you have any further questions, please do not hesitate to get in touch with Sarah Webb in the Engineering & Public Works department at 250-361-0482.

-----Original Message-----

From: Engagement
Sent: Thursday, Nov 30, 2017 1:41 PM
To: Ryan Shotton
Subject: FW: Bicycle Lanes

-----Original Message-----

From: **Personal info**
Sent: Thursday, November 30, 2017 1:01 PM
To: Engagement <engage@victoria.ca>
Subject: Bicycle Lanes

While I think biking is a win win situation for the environment and the biker, I think the City of Victoria's expenditures to create these bike lanes is insane. What is the cost of all these bike lines? I read in the TC this morning, the City of Victoria has the highest rate of bikers at about 6%. That leaves 94% of commuters who are still using fossil fuel vehicles, most of which are individual cars so the benefit to the environment is negligible.

The cost to taxpayers however is extremely significant and escalating. The cost to businesses will be significant - these lanes make parking more difficult. Personally I avoid coming downtown now largely because of the bike lanes and all the construction pursuant to creating them.

These bike lanes are like those pretty, but silly, art works at intersections downtown. While there is a dramatic need for assisted housing and many other social causes, the City of Victoria irresponsibly squanders tax payer dollars on their pet projects. The politicians approving these expenditures are totally disconnected from the taxpayers, financial responsibility and reality!

From: **Personal info**
Sent: Friday, December 01, 2017 4:49 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes

Hello,

As a cyclist, I am against any further protected bike lanes. They are a waste of space and personally, I don't feel any safer cycling within them. When cycling into the downtown core from Vic West, I still feel more comfortable using Johnson St.

I hope that any further additions to the cycling network will consider the flow of traffic, and ease of movement between cycling lanes and roadways for cyclists.

On top of that I hope that pedestrians will be considered. I feel a large flaw of the pandora bike lane is that pedestrians must cross it to get to bus stops or on lower Pandora, cross the street.

The bike lane along Pandora is a dangerous situation for motorists, cyclists, and pedestrians. Perhaps the effort would be better used towards dedicated transit lanes to and from the city centre.

Thank you for considering my input,

Personal info

From: Personal info

Sent: Friday, December 01, 2017 8:32 PM

To: Engagement <engage@victoria.ca>

Subject: Proposed Bike lane on Humboldt continuing to Vancouver with Skateboard traffic circle

Dear Sir or Madam,

I am a resident at the corner of Vancouver and Humboldt. While I am a regular cyclist, I do have a car, which I drive mostly on weekends in order to Personal info . The rest of the time I cycle to get around Victoria. As a result, the newly proposed bike lane is fabulous news. That being said, I do have two concerns.

First, there is already insufficient parking for the residents in the 400 block of Vancouver Street. I often have to drive around the block searching for an available place to park my car. I sometimes park on Humboldt Street or Convent Street. I have even had to go as far away as Heywood to find a place to park. In addition, the residents of my building have to constantly call parking control to give out tickets to other residents in the neighborhood who use the parking in front of our building for their own use. For this reason, I implore you to please retain as much parking as possible for the residents of 490 Vancouver Street.

Second, I am concerned that the proposed skateboard traffic circle may exacerbate the flooding problems that I have had in my home. Every year my apartment gets flooded. The problem is caused by the design of Vancouver Street and the storm drainage receptacles on Humboldt. At present when it rains, the water flows like a waterfall straight down Vancouver Street to

Humboldt. Unfortunately, the storm drainage receptacles are not situated at the lowest point and therefore the water flows directly **Personal info** .

The townhouses on Convent and Southgate have the same problem. I have been in correspondence with Adam Steele at the city of Victoria for many years in regards to this matter. I simply ask that when construction is done to this road that water flooding issues are taken into consideration. The huge amount of water is dangerous for both cyclists and skateboarders. Hydroplaning is a cause for great concern. As well, it is a terrible inconvenience for me and my neighbours to be flooded year after year.

Please see the link below to understand the flow of water. Also, contact Adam to find out more information about this ongoing problem.

Personal info

Adam Steele <ASteele@victoria.ca>

Thank you kindly for your assistance in this matter.

Sincerely,

Personal info

From: Sarah Webb

Sent: Tuesday, December 05, 2017 11:29 AM

To: **Personal info**

Cc: Engagement <engage@victoria.ca>; Brad Dellebuur <bdellebuur@victoria.ca>

Subject: Follow up - Cook Street Project

Good morning,

I wanted to follow up regarding the emerging designs for the Cook Street project. We heard you on Adam's show this morning on CFX and wanted to reach out.

The City did not receive an email from you to our engage@victoria.ca address. We have continued to receive messages through this account yesterday and today, so I am not sure why you would have received a bounce back. I can appreciate your frustration. Perhaps your comments could be re-sent?

We apologize if you didn't get a chance to learn about the open house on December 1, 2017 with enough notice to participate.

In addition to delivering post-cards earlier this year and providing full information packages last week, we also placed ads in the Times Colonist and Victoria news and distributed information through the Chamber of Commerce and DVBA. We are also using social media and the City's website to share information about these *emerging concepts* and the current engagement opportunities.

The whole point of this early design engagement phase is to invite stakeholders like yourself to participate in discussions about mobility needs, design options, benefits and trade-offs. For example, if you would prefer to see bike lanes within the boulevard, and not on the road, this is an appropriate suggestion to bring forward.

I can advise that there are still a number of opportunities for you to be involved.

We have another **open house** this Thursday December 7th from 4pm – 8pm at the Victoria Conference Centre or, if this does not work, we are also happy to schedule a **1:1 meeting** at your convenience. The **on-line survey** continues to be available and in 2018, there will be additional opportunities. We will also be installing some on-street signage in the new year and inviting stakeholders to some walking tours to discuss operational needs like driveway access and loading.

We are also happy to answer specific questions over email if that works best. We look forward to hearing from you,

Kind regards
Sarah

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482

From: brun dahlquist [<mailto:Plutos@hotmail.ca>]
Sent: Tuesday, December 05, 2017 12:25 PM
To: Engagement <engage@victoria.ca>
Subject: Fw: cook street protected bike lane - on street discussion

resending - was not received by you this morning.

Brun Dahlquist
Owner/manager
Pluto's Restaurant
1150 Cook St.
Victoria B.C.
plutos.ca

From: brun dahlquist <Plutos@hotmail.ca>
Sent: December 5, 2017 7:41 AM
To: engage@victoria.ca ; brun dahlquist; cfax.news@bellmedia.ca
Subject: cook street protected bike lane - on street discussion

Hello

I own a business on Cook street & will be impacted by any bike lane decision regarding that street.

When i got to work on Thursday November 30 - there was an informational package that was hand delivered to my place of business.

I asked the staff what time it was delivered on Wednesday and was told it was after 2 pm.

The on street meeting at Cook & Pandora was scheduled for November 29, 4-5:30 PM

This is less than 2 hours notice for a meeting that I feel is of great importance to my business & of course I was unable to attend.

If public input and opinion is important, then why do you not give us time to respond ?

The same stories emerged from business owners along Fort street regarding that bike lane - lack of notification.

Asking for opinion & actually wanting it are not the same thing.

regards

Brun Dahlquist
Owner/manager
Pluto's Restaurant
1150 Cook St.
Victoria B.C.

plutos.ca

From: brun dahlquist [<mailto:Plutos@hotmail.ca>]
Sent: Tuesday, December 05, 2017 12:34 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: Engagement <engage@victoria.ca>; Brad Dellebuur <bdellebuur@victoria.ca>
Subject: Re: Follow up - Cook Street Project

Thank you Sarah

I have resent my original email to engage@victoria.ca

My intent was not to accuse or deny public input - I was very frustrated when i discovered I had missed the meeting.

I will look at the other scheduled meetings and try to make it to one of those - or as you pointed out, I can voice my opinion via the on line survey.

Thank you for taking the time to reach out today.

Brun Dahlquist
Owner/manager
Pluto's Restaurant
1150 Cook St.
Victoria B.C.
plutos.ca

From: Sarah Webb <swebb@victoria.ca>
Sent: December 5, 2017 11:29 AM
To: plutos@hotmail.ca
Cc: Engagement; Brad Dellebuur
Subject: Follow up - Cook Street Project

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Kind regards
Sarah

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482

From: Sarah Webb

Sent: Tuesday, December 05, 2017 4:53 PM

To: **Personal info**

Timothy Hewett <THewett@victoria.ca>

Cc: Chris Coleman (Councillor) <ccoleman@victoria.ca>; Engagement <engage@victoria.ca>
Subject: RE: dec 7th meeting on bike lanes?

Hi **Personal info**

Thank you for your note. Yes, there is an open house on Thursday December 7, 2017 from 4pm – 8pm at the Victoria Conference Centre.

I apologize if you did not receive a direct invite – I have copied our engagement team to ensure your personal email address is on our list for the continued opportunities that will take place in 2018.

We sent out invites to the three Community Associations, shared through the Neighbourhood Hot Sheets, placed ads in both the Times Colonist and Vic News, sent information through the Chamber of Commerce, DVBA and GVCC newsletters, and have posted on our website and all social media channels. In addition, we provided direct invites to stakeholders through door-to-door information packages on each of the corridors.

Should you not be able to attend on Thursday, you can also go on-line to view the concepts in our “story boards” and fill out a survey at www.victoria.ca/cycling .

Kind regards
Sarah

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482



From: **Personal info**

Sent: Tuesday, December 5, 2017 4:36 PM

To: Timothy Hewett <THewett@victoria.ca>; Sarah Webb <swebb@victoria.ca>

Cc: Chris Coleman (Councillor) <ccoleman@victoria.ca>

Subject: dec 7th meeting on bike lanes?

I understand that there is a meeting to obtain community input on bike lanes on December 7th...I do not recall being advised or invited to such a meeting,

Did it not occur that our Task Force on Cycling in Fairfield Gonzales might be interested?

Personal info

A JOLLY NIGHT IN DYSTOPIA – WHERE IT'S A PRIVILEGE TO PEE

URINETOWN: THE MUSICAL



A MUSICAL COMEDY BY
MARK HOLLMANN AND GREG KOTIS

DIRECTED BY
ROGER CARR

JAN 17 – FEB 3, 2018

Urinetown: The Musical

BY MARK HOLLMANN AND GREG KOTIS
DIRECTED BY ROGER CARR

During a twenty-year drought and dire water restrictions, private toilets have become unthinkable. Despairing citizens must pay megacorporation Urine Good Company for the “privilege to pee.” *Urinetown* is a hilarious satire of the legal system, capitalism, social irresponsibility, populism, bureaucracy,

corporate mismanagement, municipal politics – and even musical theatre itself!

SUITABLE FOR ALL AGES

“I’d certainly recommend spending a penny (and more) on URINETOWN”
TIME OUT MAGAZINE

Single tickets on sale Mon, Dec 4, 2017

From: Personal info

Sent: Wednesday, December 06, 2017 11:45 AM

To: Engagement <engage@victoria.ca>

Subject: Cook Street Bike Lane

Hello, as a resident of Cook Street Village (1124 May Street), I’m writing in full support of a fully protect bicycle lane all the up Cook Street. I would love for my cycling route to go up Cook and connect with Foul Bay.

My very best,
M.

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 11:46 AM

To: Engagement <engage@victoria.ca>

Subject: Cook st Bike lane

Cook st needs a fully AAA bike lane.

Please don't do anything to compromise that status.

Must have protected intersections/turns and no intrusive bus stops.

Personal info

From: P

Sent: Wednesday, December 06, 2017 11:48 AM

To: Engagement <engage@victoria.ca>

Subject: The current design for Cook Street is not appropriate for all ages and abilities

Hello,

I am part of the Victoria Cycling Coalition. It has been brought to me attention that the current design for Cook Street is not appropriate for all ages and abilities. I am requesting that the Cook Street Protected Bike lane be completely protected from vehicles. Please:

- Eliminate mixing zones with vehicles at intersections.
- Build bus-stop bypasses so buses do not pull into the bike lane.

Thank you,

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 11:55 AM

To: Engagement <engage@victoria.ca>

Subject: Cook street bike lanes

Hello,

Really excited with the direction the city is taking towards the bikes lanes, even though I run many errands with my car and commute to work by bus. However I agree with the Greater

Victoria Cycling Coalition that the lanes need to be protected on major streets such as Cook. Shared right hand turn lanes make me really nervous, as do busses pulling into the cycling lane. Busses would never pull onto a sidewalk, why not afford us the same protection when we choose to ride instead of walk?

Thank you for reading!

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 12:01 PM

To: Engagement <engage@victoria.ca>

Subject: Downtown bike lanes

Dear City,

I understand that there are plans to continue bike-infrastructure development downtown.

I'd like to express my very strong, but conditional support for improved bike infrastructure. Given some of your purported statistics (60% interested but concerned cyclists, as reported online - where is this number from?), **I'm very supportive of protected one-way bike lanes** that make traffic flow at intersections convenient for all road users. (Pandora's turning-box setup is awful.) Personally, I much prefer marked lanes, rather than protected lanes, but I understand that not all road users share my view.

I implore you: please do not make any more two-way protected bike lanes, that disrupt traffic flow for all road users. I feel much less safe on Pandora now than before the "improvements."

Many thanks,

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 1:25 PM

To: Engagement <engage@victoria.ca>; Lisa Helps (Mayor) <mayor@victoria.ca>

Subject: Re: Bicycle Lanes

Dear Anonymous

One thing I forgot to mention in my previous email. It galls me to see that implementation of bike lanes in Victoria are creating more greenhouse gases when at least one justification would be to decrease GHG.

As I was driving along Pandora or Yates (I come downtown so infrequently now I can't remember where the bike lanes are), there were several cars waiting to turn right. But they couldn't turn right even tho traffic was clear because there was a light for a right turn and the light was red. So the cars sat there spewing GHG waiting for the right hand turn light to turn green. That would never have happened without a bad design and/or the bike lanes. Everyone knows that cars spew the least toxins when they are moving at a steady pace about 30 or 40 kph. Did the geniuses in charge of design take circumstances like this into consideration when they designed their grand plans. Are you going to take that into consideration for pedestrian enhancements and the work on Wharf, Cook etc.?

And you didn't answer my question in your email of baffle gab.

Again, I do not see a justification for the large expense for 6% of commuters. CAN YOU TELL ME:

1. THE TOTAL COST OF ALL THE CONSTRUCTION FOR THE BIKE LANES, AND
2. THE EXPENSE PER CURRENT BICYCLE COMMUTER?

DOES ANYONE KNOW THESE NUMBERS?

And your explanation that it is largely funded by the gas transfer tax, etc. is garbage - it still comes out of my pocket. Only someone totally financially irresponsible (a bureaucrat spending someone else's money) would be stupid enough to use that as a justification for the expense.

CAN YOU PLEASE ANSWER MY QUESTIONS REGARDING COSTS and GHG EMISSIONS DUE TO STOP AND START TRAFFIC.

I want a written response - perhaps you can forward my email to Sara Webb, assuming she is more than a PR person, so she can respond in writing.

Thank you,
Personal info

On Dec 6, 2017, at 11:11 AM, Engagement <engage@victoria.ca> wrote:

Hi Personal info

Thanks for your email regarding the protected bike lanes in Victoria. The story in the Times Colonist did report that Victorians lead the country in active transportation and that's exactly what we are building infrastructure - to support those who already ride and to provide a comfortable, safe and connected

network to encourage those who do not. We absolutely recognize that many people do and will continue to drive.

Funding for the bike lane projects is largely provided through federal gas tax transfer program and external grants. This means that the City can continue to invest local taxpayer dollars in other areas like housing and parks. With the average Canadian household spending 19% of income on transportation, providing more low-cost travel options can also contribute to overall affordability in the region.

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To help explain the reasoning behind some of these investments, we've also created a video that we would encourage you to watch. It can be found here: <https://youtu.be/Ei-Bxluc3Uk>

Thanks again for your email. Should you have any further questions, please do not hesitate to get in touch with Sarah Webb in the Engineering & Public Works department at 250-361-0482.

-----Original Message-----

From: **Personal info**

Sent: Thursday, November 30, 2017 1:01 PM

To: Engagement <engage@victoria.ca>

Subject: Bicycle Lanes

While I think biking is a win win situation for the environment and the biker, I think the City of Victoria's expenditures to create these bike lanes is insane. What is the cost of all these bike lines? I read in the TC this morning, the City of Victoria has the highest rate of bikers at about 6%. That leaves 94% of commuters who are still using fossil fuel vehicles, most of which are individual cars so the benefit to the environment is negligible.

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squanders tax payer dollars on their pet projects. The politicians approving these expenditures are totally disconnected from the taxpayers, financial responsibility and reality!

From: Personal info

Sent: Wednesday, December 06, 2017 3:37 PM

To: Engagement <engage@victoria.ca>

Subject: Cook Street

I feel the bicycle lanes down Cook Street will negatively affect the merchants there. Also parking is an issue for many seniors, particularly those who frequent the Senior Centre and they will lose access to a vital and integral part of their lives. These bicycle lanes would be better along a side street and not down a very busy artery. Victoria's traffic is being slowed to almost a crawl and thereby enhancing the negative effects of fossil fuels even the cyclists must surely be breathing that in.

Thank you.... I hope you might listen.

Personal info

From: David Logan [<mailto:david@duttons.com>]

Sent: Wednesday, December 06, 2017 3:43 PM

To: Engagement <engage@victoria.ca>

Subject: Cook St-protected bike lane

Hi,

It is very important that the Cook St bike lane is protected from vehicles.

There are so many families with young children (as well as older residents) in and around Cook Street that travel by bike (or would like to feel comfortable enough to start travelling by bike) to and from Downtown and the oceanfront.

Especially leading into and as a component of Cook St Village. The roadway through the village is certainly wide enough and there should be no fear of any negative impacts of a protected bike lane right through Cook St Village down to Dallas Rd, and into Beacon Hill Park.

It will only be positive for our community.

Thank you.

David Logan

Co-Owner | Managing Broker

Duttons & Co. Real Estate Ltd.
394 Moss Street, Victoria, BC, V8V 4N1
www.duttons.com

TEL: 250-383-7100



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-----Original Message-----

From: **Personal info**]
Sent: Wednesday, December 06, 2017 4:04 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Cook Street

From my point of view, and looking long term, fully protected bike lanes are a must on Cook street.

Thank you, **Personal info**

-----Original Message-----

From: **Personal info**
Sent: Wednesday, December 06, 2017 4:06 PM
To: Engagement <engage@victoria.ca>
Subject: proposed bike lanes on Cook St

Hello

I am a cyclist and a driver as well. Our family regularly uses and enjoys the new protected bike lane on Pandora. I hope that the new bike lane for Cook will be much like the lane on Pandora, and that it will

be completely protected. I would like to see a design where there are bus bypasses so that buses do not pull into the bike lanes. In addition I think it is important to eliminate mixing zones with bikes and vehicles at intersections.

The investment has already been made on Pandora and Fort Street, and so I would hope that the entire downtown Victoria cycling network as envisioned, will be completed in its entirety, so that all ages and abilities will be accommodated, and will be able to benefit from this well thought through plan.

Thank you

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 4:27 PM

To: Engagement <engage@victoria.ca>

Subject: Cook St bike lanes and Lochside/Galloping Goose Trails path lighting

Dear Sir / Madam

Cook St Bike Lanes

Please make sure to fully protect the Cook St bike lane. The current designs are out for the next three bike lanes downtown and the Cook St design is not truly all ages and abilities. Current plan calls for mixing zones at intersections and buses stopping in the bike lane - this needs to be thought out and reflect the current Pandora bike lane design philosophy.

Lochside/Galloping Goose Trails path lighting

Why is there no path lighting for any of the lochside trail and galloping goose trails? I was involved in a serious accident on the lochside trail last night around the rail-yard houses - a major cause of this accident was the poor urban infrastructure design for the volume of users using this trail. There is an unnecessary chicane added to the trail reducing visibility in addition to the non-existent path lighting in this area.

The path lights provided in the rail-yards and Cecelia ravine area are totally insufficient for the volume of users using the trail at peak times in both directions. What is the councils plan to make all these sections safer at night?

Kind regards

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 4:31 PM

To: Engagement <engage@victoria.ca>

Subject: Cook Street bike lanes

Hello Victoria,

I am a huge proponent of the bike lane projects that you have been engaged in over the last year or so. I look forward to adding the Fort St segment to the network and making it a real network with the addition of the 3 north-south segments.

While you are making the changes to the streets to accommodate bicycles, be sure to do it right. Make sure the Cook St lanes are free of vehicle overlap for the entire length. Much less expensive to do it right from the start.

Thanks for all you do for Victorians and those nearby.

Personal info

From: Personal info

Sent: Wednesday, December 06, 2017 7:24 PM

To: Engagement <engage@victoria.ca>

Subject: Cook St bike lanes

Please ensure the Cook Street protected bike lane is completely protected from vehicles by:

- Eliminating mixing zones with vehicles at intersections.
- Build bus-stop bypasses so buses do not pull into the bike lane.

Thank you,
Personal info

(avid cyclist and elder - 65)

From: Personal info

Sent: Wednesday, December 06, 2017 10:30 PM

To: Engagement <engage@victoria.ca>

Subject: New bike lane proposal for Cook Street

Hello

I understand the proposed bike lane for Cook street is not fully protected and lacks what I and all cyclists consider excellent bike routes recently built or being built along Pandora, Fort and Wharf. I would like to see a similar infrastructure along Cook Street that includes

- Eliminating mixing zones with vehicles at intersections.
- Build bus-stop bypasses so buses do not pull into the bike lane.

Thanks for your consideration

Personal info

Victoria BC

From: Personal info

Sent: Wednesday, December 06, 2017 11:04 PM

To: Engagement <engage@victoria.ca>

Subject: Wharf, Humbolt and Cook Streets bike lanes

Dear designers of bike lanes,

I am pleased to see the continuation of an all ages and abilities biking network on Wharf Street and Humboldt Street. **However, the current design for Cook Street is not appropriate for all ages and abilities because of two major reasons:**

- Mixing zones at some intersections, where vehicles turning right share space with bikes travelling straight.
- Bus stops where the buses pull into the bike lane.

I think it is imperative to :

- Eliminate mixing zones with vehicles at intersections, and to
- Build bus-stop bypasses so buses do not pull into the bike lane.

Looking forward to more bicycle-friendly axes in Victoria. I often use the Pandora stretch and Johnson Street, and am grateful for the improvements.

Personal info

Victoria, BC.

From: Personal info

Sent: Thursday, December 07, 2017 12:40 AM

To: Engagement <engage@victoria.ca>

Subject: Cook st bike lanes

Hi,

I hear you are designing the cook st bike lanes. As i have kids and i know many residents like myself want to be able to safely ride throughout the city with our families, i would like to see them fully protected. It has made a big difference for me to have the pandora lanes, as i can safely ride into downtown now, by myself or with my kids. It makes a big difference for us to be able to be safely mobile. I would love lanes down on dallas road too.

Thanks,

Personal info

From: Personal info

Sent: Thursday, December 07, 2017 7:30 AM

To: Engagement <engage@victoria.ca>

Subject: Cook Street Bike Lanes

Hello,

I am pleased with the City's efforts to create an all ages and abilities network of cycling routes but am disappointed that this is not being continued on Cook Street. In order to attract all riders, bike lanes must be fully separated. People will not use them if buses are sharing the space, and if there is potential for collisions with vehicles due to shared spaces at intersections.

I encourage you to do better on this portion of the network so that it will actually be safe, and as a result, be used.

Thank you,
Personal info

--
Personal info

Mobile: Personal info
Email:

From: Personal info]
Sent: Thursday, December 07, 2017 8:37 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes

Having mixed zones and buses crossing over bike lanes from bus stops only increases the risk factors for all rode way users. Please be more proactive when considering safety.
Thanks, Personal info

Sent from my Bell Samsung device

From: Personal info
Sent: December 7, 2017 9:20 AM
To: Engagement <engage@victoria.ca>
Subject: Re: City of Victoria Connect Newsletter

I say again this is a sham.

When I complained last year to the Mayor at the lack of notice to me as a commercial property

owner on Fort Street, her advice was to sign up for the City newsletter which she said would keep me informed!

You are catering to the special interest groups, and not paying attention to the people and businesses who will be negatively affect by this.

Personal info

On 12/7/2017 9:13 AM, Engagement wrote:

Hi **Personal info**

The newsletter below is simply one of the many channels we've been communicating the open house today. We've already held dozens of one-on-one meetings, three on-street pop-ups on each corridor to go to the people that use the corridors (Wharf, Humboldt, Cook), we have had opportunities for three different walking tours, we have Facebook events and have actively been promoting over social media and we've run six ads in local newspapers.

Hopefully you can join us tonight and if you can't we also have an online survey where you can provide feedback here <http://arcg.is/2B7wKhV>

From: **Personal info**

Sent: Wednesday, December 06, 2017 5:27 PM

To: City of Victoria <reply_emlvvl_cqfwhgwv@cp20.com>; Engagement <engage@victoria.ca>

Subject: Re: City of Victoria Connect Newsletter

You give one day's notice of the meeting on the bike lanes? This process is a sham.

Personal info

From: **Personal info**

Sent: Thursday, December 07, 2017 9:56 AM

To: Engagement <engage@victoria.ca>

Subject: Bike lanes

Hello,

As bicycle riders and commuters with grandchildren in the city, we are encouraged to see that bike lanes planned for Wharf and Humboldt streets are to be AAA but we are distressed that the same forward thinking approach is not to be taken for Cook St.

Our two reasons for feeling this way are:

- 1) The mixing of zones at some intersections, where vehicles turning right share space with bikes travelling straight.
- 2) Having bus stops where the buses pull into the bike lane.

Please consider moving forward with a AAA bike lane on Cook St. by:

- 1) Eliminating mixing zones with vehicles at intersections.
- 2) Building bus-stop bypasses so buses do not pull into the bike lane.

Let's move into the future with the safest possible means for non-motorized vehicles to move through our communities.

Respectfully,

Personal info

Victoria BC

From: Personal info

Sent: Thursday, December 07, 2017 10:43 AM

To: Engagement <engage@victoria.ca>

Subject: Please protect Wharf, Humboldt and Cook street bike lanes!

Hi there.

I applaud your recent cycling initiatives wholeheartedly! What makes the Pandora lane so great is the curbed separation from traffic and, in particular, having to perform "the dance of death" with a 24,200kg bus, block after block.

For this reason, and many others, I implore you to eliminate "mixing zones" with vehicles at intersections, and to build bus-stop bypasses, so that buses do not pull into the bike lane, particularly on the Cook Street route. If the recent increase in cycling traffic along Pandora has taught us anything, it's that painted lines are simply not safe-feeling enough to encourage new ridership.

Thanks!

Personal info

From: Robb Johnstone [<mailto:Personal info>]
Sent: Thursday, December 07, 2017 10:47 AM
To: Engagement <engage@victoria.ca>
Subject: Cook Street bike lane proposal

Hello,

I have now seen the bike lane proposal for Cook Street, which will effectively complete a “loop” of bike lanes circling downtown Victoria.

Hopefully, a better solution can be found than the current proposed one, which I see as being a two-way protected bike lane.

A major consideration is “Consistency of Experience.” It’s important that cyclists who have protected lanes on Pandora, Fort, Wharf and even a section on Humboldt have their expectations met when turning onto Cook Street. Providing a half measure might only serve to increase the danger since cars, cyclists and pedestrians suddenly have to adjust to new “rules” and could very easily make wrong assumptions.

Please include these factors in your considerations.

Thanks,
Robb Johnstone
Greater Victoria Cycling Coalition

From: [Personal info](#)
Sent: Thursday, December 07, 2017 11:01 AM
To: Engagement <engage@victoria.ca>
Cc: info@gvcc.bc.ca
Subject: Feedback - Cook Street Protected Bike Lanes

My primary concern is with the potential abandonment of AAA design criteria being considered as the emerging Cook Street design. Specifically, consideration for right turn lanes that require motor vehicles to merge into the bike lane and similarly the mixing of transit buses with bicyclists at transit stops.

It bears restating that an All Ages and Abilities (AAA) standard has at its core a vision to make cycling safe, convenient, comfortable and fun for all ages and abilities, including families with

children, seniors, and new riders. An inviting and connected network of low stress routes providing a wide spectrum of the population the option to cycle for most short trips. This AAA standard must be taken as the minimum consideration for all separated bike lane design if the vision, to encourage more Victoria citizens to consider the bicycle as a viable means of transportation, is ever to be realized.

I believe the entire downtown bikeway system will fail (condemned to underutilization) if the 60% "Interested but Concerned" of citizens view any part of what was to be a safe continuum, as risky. If any portion of the Cook Street bikeway is viewed as dangerous then so will all of Cook Street and by extension the rest of the downtown infrastructure and thus the riding of a bicycle in Victoria.

In my view, if bike lanes can't be built on Cook Street to a minimum AAA standard they should not be built there and an alternative route chosen. I appreciate that Vancouver Street may require the sacrifice of some motor vehicle parking and is less flat but that still beats throwing eight-year-olds into traffic and having to compete with buses for lane space. With some imagination, a two-way protected lane on Vancouver seems to offer good, bus free connectivity to, and consistency with, Pandora and Fort and offers the possibility of better access to Cook St Village, and through existing protected lanes in Beacon Hill Park, a complete AAA route to and from Dallas Road.

Personal info

..

Victoria BC

.....

-----Original Message-----

From: Personal info

Sent: Thursday, December 07, 2017 11:04 AM

To: Engagement <engage@victoria.ca>

Subject: problems with cars turning right

I am a regular user of the pandora bicycle lane.

In general I like the lanes but there are still too many cars not waiting for their turn lights. That makes the lanes nearly more dangerous than riding on the street as you don't expect the cars and the cars are not as aware of you as when you are on the street.

Sincerely

Personal info

From: Sarah Webb

Sent: Thursday, December 07, 2017 12:59 PM

To: Personal info

Cc: Julie Robson <jrobson@victoria.ca>; Engagement <engage@victoria.ca>

Subject: FW: Please read to the end.

Dear Personal info

Thank you for getting in touch with the City of Victoria and providing suggestions related the All Ages and Abilities Bicycle Network.

Managing traffic flow in the downtown core and balancing the needs of private vehicles, pedestrians, cyclists, as well as commercial, emergency and public transit is a complex challenge in an urban environment. With thousands of new residents expected to move into the city, we are working to provide safe, comfortable and convenient travel options for all road users.

We agree that infrastructure changes need to be accompanied by evaluation, enforcement and education programming.

With the opening of Pandora Avenue, for example, we embarked on a five month education campaign (including print, radio and television advertisements as well as cycling skills courses and on-street safety ambassadors). We worked directly with Victoria Police and the Integrated Road Safety Unit to provide rotating message boards at 9 locations downtown and signs were installed at intersections to alert road users of the changes. Police also delivered targeted enforcement campaigns between July and October and focused on motorist, cyclist and pedestrian infractions. The City continues to monitor 24/7 use of Pandora Avenue bike lane ridership and posts information on our website – current daily average is 1,500 trips with a total of nearly a quarter of a million since May 1st 2017. Safety is a critical priority and the City continues to work closely with Victoria Police on enforcement, including during the winter months.

To answer your question, the two-way facilities on Pandora and Fort were selected as design treatments that could help achieve the AAA network objectives while reducing overall impacts to traffic flow and on-street parking loss. Two-way facilities are a part of approved bicycle design standards in Canada and United States, take up less overall space, and can be constructed faster than two one-way routes.

You are correct that the design for Fort Street ends at Linden Avenue. The long term plan is to continue the protected lanes up Fort to Oak Bay Junction (supporting Landsdowne school community) however the 2016 - 2018 priority investments directed by Council is to complete the phase 1 downtown network. You will likely be interested to learn about and provide comments on the emerging design considerations we have for Cook Street, Humboldt Street and Wharf Street. These can be viewed on our website at www.victoria.ca/cycling - there is an on-line survey linked to the story boards and we also have another public open house tonight from 4pm – 8pm at Victoria Conference Centre. We will continue engagement on designs into 2018 so I have added you to our contact list.

The City is aware of increasing electric bicycle adoption rates and considers the benefits and potential challenges of this type of technology. Staff work with the other agencies, such as the CRD and neighbouring municipalities to discuss implications of increased e-bikes on the road and on regional trails. As you are aware, these users have the same roles, rights and responsibilities as any other road user under the Motor Vehicle Act.

We appreciate you taking the time to get in touch with the Mayor and are happy to answer any further questions you may have. Thank you for continuing with your own commitment to safe and courteous driving and riding.

Kind regards
Sarah Webb

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482



PS – Code-word sea urchin.

From: Lisa Helps (Mayor)
Sent: November 24, 2017 10:41 AM
To: **Personal info**
Cc: Fraser Work <FWork@victoria.ca>
Subject: Re: Please read to the end.

Personal info thanks for writing and sorry for my delayed reply. I will have our staff who are working on the bike lanes address your concerns below. Thanks again for sharing them and take care,

Lisa

--

Lisa Helps, Victoria Mayor
Lekwungen Territory
www.lisahelpsvictoria.ca
250-661-2708
@lisahelps

“When in doubt do the kindest thing possible.” - Unknown

On Nov 8, 2017, at 7:48 PM, **Personal info**

> wrote:

Mayor Helps,

This email, it's about the bike lanes. (gets better at the bottom)

I really think the expense of adding lanes is going to add to more accidents and congestion. I've seen to many people hit from those two way bike lanes. Just stop copying Vancouver it doesn't work there.

Not one school I attended taught bike safety. I learned it when I got my L, then cemented it when I got my N (helps to know what drivers are going too). I argue that education comes first, then infrastructure spending. You can understand many people are capable of learning guide lines to help them out, can you understand that if they already don't understand safe cycling then you'll find bikes on the side walk and people going the wrong directions EVEN in that separated bike lane. People, with out a scale or rule to look too, will argue there point even if it's against there own interests. **Place the lanes according to the direction of traffic and add policing to the winter months.**

Also Fort street, are you crazy?!! it ends and then you have to switch sides of the road at the crest of a hill. You didn't think about Lansdowne and how bad there bike lanes are. (please, ride there when classes are letting out)

Suggestions:

Education, any school in the area needs to teach it. Talk to the school board, make that pitch.

Policing. There are every day the same trouble spots, 4 way stop signs leading into town and around that people just blow through (Hultain is the worse one, not your part of town, five of you mayors, why!!!). We can't expect much, you've made up your mind for your part of town, adding more confusion to a small city's congested rush hour.

Personally I feel the fear of traffic for the scared cyclists is never going to end, until they are taught.

I will be a broken record on this, I've made up my mind, those bike lanes are awful.

This is your first winter with the new lanes, there will be a noticeable spike in cyclist collisions, This is the time of year when more incidents happen, the data at the end of the season will support my assessment.

Cap locks rant below

I AM AN EVERY DAY CYCLIST AND I THINK THESE BIKE LANES ARE A STEP TOO FAR./Rant

Super important part.

If you your self are not a Driver, or not a cyclist. You may want to try both. You'll see way more of the city on a bike, but you'll understand the road way better after a driving test.

I suggest both.

Drivers need to try and cycle, and cyclists need to see what drivers are doing.

Cars and bikes are here to stay, we need to be good on all of them not just safety netting every corner. because a person drives into a construction site backwards and get hurt, does that mean we need less buildings? or is that the fault of the person who committed to driving into the construction site? Has any one expressed concern about the E-bikes and the lack of education around those? Get a DUI, buy an electric bike! Please make an effort on those fronts, not adding cement to every thing.

I hope you made it this far, if you did email me back and I'll totally listen to what you have to say, code word is: starfish.

Your confused and less angry citizen than this rant really sounds

Personal info

best way to keep it secret is to cover it in xmas light

From: Personal info

Sent: Thursday, December 07, 2017 1:03 PM

To: Engagement <engage@victoria.ca>

Subject: Cook street protected bike lanes: Think of the children!!

Hello!

As someone who lives on Cook and Yates, I have been very interested in, and supportive of the protected bike lanes coming up downtown. I am confident on my bike and will get on my bike regardless of this infrastructure, but I now have a 1 year old and I would like to start taking him

out soon. Protection, and protection that is designed with all ages and abilities in mind is what will make me get my child out on the bike, and presumably, all the others who are supportive, but cautious. With that in mind, I noticed that the Cook street designs have mixing zones on intersections where people on bikes are expected to merge with cars turning right. This creates hazards that could be mitigated by better protected design. Similarly, bus stops are also designed to create a mixing zone as buses enter and exit. I would urge you to design these intersections with all ages and abilities in mind and use protected intersection design and bus stop bypasses. Having a protected design that is 95% protected is perhaps useful for those of us who ride anyway and would like the enhanced comfort and safety, but no one's going to send their kid out by bike knowing that they still have to interact with buses and cars at intersections and stops. I have lost count of the number of times when I've been nearly brushed by someone turning right without looking, and in one case, being thrown off my bike, we need to eliminate this possibility. Also with bus passengers, bypasses are better for them as well

I would urge you to consider a complete, all ages and abilities design for Cook Street so everyone can use it. Only a safe, comfortable and complete network will take us to the next level of people riding bikes.

Personal info

From: P
Sent: Thursday, December 07, 2017 1:09 PM
To: Engagement <engage@victoria.ca>
Subject: Re: City of Victoria Connect Newsletter

I passed on your invitation to other businesses here and the consensus is that the City has its own agenda and has no genuine interest in listening. The City has ridden roughshod over the concerns of the businesses and property owners on Fort Street - you should have waited to see what the impact was from Pandora. We will remember this come November next year.

Personal info

On 12/7/2017 10:31 AM, Engagement wrote:
Hi **Personal info**

Was there anything in particular you'd like to discuss with City staff? We can meet with you one-on-one to discuss any of the upcoming emerging concepts along Wharf, Humboldt or Cook Street and if you have any outstanding issues with Fort Street we're still meeting with businesses and residents along that

corridor. So please let us know if you'd like to setup a time for staff to meet with you and discuss your concerns, as we'll be consulting with people this month and into 2018 as well.

From: Personal info

Sent: December 7, 2017 9:20 AM

To: Engagement <engage@victoria.ca>

Subject: Re: City of Victoria Connect Newsletter

I say again this is a sham.

When I complained last year to the Mayor at the lack of notice to me as a commercial property owner on Fort Street, her advice was to sign up for the City newsletter which she said would keep me informed!

You are catering to the special interest groups, and not paying attention to the people and businesses who will be negatively affect by this.

Personal info

On 12/7/2017 9:13 AM, Engagement wrote:

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The newsletter below is simply one of the many channels we've been communicating the open house today. We've already held dozens of one-on-one meetings, three on-street pop-ups on each corridor to go to the people that use the corridors (Wharf, Humboldt, Cook), we have had opportunities for three different walking tours, we have Facebook events and have actively been promoting over social media and we've run six ads in local newspapers.

Hopefully you can join us tonight and if you can't we also have an online survey where you can provide feedback here <http://arcg.is/2B7wKhV>

From: Personal info

Sent: Wednesday, December 06, 2017 5:27 PM

To: City of Victoria <reply_emlvvl_cqfwhgwv@cp20.com>; Engagement <engage@victoria.ca>

Subject: Re: City of Victoria Connect Newsletter

You give one day's notice of the meeting on the bike lanes? This process is a sham.

Personal info

From: Personal info

Sent: Thursday, December 07, 2017 1:20 PM

To: Engagement <engage@victoria.ca>

Subject: bike lanes

After reviewing the proposed treatments in the next phase of cycle infrastructure upgrades I have these comments:

- * There does not seem to be an adequate left turn option for bikes turning left on to Fort St when traveling south on Wharf. Perhaps a clearly defined turn lane to accommodate a variety of users (bikes, cars, buses) is possible. A big green lane maybe and some barriers to slow traffic. Same at Broughton.

- * The options for Cook St need rethinking so that cyclists are not subject to being hit by cars turning right off Cook. I would opt for the third choice except that cars be required to come to a stop immediately after turning right to minimize crashes with bikes. Additionally on Cook, buses occupying the bike lane at bus stops is not a good idea. Route the bikes around the bus stops.

- * I understand that a protected bike lane through Cook St village is a very unpopular idea with merchants but that is where one is really needed and is where bikes are at greatest risk from cars pulling in and out of businesses and doors opening, etc. Cook St is plenty wide through the Village. Take away the centre turning lane and put a protected bike lane between parked cars and the curb. That will also serve to slow traffic.

My 2 cents

Personal info

From: Personal info

Sent: Thursday, December 07, 2017 5:20 PM

To: Engagement <engage@victoria.ca>

Subject: Cook street bike lane

Hi,

I'm a Victoria resident and I'd like to add my comment to the Cook street bike lane.

I think the city needs to be ambitious and build these bike lanes to the highest standard. To me that means a 10 year old can ride on them without their parents' having extreme anxiety.

Yes this may be a bit more expensive now, but these lanes are for decades to come (just like our roads), and we should build them looking into the future, and not skimp on them now, leaving them an expensive afterthought. Build it to the best available standard, for everyone, now and later.

The safe bike lane on Pandora have changed my relationship with the city. I was surprised how emotional I became when I rode down Pandora for the first time - the feeling of not being in danger, and of having my safety valued over the convenience of motorists surprised me. For the first time I felt like my Mayor and council had enacted real and positive change. I'm proud of them and this city.

Let's keep going in this direction. Build a bike lane we can ALL be proud of :-)

--

Personal info

From: Personal info

Sent: Thursday, December 07, 2017 5:30 PM

To: Engagement <engage@victoria.ca>

Subject: Cook Street Bike Lanes

- Good Day Council,
- As a concerned bicycle rider, I'm writing to ask you to protect all bicyclists by ensuring that right turn lanes are not combined with bike lanes. I would also like to see bus stop bypasses.
- Thank you for your service and consideration
- Sincerely
- Personal info

Sent from [Mail](#) for Windows 10

From: Lisa Helps (Mayor)
Sent: Thursday, December 07, 2017 11:19 PM
To: **Personal info**
Cc: Engagement <engage@victoria.ca>; Bill Eisenhauer <beisenhauer@victoria.ca>
Subject: Re: Bicycle Lanes

Elizabeth,

I am copying the Head of Engagement to ensure that you get the answers you are looking for. A more polite and less rude tone to our staff would be most welcome.

Thanks and take care,

Lisa

--

Lisa Helps, Victoria Mayor
Lekwungen Territory
www.lisahelpsvictoria.ca
250-661-2708
@lisahelps

“When in doubt do the kindest thing possible.” - Unknown

On Dec 6, 2017, at 1:24 PM, **Personal info**

wrote:

Dear Anonymous

One thing I forgot to mention in my previous email. It galls me to see that implementation of bike lanes in Victoria are creating more greenhouse gases when at least one justification would be to decrease GHG.

As I was driving along Pandora or Yates (I come downtown so infrequently now I can't remember where the bike lanes are), there were several cars waiting to turn right. But they couldn't turn right even tho traffic was clear because there was a light for a right turn and the light was red. So the cars sat there spewing GHG waiting for the right hand turn light to turn green. That would never have happened without a bad design and/or the bike lanes. Everyone knows that cars spew the least toxins when they are moving at a steady pace about 30 or 40 kph. Did the geniuses in charge of design take circumstances like

this into consideration when they designed their grand plans. Are you going to take that into consideration for pedestrian enhancements and the work on Wharf, Cook etc.?

And you didn't answer my question in your email of baffle gab.

Again, I do not see a justification for the large expense for 6% of commuters. CAN YOU TELL ME:

1. THE TOTAL COST OF ALL THE CONSTRUCTION FOR THE BIKE LANES, AND
2. THE EXPENSE PER CURRENT BICYCLE COMMUTER?

DOES ANYONE KNOW THESE NUMBERS?

And your explanation that it is largely funded by the gas transfer tax, etc. is garbage - it still comes out of my pocket. Only someone totally financially irresponsible (a bureaucrat spending someone else's money) would be stupid enough to use that as a justification for the expense.

CAN YOU PLEASE ANSWER MY QUESTIONS REGARDING COSTS and GHG EMISSIONS DUE TO STOP AND START TRAFFIC.

I want a written response - perhaps you can forward my email to Sara Webb, assuming she is more than a PR person, so she can respond in writing.

Thank you,
Personal info

On Dec 6, 2017, at 11:11 AM, Engagement <engage@victoria.ca> wrote:

Hi **Personal info**

Thanks for your email regarding the protected bike lanes in Victoria. The story in the Times Colonist did report that Victorians lead the country in active transportation and that's exactly what we are building infrastructure - to support those who already ride and to provide a comfortable, safe and connected network to encourage those who do not. We absolutely recognize that many people do and will continue to drive.

Funding for the bike lane projects is largely provided through federal gas tax transfer program and external grants. This means that the City can continue to invest local taxpayer dollars in other areas like housing and parks. With the average Canadian household spending 19% of income on transportation, providing more low-cost travel options can also contribute to overall affordability in the region.

We recognize that downtown is busy with construction. Of course, this construction is not only for bike lanes but for the hundreds of new housing units that are being built to accommodate population growth. The new protected bike lanes on Pandora and, soon on Fort Street, include enhancements for pedestrians (such as new mid-block crossings and seating) as well as accessibility features for those with hearing and sight impairments. We also combine efforts to tackle underground and above ground infrastructure replacement at the same time.

The City is currently undertaking public engagement on the early design concepts for Wharf, Humboldt and Cook - which also include opportunities to improve intersection design and traffic flow for automobiles. For example, we are considering re-configuring the intersection at Wharf and Government

to allow east-bound vehicle traffic to continue to Douglas Street. You can view the emerging concepts being shared [here](#).

To help explain the reasoning behind some of these investments, we've also created a video that we would encourage you to watch. It can be found here: <https://youtu.be/Ei-Bxluc3Uk>

Thanks again for your email. Should you have any further questions, please do not hesitate to get in touch with Sarah Webb in the Engineering & Public Works department at 250-361-0482.

-----Original Message-----

From: **Personal info**

Sent: Thursday, November 30, 2017 1:01 PM

To: Engagement <engage@victoria.ca>

Subject: Bicycle Lanes

While I think biking is a win win situation for the environment and the biker, I think the City of Victoria's expenditures to create these bike lanes is insane. What is the cost of all these bike lines? I read in the TC this morning, the City of Victoria has the highest rate of bikers at about 6%. That leaves 94% of commuters who are still using fossil fuel vehicles, most of which are individual cars so the benefit to the environment is negligible.

The cost to taxpayers however is extremely significant and escalating. The cost to businesses will be significant - these lanes make parking more difficult. Personally I avoid coming downtown now largely because of the bike lanes and all the construction pursuant to creating them.

These bike lanes are like those pretty, but silly, art works at intersections downtown. While there is a dramatic need for assisted housing and many other social causes, the City of Victoria irresponsibly squanders tax payer dollars on their pet projects. The politicians approving these expenditures are totally disconnected from the taxpayers, financial responsibility and reality!

From: **Personal info**

Sent: Friday, December 08, 2017 7:11 AM

To: Engagement <engage@victoria.ca>

Subject: Pandora transport route feedback

Hey there,

Just wanted to say thank you for all the work you did bringing this vision to the city. It has been a long time coming, and it's great to see a plan coming together. I've been cycle commuting in Victoria for 11 years and for the first time I feel safe riding downtown. I'm seeing more people out on bikes than ever before, and it's only getting started. Looking forward to the rest of the protected bike lanes coming online!

Thank you,

Personal info

From: Personal info

Sent: Friday, December 08, 2017 10:45 AM

To: Engagement <engage@victoria.ca>

Subject: Cook Street bike lanes

Hello!

I am pleased to hear that Victoria has approved the additional money for street and infrastructure improvements (which is more than just bike lanes). Excellent use of the gas tax.

I've heard that along Cook Street the design being considered is not AAA. I strongly support making that part AAA along with the new lanes on Humboldt and Wharf.

Personal info

Saanich

Support disaster recovery with All Hands Volunteers
hands.org

From: Personal info

Sent: Friday, December 08, 2017 8:40 PM

To: Engagement <engage@victoria.ca>

Subject: Bike lane feedback

Hello, please see that these comments reach the correct people.

I would like to begin by saying that I am impressed with what has been done so far and look forward to the next few years of construction. I'm sorry that I wasn't able to make it to any of the public events. I hope that my feedback is not too late to be considered.

Wharf St.

- I think you should go for the option with a cycle track on each side of the street. More people will arrive by transit and bike in the future than a few parking stalls. The parking itself also contributes to congestion i.e. elderly parallel parking!
- At the Johnson street bridgehead, I think you should go for the normalized option. It seems highly unlikely that vehicle drivers will stop in the slip lane option. Perhaps a yield would better match behaviour, and keep the raised crossing treatment.
- Was it considered to make Wharf a 1-way street southbound? Perhaps just from Yates to Broughton, thereby resolving the through-left issue for transit?
- It's not exactly clear how cyclists from the JSB will access the bike lanes to travel north on Wharf.
- Similarly it's not clear how a southbound cyclist will access the Fort St. bike lanes.
- I don't think any new on-street parking should be created. The space should be used for pedestrians.
- At Broughton I think you should get rid of the left-turn lane and the parking.

Cook St.

- I think the shared right-turns and the 2-stage right turn options are the best. For both, I would like to see properly designed barriers that slow and guide drivers to be respectful. Would the pedestrian crosswalks be relocated for the 2-stage option?
- I would like to see a bit of curb just south of Pakington where the bike lane becomes a shared lane. If the bike lane can be protected on both sides of the intersection it becomes more obvious for drivers to yield.

Humboldt

- For the 800 block are the 2 design considerations mutually exclusive? Perhaps both options can work together using just the pinch points.
- I think closing southbound movements makes the most sense, and then try not to do any of those complicated designs.

Thanks for all of your hard work.

Personal info

From: Personal info

Sent: Monday, December 11, 2017 11:51 AM

To: Engagement <engage@victoria.ca>

Subject: Feedback on bikelanes - 11 Dec 17

Hello

I didn't find a survey button, so I'll provide this feedback in an email.

In light of what I learned at the open house on the 7th December, I did my own tour of Wharf St. to Cook St. and would like to pass along the following...

1. Wharf Street

It appears to me that there would be significant advantages to having the bikelane run the east side of Wharf St. instead of the west side.

I heard one of the factors in this route was having the bikelane run closer to the water side (west) ... a perception it would be preferred by bike users! Presumably all bike users are supposed to be concentrating on what they are doing – ie cycling while paying attention, not admiring the view. So that should not carry much weight.

I do use this route on bicycle myself, Pandora and Wharf St.

The intersection of the bridge and Store/Pandora/Johnson would be far less complicated if the bike lane network made an immediate turn south at the corner near Swan's to then proceed down the east side of Wharf. This would minimize the issues of crossing traffic to and from the bridge.

On the plan the area near the Tourism Victoria Visitor Centre looked like an incomprehensible mess, figuring out how bikes would cross over to join up with Humboldt, especially when there is significant foot traffic to consider heading in every direction.

Somebody told me that the decision has already been made – that it will be west side of Wharf St. not east side. That seems most strange to me. Public consultation is then confined to exactly what? I cannot imagine that the west side is “cheaper” to implement than the east side, and certainly no easier for cyclists to navigate.

To be transparent I'd like to see both options (east vs west side of Wharf St) fully evaluated, costed and presented to the public. It appears to me that work is either not fully done, or is being deliberately hidden.

2. Humboldt - No problem along here. Humboldt is not a busy street so makes a good choice for bikelane consideration.
3. Intersection of Humboldt and Vancouver

Granted there is a slope from Humboldt up to Fairfield Road, but its pretty minimal, and getting from Humboldt to Pakington (50 metres?) – you've done half of it anyway. If the loss of parking and "all ages and abilities" are the two major reasons for Vancouver being discounted over Cook St., this is flawed thinking. Vancouver is not very busy for vehicles. I know because I take it most days in my cycle from Wellington Ave to join up with the Pandora bikelane. (My route is from Linden left onto Oscar, across traffic to Pakington, right on Vancouver.) Yes there would be a significant loss of parking along one side of Vancouver – *if its made into a dual way bikelane on the west side of the street.*

However, if existing vehicle lanes are taken away from Cook Street to accommodate bikes, all other streets will be impacted with increased vehicle traffic. My prediction is that it could get so bad that Vancouver becomes the preferred route of choice (over Cook st) and eventually at least one side of Vancouver would end up losing all its parking anyway to ease the additional traffic congestion, especially from Fort down Vancouver to Fairfield Road.

4. Cook St.

The discussion of options around motor vehicle turning options and accommodation of the bus were interesting. Both Option A and B looked pretty dangerous to me, and would result in additional traffic chaos and safety issues for all. Option C looked safest by far, but appeared like it was radically more expensive, and although the bar graph shows it being no less safe ... which I think is a mistake in the diagram explanation.

Unless there is a traffic light on any of the intersections with Cook St, any ability for vehicles to turn should be right turn only (between Fairfield and Fort). This was not addressed in the options which was a surprise to me.

Pedestrians and bikes could surely co-exist on Cook St. where the sidewalks currently are (Option D?). The biggest problem could be the hydro poles. Would there be a move to put those underground anyway? If not, is this a show stopper? The weaving bike lane scenario of Option C looks safer for bikes, but more than a little odd.

Another possibility – bikes on one side and pedestrians on the other. Pedestrian traffic from Fort St down to Fairfield Road is very light.

Loss of any traffic lanes on Cook St. is going to cause huge issues to traffic flow and safety for everyone.

So my suggestion here:

Re-open the discussion of Vancouver St vs. Cook St and concurrently expand the path of bikelane options to be the true full slate of options for both Vancouver and Cook.

I'd like to see a bikelane network that is well designed. What works in Bogota and Copenhagen may not be the best examples for us to be following. Go on Googlemaps and see for yourself!

I'd also rather see a measured approach with evaluation of phases of construction.

One problem on Fort Street is already apparent. The reconfigured parking lane created on the left side is so narrow, that an open passenger door from a parked vehicle extends dangerously close to the next lane of oncoming traffic!

There is no burning demand to have this network completed on some kind of aggressive timetable. I'm somewhat suspicious that the over-riding factor here is Council trying to ram all of this through before the next municipal election. A reckless idea that could result in

- 1) Council being punished for at the ballot box
- 2) Post-election the project will cease or aspects of it even be reversed (at additional expense)

This outcome would be a great shame. Looking forward to the next phase of public consultation, since the "expert" advice appears to be lacking a real-world understanding of our city's layout, and traffic flow awareness, both current and future.

Personal info

From: John Hicks [<mailto:jhicks@crd.bc.ca>]
Sent: Thursday, November 30, 2017 4:31 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: Kate Berniaz <kberniaz@crd.bc.ca>
Subject: Victoria AAA Network - CRD transportation feedback.docx

Hi Sarah,

Kate and I sat down today and went through the Victoria AAA Network Boards. I have attached some feedback for the team to take in to consideration.

It is great to see the Fort Street lanes coming along. With all of this new cycling infrastructure coming on line you might be able to beat out Oak Bay in the next census period...

John

This message is intended only for the use of the individual or entity named above, and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient or their employee or agent responsible for receiving the message on their behalf your receipt of this message is in error and not meant to waive privilege in this message. Please notify us immediately, and delete the message and any attachments without reading the attachments. Any dissemination, distribution or copying of this communication by anyone other than the intended recipient is strictly prohibited. Thank you. Please consider the environment before printing this email.

Feedback:

Victoria AAA Network – Feedback

Wharf

Segment A – Support for **A**- safer for pedestrians and cyclists; slows down cars coming off the bridge that are not expecting a 2-way bike way

Fort St- **A**- Fine; **B** – problematic to not have a dedicated left turn with the buses

Broughton – **A** – No reason to encourage left turning vehicles. They can turn at Fort.

Government – **A** – Remove slip lanes because of safety considerations. This intersection is the gateway to Victoria with high pedestrian volumes, especially visitors. It is worth spending the money to prioritize intersection improvements to invite tourists to downtown to spend money. See Downtown Victoria Association plans.

Humbolt

- We don't think this is corridor is AAA
- There are little change to road infrastructure
- What are the parking turnover expectations? This can have a huge impact on the actual and perceived safety on this corridor.
- We do not support advisory bike lanes in this situation – especially with parking on both sides of the road.
- Needs projected traffic volumes and speeds with interventions

Segment A – West of Douglas – **A** – Two-way provides better connection to Wharf St bike lane

- East of Douglas – support closing vehicle access and normalizing intersection; improve pedestrian safety

Segment B – This is not AAA; concerned about having parking on both sides; **A** – advisory bike lanes generally do not have parking, especially with turnover. **B** – Supportive if vehicle one way are yielding; not clear how it will work with vehicles; look at examples from England and Australia

Segment C

- This very challenging and unique
- support for D or A (is A decreasing vehicle movements and therefore reducing vehicle traffic?)
- On Pakington – remove parking on both sides of the street from the loading zone (1060 Pakington) to Cook to increase visibility

Cook

- Requires floating bus stops throughout
 - o It is a low volume bus route but when there is no bus the cycle lane is not protected which opens it up to parking/driving
 - o High volume of cars on this route mean that when there is a bus the bikes are stuck with nowhere to go
 - o Current design is not ideal of buses because they will have to merge out and into vehicle traffic
 - o Future bus transport could increase as Fairfield and this part of the Cook corridor develops
- High volume signalized intersection – Support A to ensure consistency within downtown core as to vehicle behaviour around protected bike lanes; C is not AAA
- Non-signalized intersections – Support C as safest for cyclists

Segment A

- Pandora and Cook – needs clearer transition between corridors, i.e. intersection markings
- Support painted bike lanes to Mason; safer for cyclists to remove the merge lane
- Support A for high volume signalized intersections

Segment B

- Bus stop concerns
- Non signalized intersections – C- safest for cyclists
 - o Restrict turning movements at these intersections to reduce conflicts i.e. do not allow straight through or right in/right out
 - o Very concerned about the shared right turn/bike lane that is not AAA on a high vehicle volume corridor

Segment C

- Bus stop concerns
- Very concerned about shared right turn/bike lane that is not AAA, especially at Fairfield
- Fairfield needs an extra level of protection because of vehicle volumes
- Pakington and Southgate
 - o Confusing comment
 - o Current dedicated right turn vehicle lane is challenging for cyclists

Other thoughts: Secure right of way and frontage improvements as development occurs on Cook

Good mornin ^{Personal info} and thanks for your insights on a diversity of issues related to the Cook Street bike lanes.

My apologies for not being able to continue the tour south of Fort Street, I'm sure there were many more interesting discussions you had with Brownwyn on the lower portion of Cook Street.

As with all content received through this early engagement phase the City will take all feedback into account when advancing the design drawings.

Thanks again for your comprehensive comments!

Tim.

From: Personal info

Sent: Friday, December 8, 2017 2:39 PM

To: Timothy Hewett <THewett@victoria.ca>

Subject: Follow up to December 7 Cook St. bike lane walking tour

Dear Timothy Hewett

Are you the male staff member that participated in yesterday's walking tour of the Cook to Packington corridor? If so...

To further our conversation about how transit can never be a healthy alternative for people with allergies, asthma and related health conditions, I provide the following source on pet allergens. There are other similar studies I could dig up

<https://www.ncbi.nlm.nih.gov/pubmed/10696858>

Occurrence of dog, cat, and mite allergens in public transport vehicles.

[Partti-Pellinen K1](#), [Marttila O](#), [Mäkinen-Kiljunen S](#), [Haahtela T](#).

Author information

Abstract

BACKGROUND AND METHODS:

Helsinki City Transport buses, trams, and underground trains carry 687,000 passengers on a weekday. Of the passengers, 0.13% travel with a pet. We interviewed passengers and measured allergen levels in vehicles to determine what difficulties allergens cause to passengers with allergy and asthma.

RESULTS:

Of 2,021 interviewed passengers, 14% complained about inconvenience caused by pets, usually health problems. Of 324 adult passengers with allergy or asthma, 53% had experienced symptoms in public transport; the corresponding figure for 75 children was 32%. The median concentration of the main dog allergen, Can f 1, in dust from seats and floors in public transport vehicles was 2,400 ng per g of dust (range 20-8,500 ng/g). For the main cat allergen, Fel d 1, the median was 870 ng/g (range 3-2,600 ng/g). These levels can be regarded as low or moderate, and they cause symptoms in sensitive persons. Concentrations of mite allergens were undetectable or low. Allergen levels were lower in vehicles where pets were not allowed than in vehicles where pets were allowed, lower

in dust from uncovered seats than in dust from seats with a covering, and lower after cleaning vehicle floors and seats than before cleaning.

CONCLUSIONS:

Dog and cat allergens are present in public transport vehicles in Helsinki at levels that cause symptoms in sensitive persons. Prohibiting pets would probably bring only a modest reduction in levels, as few pets are carried, and much allergen contamination comes from passengers' clothes. Local buses I have seen have upholstered seats, and these are allergen traps.

We also spoke about how particularly the internal environment on buses during morning commute hours can be toxic, because generally, riders have recently showered, styled their hair, applied perfume, makeup and put on clean clothes, the majority of which are associated with scented products, and these scents are still off-gassing.

My comments apply to all forms of shared transport, including ride-sharing coops like MODO, cabs and even accepting rides from friends. For instance, I can't ride in my sister's car, due to her dog and the large amount of dander present even if the pet is not in the car at the time. I have conducted research on car share programs and none reserve pet-free vehicles and there are no scent reduction policies or limitation on food being brought into the vehicles. Taxis generally have very strong scent introduced by tree-shaped air fresheners (or more aptly, "artificial scent dispensers") and with very limited exceptions for allergic drivers, they must accept assistance animals. Thus, if I require a vehicle, I require my own private one.

I also find it very difficult to ride a bike for errands. I never know if I will be exposed to allergens in a store or other destination and therefore become physically unable to ride home. I may be short of breath, experiencing low blood pressure, and have a distracting headache and sinus pain. In fact, I am very likely to be exposed to allergens and experience a reaction, given that there are no regulations (except for food service facilities) prohibiting pets in businesses and facilities, including City Hall, and no City regulations requiring warnings at entrances that the premises are pet-friendly (i.e., "me unfriendly").

So, it needs to be recognized that not everyone can avail themselves of options to the car and that those of us who use private vehicles when we cannot walk do try to limit our use. We are disadvantaged when the new biking networks result in congestion. There are many people with more obvious types of disabilities who require vehicle transport and may require specialized vehicles. As bike networks are expanded, accessible parking (previously referred to as Handicapped parking) must be retained or relocated to equally convenient locations.

I would also like to report that your colleague and I continued the walking tour to Quadra, and we discussed the issue of increased risk of conflict between the increase bike traffic and vehicles, especially when residents pull their vehicles out of driveways without being able to see approaching bikes through parked vehicles. Those streets are not well-lit, especially the Quadra/Vancouver block of Humboldt. Yet current means of improving lighting could have negative impacts on residents. Some creative problem solving workshops that involves affected residents might be helpful in addressing this risk. I feel for those residents who will soon be faced with greater risk of injuring someone, which could have disastrous financial and psychological impacts, not to mention the impact on riders.

I continue to have concerns that the Cook St. bike lane project stops short of the Cook St. Village, when there is an attractive recreational and cycling destination at the foot of Cook St. This is likely the section that has

the highest potential conflict between types of road users. I don't actually advocate that the village become an official bike route, but I think that a signed Cook St. Village Bypass Route might help, and believe that measurement of bike traffic through the village should be part of the project plan, both before and after the Pandora/Humboldt section is built.

I also hope that the project plan has traffic movement studies that will determine before and after travel times (if it is possible to remove the variable of the Cook and Fort Street development delays). I hope that one of the takeaways you had from the walk-through was to ask other departments to do what they can to monitor and enforce land closure rules on that development.

I thank you for the opportunity to participate in this event and I think that field trips are the best way to move from the theory to practice.

Best, **Personal info**

Personal info

From: **Personal info**

Sent: December 12, 2017 10:48 PM

To: Engage <engage@victoria.ca>

Subject: Proposed Humboldt Bike Lane Design

I am writing to provide my feedback on the proposed design options regarding the Humboldt Street Bike Lane.

First, let me say I appreciate and support all the work staff and council are doing to implement separated bike lanes. I know they have come under a lot of criticism, but I think this network is needed and is the right thing to do to build a sustainable city.

With regards to Humboldt Street, this has recently become my daily commute - my office was moved to Capital Park in September and I have now been riding that route for three months. It's been an eye opening experience to say the least - one in which you must always be on your game in order to watch for drivers, pedestrians crossing the streets (both in and out of crosswalks) as well as cyclists of all types and speeds. To be honest, that stretch of .5 a

kilometre is the worst in my 10 km commute, and I think separated bike lanes will be a welcome addition. That sentiment is echoed by many of my cycling colleagues.

I like the general approach to the design, but did see a couple of major concerns raised by the proposed plan:

- I was shocked to learn that you plan to mix cyclists and pedestrians near Fort Street/Customs House. In my view, that is a recipe for disaster – particularly during the busy Summer tourist season. Wharf Street is already a challenging bottleneck of different types and speeds of cyclists coming off the Bridge in that area – it's not uncommon to have to make your way past slow cruisers and cargo bikes. The last thing we should be doing is intentionally mixing that in with tourists and pedestrians who will be all over the common path. Images of the disaster that is the NYC Brooklyn Bridge bike lane (completely filled with pedestrians) comes to mind. If you do that, not only will there be accidents, but you will drive the cyclists onto the roads in frustration, defeating the purpose of bike lanes. Surely a better option can be found such as separating bikes to one side of the road and pedestrians to the other? If no other design can be found, then you need to leave ways for cyclists to enter and exit the lanes to avoid that stretch by riding with traffic.
- The intersection at Belleville Street also poses some interesting challenges. I like the options that simplify the left hand turn and the number of lanes onto Belleville (when travelling South on Humboldt) – aesthetically it looks simpler and I imagine it would be less complex to navigate. But I notice that the proposal streams the bike traffic apart from car traffic and through a pedestrian area at the Info Centre. On top of that, there would be at least one or two pedestrian crosswalks across that. The Info Centre is already a high conflict area with large number of pedestrians who are on the sidewalks and often step out into the road against signals (and I've only lived it first hand in the offseason). Running bike traffic through the middle of that (and having uncontrolled crosswalks across the bike lanes) is a recipe for conflict and accidents. I'd prefer to be kept closer to the traffic and away from the pedestrians through that location.

Thanks for the opportunity to provide input into the design.

Personal info

-----Original Message-----

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]

Sent: Saturday, November 25, 2017 4:12 PM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General Inquiry

From: **Personal info**

Email :

Reference : <http://www.victoria.ca/EN/main/residents.html>

Daytime Phone : **Personal info**

Hello! Our family has recently transitioned to cycling and public transit from owning a car and living in Victoria has made this relatively easy to accomplish. With that said, I m wondering if improvements are in the works for the bike lane on Gorge Road East? A member of my family was struck by a car on his morning commute this week because the car did not think to check for cyclists. I m not sure if some green paint could be applied to the path at these more dangerous conflict zones or maybe more signs warning motorists coming out of the parking lots directly off of gorge road east where there are the narrow bike lanes.

Thank you so much for every improvement the city is making to the cycling infrastructure. I m so grateful to live in this beautiful city.

Personal info

From: **Personal info**

Sent: Friday, December 15, 2017 2:38 PM

To: Sarah Webb <swebb@victoria.ca>

Subject: Re: Thanks!

Hi Sarah,

Sorry this reply took long, I kept opening up the links on my phone and squinting at them, and then finally abandoned that plan for larger-screen viewing. Thanks for sharing – so interesting to see what’s cooking. So many high profile PBL projects going on/coming up simultaneously, huge kudos to you + your team! I know many munis wind down construction projects in election years, but Victoria keeps on motoring! Here are some of my own thoughts, with the disclaimer being I’m a resident who hasn’t lived or biked here too long, thus still just getting to know your road network:

- **Wharf** (Personally quite excited about this one).
 - JSB bridgehead - "normalized intersection" gets my vote from a ped/cycling sightlines+safety perspective. That said, I’ve seen the channelized intersection approach actually work not bad in Vancouver (Cambie Bridge & 2nd ave), with good markings for crosswalk + elephants feet, yield signage etc .
 - Fort intsn – Option A seems preferable and 4m is quite healthy, esp. if large bike/ped volumes expected. I can see this working best with good bike/ped pavement markings to indicate it’s a mixing zone. (Olympic Village Station in

Vancouver has a large ped/cycling sidewalk mixing zone - it works, though cyclists need to be visually reminded to slow down & yield. They're testing measures like little rumble-like strips etc to remind cyclists they are entering mixing zones). The northbound turning pocket here fits nicely, but southbound cyclists turning left onto Fort is tricky. The best example I've seen is Hornby/Helmcken in Van, but its still awkward...that classic transition between 2 bidxnl PBLs can be so crunchy depending on ROW.

- Government Street – love scenario A. Good placemaking opportunities too with all that reclaimed space.

- **Humboldt** - I'm no pro on advisory lanes, but if traffic calming, turning restrictions, design measures etc bring vehicle speeds to somewhere below 30 km/hr and south of 1,000 vph to keep AAA, then seems an interesting concept

- **Cook** Everytime I'm on this street, I think how ridiculously wide it is (for what seems like pretty low vehicle volumes?). So glad it's getting some bike love.

- Segment A – Cast my vote for protected signal phasing, though the highest pricetag. I've noticed that with signal phases on Pandora, bike signal goes, while right-turning vehicles wait, then the right-turn phase is activated and bikes stop (I've only experienced the reverse).

- Segment C/E – Consideration A works but that fear of right-hooks. Two-stage right would be sweet, if \$/space no object.

Well, I'm no transportation design engineer so all input is to be taken with a grain of salt – I also have only Vancouver to refer to but there are many other cities testing out PBL designs now (Calgary, Edmonton, Winnipeg) sadly I'm less familiar with. At any rate, good luck with all this work and I hope you get some good r&r over Christmas!! Hopefully I can hit up a 2018 open house at some point :)

Happy weekend !

Personal info

On Thu, Dec 7, 2017 at 3:20 PM, Sarah Webb <swebb@victoria.ca> wrote:

Personal info

Great to hear from you! Congratulations on the **Personal info** position. **Personal info** are both awesome and you will be in good hands ☺

Would love to get your feedback on the emerging designs for Cook, Humboldt and Wharf streets – if you have a bit of time, check out the digital story boards on our website www.victoria.ca/cycling

Let's stay in touch,

Cheers

Sarah

From: Personal info

Sent: Thursday, December 7, 2017 1:09 PM

To: Sarah Webb <swebb@victoria.ca>

Subject: Re: Thanks!

Hi Sarah,

Just touching base with you again, as I wanted to thank you once more for treating me (agh!!) out for coffee back in October. At the time I was preparing to interview for a job with Personal info and you were so helpful to provide me with some tips regarding the organization. Well I started working at Personal info, so all went well! I'm not working as much on the is and through her I will be getting familiarized with local Personal info.

Anyways, hope you are well as the Christmas season rolls upon us! All the best with the Fort Street project and the multiple other ones you are leading. Exciting to see all this new bike infrastructure in Victoria just as I moved here!

Cheers,

Personal info

P.S. Before I started work at Personal info

. So much dockless bike share there, and its used everywhere by everyone (it seemed). Victoria is definitely ahead of the curve in North America for having it already :)

On Tue, Oct 3, 2017 at 3:34 PM, Sarah Webb <swebb@victoria.ca> wrote:

With appreciation!

Lovely to meet you as well – looking forward to hearing how it goes

Best regards

Sarah

From: Personal info

Sent: Tuesday, October 3, 2017 3:07 PM

To: Sarah Webb <swebb@victoria.ca>

Subject: Thanks!

Hi Sarah,

Thanks again for taking time out of your very busy schedule to meet with me! I enjoyed hearing about the whirlwind of project work going on in Victoria and your own experiences with the City and CRD.

Thank you also for the encouragement re: Personal info and I'll keep you posted on if it pans out!

I look forward to when our paths cross again... and next time the coffee is MOST DEFINITELY on me - promise!

Enjoy the long weekend Personal info ...that place needs to feel the love and people to have fun again. Enjoy , the coolest.

Cheers,

Personal info

-----Original Message-----

From: **Personal info**

Sent: Sunday, December 17, 2017 11:28 AM

To: Engagement <engage@victoria.ca>

Subject: Fort St bike lane beyond Cook

Hello,

The protected bikes lanes look good - keep up the good work!

With the protected bike lane on the north side of Fort from Wharf to Cook and the existing bike lane on the south side of Fort beyond Cook, where and how will cyclists continuing up Fort switch sides to the south side?

Thanks-

Personal info

From: Sarah Webb

Sent: Monday, December 18, 2017 2:41 PM

To: infovictoria@skanda.ca

Cc: Engagement <engage@victoria.ca>

Subject: FW: fort street

Hi Mary,

Thanks for your note and question regarding the new taxi zone in front of your business at 1033 Fort Street.

These new spaces are in fact *dual taxi / fire hydrant zones*. You will see a number of them in the downtown core – they provide added space for taxi loading and cueing in a location that would normally be restricted for emergency vehicles.

We can appreciate that any construction activity and changes to travel routines can be a challenge for customers.

As you may be aware, the design for Fort Street retains 95% of all on-street parking but during the construction phase we do use some of these spaces. We understand that it may have been harder for customers to find an on-street stall during the height of activity this fall. As indicated in the email below

the works East of Blanshard Street will be largely complete by the end of this year so hopefully this will provide consistency back in place for your customers.

I also left you a voice mail today – please do not hesitate to call me back if you have any other questions.
Kind Regards,
Sarah

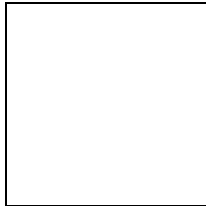
From: Info Skanda [<mailto:infovictoria@skanda.ca>]
Sent: December 15, 2017 4:19 PM
To: Engagement <engage@victoria.ca>
Subject: fort street

I would like to let you know I have had so many emails from clients saying they came to shop at our store, and couldn't find any parking so didn't come in. This cycle project has really impaired our business!!

Also, why 2 taxi stalls right out front of the store, why not parking spots. We never had taxi spots before!!

I believe this to be a big mistake for a lot of small businesses on our street.

Thank you.



MARY WAKEFIELD | Jewellery Designer

1033 Fort Street, Victoria, BC V8V 3K5

P 250.475.2632 **F** 250.475.2631

skanda.ca[Facebook](#)[Pinterest](#)[Instagram](#)

From: Sarah Webb
Sent: Thursday, December 28, 2017 4:35 PM
To: **Personal info**
Cc: Engagement <engage@victoria.ca>
Subject: RE: STOP THE BIKE LANES

Hi There,

Thank you for your email about the bike lanes – we apologize for the delay in our response but appreciate you taking the time to write in.

In May 2016 City Council approved a network of safer, comfortable and connected bike lanes in the downtown core. Safety is one of the biggest concerns for people riding bicycles downtown and

protected bike lanes help to provide a dedicated space to support those who already ride and attract those who want to ride more often. The 2016 census data, which was released by the federal government in November 2017, continues to show growth in cycling, walking and public transit – not only in Victoria but across the country in cities both large and small.

The current development market means that there is significant construction activity in the downtown core.

On Pandora Avenue, for example, there are two major development sites (at Vancouver and at Douglas) which regularly require temporary lane and parking restrictions to accommodate construction. When these projects are completed, the travel lanes, extended turning lanes and on-street parking will be reinstated. Similarly, traffic flow is expected to improve with the opening of the Johnson Street Bridge when two lanes will be available for west-bound traffic compared to the single lane which has been in operation for the past 20 months. For clarification, BC Transit has always had in-lane stopping on Pandora Avenue. The bike lanes did not change this.

The City recognizes the importance and value of on-street parking. One of the key design criteria for these projects is to maintain as much on-street parking as possible – for example, the Fort street project retains 95% of on-street parking.

City staff continue to monitor the traffic movements along Pandora and in the downtown core. One of the 2018 projects is to update traffic signal timings and coordination in the downtown core. The last time this was done was nearly ten years ago and there have been a number of land use and road way changes since this time.

Pandora may not seem busy in the colder and rainy winter months, but is currently averaging 1300 trips per day since opening in May 2017. You can view ridership information at:

<http://www.victoria.ca/EN/main/residents/transportation/cycling/biketoria-pandora-ave.html>

We are currently engaging the community on the next corridors to be built along Wharf, Humboldt and Cook Streets and invite you to review the designs and provide feedback on them here:

<http://arcg.is/2B7wKhV>

Should you have any further questions, please do not hesitate to call me.

Kind regards

Sarah

Sarah Webb
Active Transportation Project Management Specialist
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
250-361-0482



From: Personal info

Sent: Thursday, November 30, 2017 8:50 AM

To: Engagement <engage@victoria.ca>

Subject: STOP THE BIKE LANES

Hi,

I strongly believe the bike lanes cause more of a headache for drivers, and there are more drivers in the city than cyclists. I do not think the downtown Victoria core has enough cyclists for bike lanes. I drive down streets with bike lanes several times a day and also in the evenings and I see that the lanes are predominantly empty. The construction trouble alone is ridiculous for drivers and frankly, not worth the time, money & headache, for a few cyclists. Pandora street is incredibly messed up ever since the bike lanes, especially around rush hour. It is way to small now, and the bus stop takes up a whole lane, creating a major line up and traffic jam. Plus, there is now barely any street parking on Pandora, and the downtown core is lacking parking in a big way. I hear the next plan is to put bike lanes on Wharf St. Can you not see how small and crowded wharf street is? Construction will greatly affect traffic and it will be unbearable, all for a few cyclists. This is not Vancouver or Portland, we do not have enough cyclists for bike lanes, and Victoria does not need them, so please do not build anymore, or find a better way to deal with the traffic and construction time. Also, PLEASE fix Pandora. How does it make sense to have a bus stop take up a lane of a very busy 2-lane street?

These opinions are shared by many drivers around me.

From: Personal info

Sent: Sunday, December 31, 2017 5:04 PM

To: Engagement <engage@victoria.ca>

Subject: Tree Removal on Fort St & Plastic bag ban!

Dear City Hall & it's Counsellors,

I have been enjoying Victoria as my home for 24 years now. I know why people love it here – but am wondering if you do? It's not about high rises and bike paths that are destroying beautiful tree lined streets in Downtown Victoria.

Let me explain. I lived on Southgate St for just short of 15 years, until I was 'renovicted'. It was from this experience that I have since had to leave my beloved Fairfield area. But that's another story for another time.

I love how Victoria has sunshine on the streets of downtown. I love the tree lined streets, especially when they come to bloom in the Spring. On a recent visit to the Bay Centre, I was sooooo distraught to see signs on the trees lining Fort Street, advising people that those trees were going to be removed for the upcoming bike paths. This is appalling, I must say, and cannot believe people are not against this horrific decision!

Now to hear of wanting to ban plastic bags....so just how am I supposed to get my garbage into the dumpster when I re-use every single plastic bag received with my groceries, or store purchases. I cannot understand this even being considered. It just means I have to pay to buy plastic bags to use for garbage & to use when I transport things from one place to another.

City Hall, you have already transformed downtown to a deplorable state with all of the constructing of the high rises. These will be permanent structures. But to remove all these beautiful trees for more cement curbed bike paths is a mark I truly wish you would NOT proceed with in our beloved downtown areas.

I am more than disappointed at the decisions being made 'downtown'.

Personal info



Virus-free. www.avast.com

Hi Personal
info

Thank you for your email and support for accessible on-street parking.

In the downtown core, we have standard wheelchair letdowns at every intersection corner and at mid-block crossings. Generally, accessible parking stalls are located at the end of on-street parking rows, close to intersections with curb cuts to allow those with wheelchairs or mobility aids to mount the sidewalk. As a part of parking management operations, the City explores a number of issues including barrier-free parking.

Here is a link to the parking page

<http://www.victoria.ca/EN/main/residents/parking/disabled.html>

If you are referring to new parking alignments associated with protected bicycle lanes in the downtown core, yes this is also something that we are exploring for implementation. There are design treatments we can use to provide grade-raised portions to provide a level transition from on-street stalls to the sidewalk over the bike lanes.

The City has an Accessibility Working Group that provides guidance, support and ideas on different accessibility issues and we also include opportunities for staff from the Victoria Disability Resource Centre to participate in design reviews for major capital projects. Here is our general website reference: <http://www.victoria.ca/EN/main/residents/about/accessibility.html>

We appreciate you taking the time to write to the City of Victoria. Please let us know if you have any other questions,

Kind regards

From: Ryan Shotton

Sent: Tuesday, January 2, 2018 10:13 AM

To: Sarah Webb <swebb@victoria.ca>

Subject: FW: cutaways for wheelchair access

One more below. It doesn't specifically reference the bike lanes, but I feel like that's what they're asking about – thx

Hi **Personal**
info

Wheelchair letdowns to allow for access to sidewalks are part of the designs for the protected bike lanes and all around the city. The City has an Accessibility Working Group that reviews the designs and offers feedback around creating a barrier free parking so that people can still gain access to sidewalks from parking spots safely. If you have any other questions, please let us know.
thanks

From: Engagement

Sent: January 2, 2018 8:57 AM

To: Ryan Shotton <rshotton@victoria.ca>

Subject: FW: cutaways for wheelchair access

From: **Personal info**

Sent: Monday, January 01, 2018 4:13 PM

To: Engagement <engage@victoria.ca>
Subject: cutaways for wheelchair access

Hello,

Can you please advise if there will be wheelchair access from the parking spots up onto the pedestrian sidewalks all along the street? It is very dangerous for wheelchair users to have to travel along car lanes until they find a cutaway/ramp to get up onto the sidewalk. I did not see anything on your website about accessibility.

Thank you.

Personal info



Virus-free. www.avast.com

-----Original Message-----

From: Public Service Centre - Internet email
Sent: Tuesday, January 02, 2018 3:58 PM
To: Personal info
Subject: RE: General Inquiry

Hi Personal info

Thank you for contacting the City of Victoria. If you would like to give formal feedback to the Mayor and City Council, you can send your thoughts to mayorandcouncil@victoria.ca. I have forwarded this email to our Engagement Department.

Kind Regards,

Public Service Representative
Finance Department
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0224 F 250.361.0317

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]
Sent: January 2, 2018 11:15 AM
To: Public Service Centre - Internet email <publicservice@victoria.ca>
Subject: General - City of Victoria Feedback Form

You have received an email from **Personal info** via the City of Victoria website feedback form

Name: **Personal info**
Email:
Topic: General
Phone: **Personal info**
Address

Message: I used to be a bicycle rider, until illness caused permanent mobility issues, so I know how important it is to have safe bike lanes. However, I read an article in the paper about plans to reduce the angle parking on Dallas Road, near Ogden Point. Please do not do this! The existing spots are almost always full now. When their number is reduced, it will mean having to park further away, possibly a considerable distance. For me and others with mobility issues, this is a problem. I love to walk on the breakwater, but have limited "steps" in my legs, and don't want to use them up before I even get to the breakwater! I

There are many other people in Victoria with mobility issues, and we would like to have an accessible city.

Please leave the parking spots alone, and do not reduce their number. Thank you.

Date: Tuesday, January 2, 2018 11:15:18 AM

From: **Personal info**
Sent: Friday, January 05, 2018 1:24 PM
To: Engagement <engage@victoria.ca>
Subject: More bike lanes please!

Please protect the Cook Street bike lane and ensure that it is completely protected from vehicles.

We need protected bike lanes everywhere in Victoria and in all municipalities so there is an interconnected network. Investing in the bike infrastructure is hugely important to the

future sustainability
of Victoria.

Personal info

Victoria BC

Dear Personal info

Thanks for sharing your feedback about the CRD force-main project and designs for the associated off-street bike lane. You will be pleased to note that after receiving direction from City Council in December 2017, the CRD has developed updated concept drawings which retain the angled parking on Dallas Road near the Ogden Point Breakwater.

You can find out more about the updated designs and provide any further comment through their website at:

<https://www.crd.bc.ca/project/wastewater-treatment-project/news-and-information/public-meetings>

-----Original Message-----

From: webforms@victoria.ca [mailto:webforms@victoria.ca]

Sent: January 1, 2018 9:33 AM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General Inquiry

From: Personal info

Email

Reference : <http://www.victoria.ca/EN/main/city-hall.html>

Daytime Phone : Personal info

i cannot believe that lisa helps is planning to put a bike lane on dallas road . this will take away 60 Odd parking spots, does she know that all those spots are used every da with people coming down to walk around on the breakwater and enjoy the views. what is she thinking if she figures they will bike down to dallas she is mistaken. we live on dallas and the place is alive with people .

taking the parking away will stop a lot of elderly people from using the breakwater, after 500 thousand was spent to make it safer. the woman is out of control, also u wanted ways to spend 50 thousand , how about we by the mayor a new bike and a map and supplies and send her back east. have a great day happy new year

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure

under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at publicservice@victoria.ca. Thank you.

IP Address: **Personal info**

Dear **Personal info**

Thanks for sharing your feedback about the CRD force-main project and designs for the associated off-street bicycle lane.

We acknowledge that not everyone has the ability to ride a bike and that many people drive to Dallas Road to enjoy the waterfront views near Ogden Point. While the City is making investments in bicycle infrastructure, we also continue to support public transit, pedestrian and road rehabilitation projects to help personal and commercial vehicles move throughout the city.

You will be pleased to note that after receiving direction from City Council in December 2017, the CRD has developed updated concept drawings which retain the angled parking on Dallas Road near the Ogden Point Breakwater.

You can find out more about the updated designs and provide any further comment through their website at:

<https://www.crd.bc.ca/project/wastewater-treatment-project/news-and-information/public-meetings>

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]

Sent: January 2, 2018 11:15 AM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General - City of Victoria Feedback Form

Personal info

You have received an email from **Personal info** via the City of Victoria website feedback form

Name: **Personal info**

Email:

Topic: General

Phone: **Personal info**

Address: **Personal info** Victoria BC

Message: I used to be a bicycle rider, until illness caused permanent mobility issues, so I know how important it is to have safe bike lanes. However, I read an article in the paper about plans to reduce the angle parking on Dallas Road, near Ogden Point. Please do not do this! The existing spots are almost always full now. When their number is reduced, it will mean having to park further away, possibly a considerable distance. For me and others with mobility issues, this is a problem. I love to walk on the breakwater, but have limited "steps" in my legs, and don't want to use them up before I even get to the breakwater! I

There are many other people in Victoria with mobility issues, and we would like to have an accessible city.

Please leave the parking spots alone, and do not reduce their number. Thank you.

Date: Tuesday, January 2, 2018 11:15:18 AM

From: **Personal info**

Sent: January 13, 2018 7:20 AM

To: Engagement ; mayorandcouncil@victoria.ca

Cc: Greater Victoria Cycling Coalition

Subject: Dallas Road Bike Lanes and Infrastructure Improvements

Dear Mayor and Council,

I'm writing to provide support to the concept of protected bike lanes and pedestrian improvements along Dallas Road.

The popularity of Dallas Road for residents and tourists alike is undeniable, though, I think this is more of a function of its natural beauty than people-centred design. Improving the infrastructure for pedestrians and cyclists should be a top priority.

Parking and access to the area for drivers also needs to be recognized and accommodated. I'm confident that the City has the leadership and staff to develop creative options that can accommodate the various interests. In working towards accommodating everyone please don't lose the vision of making the area accessible and prioritized for sustainable transport and recreation (walking, biking).

I have a young family and seek out opportunities to recreate together. I'm looking forward to taking my family on Dallas Road and for it to be safe for them to experience the joy and practical benefits of cycling. That's the thing.. great recreational cycling routes build confidence to take advantage of cycling infrastructure throughout the rest of the city as well.

Sincerely,

Personal info

operty in the City of Victoria)

Hi **Personal info**

Thanks for your email regarding the status of the Cook Street protected bike lane design.

The City is in the process of reviewing all the comments and feedback we collected on the emerging concepts including the idea of shared mixing zones between bikes and transit vehicles.

We will continue to engage with service providers and agencies like ICBC to complete technical assessments of different design treatments. Staff will bring forward a final design recommendation to council later this spring that best balances road user needs and provides a safer cycling experience.

Thank you again for your feedback - we will add you to our direct contact list so that you can stay apprised of project updates and milestones.

From: **Personal info**

Sent: January 14, 2018 6:45 PM

To: Engagement <engage@victoria.ca>

Subject: Buses pulling into bike lanes

Has there been clarification on this issue on Cook street?

This is a major safety concern.

Regards,

Personal info

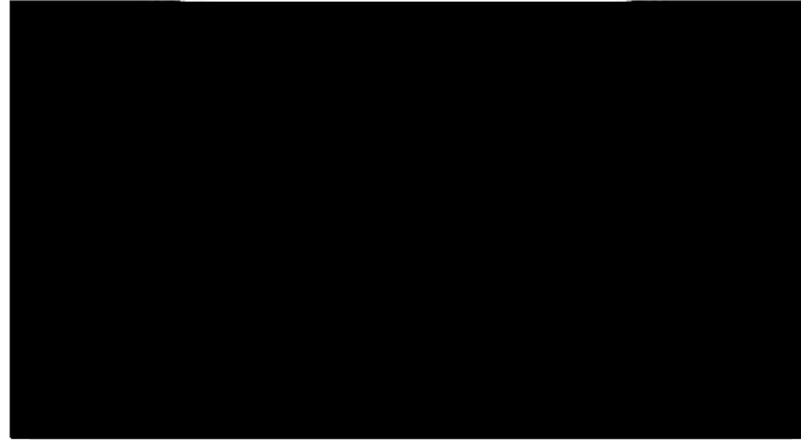
From: **Personal info**

Sent: January 17, 2018 11:17 AM

To: Engagement

Subject: Please abandon Cook St bike lane project

[Comment: Proceed with caution on Cook St. bike lanes](#)



[Comment: Proceed with caution on Cook St. bike lanes](#)

Victoria city council plans to move ahead this year with the most disruptive part of its downtown bicycle network — turning both curb lanes of Cook Street into protected bicycle paths. In doing . . .

From: Personal info

Sent: January 13, 2018 6:46 AM

To: Engagement

Cc: Greater Victoria Cycling Coalition

Subject: Re: Bike Lanes on Wharf, Humboldt and Cook

Dear Mayor and Council,

I'm writing regarding the city's upcoming plans to expand protected bike lane infrastructure - I am in strong support of these plans and commend the city for its vision, leadership and commitment to sustainable and active transportation.

My perspective is informed by my story - I've bike commuted as a single adult and with young kids in a bike trailer along wharf street for over 5 years. It hasn't always been easy, particularly on wharf street and it takes more dedication and constant attention-to-safety to bike this stretch than it ought to.

I've recently relocated with work to Capital Park (behind the legislature) and am one of the many cyclists that are keenly waiting for the Johnson Street bridge and Wharf Street improvements. It will truly be an AMAZING improvement in many people's cycling experience when those projects are completed.

I also have a child attending South Park School and our preferred way of commuting to and from school is by bike so these infrastructure improvements also support our current and future family travel plans which reduce vehicle congestion and associated safety risks to children in and around the school.

Beyond my own direct interest in improved cycling infrastructure I am really excited about seeing the increased use of bicycles as a sustainable, reliable and realistic transportation option. Victoria has a great climate for cycling and there is no doubt AAA cycling infrastructure will make this transportation option available to a new and growing cohort of people from various ages and abilities.

Thank you once again for your vision and leadership.

Personal info

(work and own property in the City of Victoria)

From: Personal info

Sent: February 5, 2018 8:43 PM

To: Victoria Mayor and Council

Cc: Engagement

Subject: Re: Email to Mayor and Council RE: Cook Street protected bicycle lanes will be a disaster for Vancouver Street and for Fairfield/James Bay residents

Thanks for the note.

It's all very well that council voted in May 2016 for the Cook street bikeways now they have an opportunity to change their mind in 2018 and fix the issue by making Vancouver Street your AAA route. North Park and Cook Street villages can be linked via Vancouver Street instead of Cook. Topography on Vancouver Street is only slightly more challenging than Cook. And

parking concerns on Vancouver Street are bogus since the west side is already a no parking zone (except on Sunday).

And thanks but no thanks, speaking to those folks in the engineering and public works (e.g. at the open house) about this is like trying to convert a religious zealot to atheism.

As for modelling? Send someone out to Cook street when construction of the building at Fort Street closes 2 lanes. There you will find a real time, real life example of the traffic disaster that will ensue if 2 lanes on Cook are removed.

Regards
Personal info

On Feb 5, 2018, at 11:45 AM, Victoria Mayor and Council <mayorandcouncil@victoria.ca> wrote:

Dear Personal info

Thank you for your email regarding cycling in Victoria. Your email has been shared with Mayor and Council and with staff in the Transportation Division.

In May 2016 Council approved the All Ages and Abilities (AAA) Bicycle Network. Both Cook and Vancouver were identified as AAA candidate corridors as a part of the network development process, however, Cook Street (Pandora and Pakington) was adopted as the priority corridor. This was primarily due to its direct connection to village centres, on-street parking impacts, and topography.

Of course the goal of any AAA bicycle project is to achieve safety objectives while balancing the needs of all road users, including motorists. Staff developed the emerging design concepts for Cook Street in fall 2017. After completing the initial phase of engagement, staff are now continuing the process of further analysis on both direct and adjacent impacts. Staff will provide updated considerations including traffic modeling results as well as parking, tree and transit related impacts, and potential underground infrastructure or public realm synergies to Council as a part of the next milestone. Implications and options are always provided for their consideration and feedback from stakeholders, like yourself, will be included.

We are glad to hear you are supportive of cycling infrastructure and agree that management of vehicle traffic is an important factor in making decisions to locate AAA routes. We will add you to our stakeholder list so that you can be notified of project updates directly and can continue to participate in design related discussions and consultation for the bicycle network. Should you have any further questions, please do not hesitate to contact Sarah Webb in Engineering & Public Works at 250-361-0482.

Thank you for taking the time to share your thoughts with Mayor, Council, and the City of Victoria.

Sincerely,

Lacey Maxwell
Correspondence Coordinator
Mayor / City Manager's Office

City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: Personal info

Sent: December 27, 2017 10:07 PM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Cc: Personal info

Subject: Cook Street protected bicycle lanes will be a disaster for Vancouver Street and for Fairfield/James Bay residents

Vancouver Street, once a traffic quiet residential street sandwiched between the busy Quadra and Cook Street thoroughfares has become clogged with more and more traffic over the years. Vancouver is the natural bicycle corridor from the Cook Street Village north to downtown and beyond. Control and reduction of motor vehicle traffic on Vancouver should be encouraged between Southgate/Pakington and Meares (with roundabouts like Obed Street in Saanich for instance) and bicycle traffic promoted there instead of Cook Street.

The fact is the existing four lanes of Cook from Fairfield Road to Pandora provides relatively uncongested ingress and egress for residents of Fairfield and James Bay to access destinations outside the central core. If two lanes are eliminated from Cook those residents (and government workers) will no doubt shift vehicle traffic to Vancouver Street in order to avoid the busy central core and the two lane madness that Cook will become. Has the City even contemplated this scenario?

I generally support better cycling infrastructure-- I am a lifelong cyclist but I also drive a car and live in the Cook Street village. The use of Cook Street as planned will be an unmitigated disaster. It just makes no sense whatsoever and I urge you to reconsider.

Reagrds

Personal info

-----Original Message-----

From: Personal info

Sent: February 12, 2018 10:58 PM

To: Engagement <engage@victoria.ca>

Subject: Haultain and King Cycleway

Hello,

The proposed biketoria strategy looks great! Thanks for all the work done on this to date.

I'm not sure where it's at in terms of selecting / implementing the various options, but for the Haultain and King route I strongly endorse option 1 - the neighborhood greenway.

I live just off haultain on Avebury and, I like a number of other cyclists, use the 'cycleway' a lot. However, the road is quite narrow (lots of parked cars) and features a constant stream of traffic with the #22 bus frequently traveling up and down the road. The volume of traffic makes it's not suitable for younger cyclist to use. While the buses which travel up and down the road quite quickly (~45mph) and cause noticeable vibrations in my home off haultain. The current road infrastructure is not capable of adequately supporting the busses traffic or conducive to a shared cycleway.

As a result I'd like to add my support for the introduction of a neighborhood greenway on the Haultain and King route as it would bring tremendous benefit to the cycleway, road and surrounding neighborhoods.

Thank you,

Personal info

-----Original Message-----

From: Personal info

Sent: Friday, March 16, 2018 10:17 PM

To: Engagement <engage@victoria.ca>

Subject: Wharf street

Love the 2 way bike lane option. Best for traffic too. Didn't see but wonder if you could/are considering lights to reverse traffic flow for rush hour.

These are the kind of changes that will make people feel safe to cycle.

Best,

Personal info

Sent from my iPad

From: Personal info

Sent: Tuesday, March 20, 2018 12:28 PM

To: Engagement

Subject: Wharf St Bikelane feedback

Hello

The justification of the “emerging concept” of a west side of the street bike lane on Wharf St. is insufficiently justified. The east side of the street is being knocked out of the running due to anticipated “intersection conflicts”, when upon an intersection by intersection analysis appears to be only part of the story. West side conflicts are purported to be either not as impactful or fewer in number. Either could be challenged. So let's take a closer look

Starting at Pandora St. end of the proposed bikelane, an east side bike lane starting at the corner right by the Swan appears to have less impact on bridge access, as the bikelane would ensure that turning from the bridge down to Wharf St. would involve crossing the bike lane at the bridge. This could get very backed up.

Bikelane crossing Johnson St. – yes there would have to be some kind of control on that, but there would anyway with traffic from the bridge.

Crossing Yates St. – a controlled intersection would be a better solution here anyway. It's already a mess and difficult for cars turning left onto Wharf when it's busy – which is a lot of the time.

Crossing Fort St. – easier for bikes to go east west/north south if it were on the west side? I don't think so.

Crossing Broughton St. – could be a one way going west with only right turn permitted if there is concern about it being too busy – which I can't imagine.

Crossing Courteney St. – I was told the big problem here was entrance to the emerging Customs House condo building parking. Funny that this is a concern and yet the Regent Hotel and Northern Junk entrances are not. On this point I was given bogus information at a recent info session that the General Manager of the Regent thought the plan for the west side bikelane was “wonderful”, which not surprisingly I discovered was totally untrue. By the way, I should point out **Personal info** which admittedly is part of my objection to the west side.

I get the very strong feeling that something else is going on here other than the careful implementation of scientifically proven solutions. How about a Wharf St. pilot if you are so convinced that the west side will work? Don't do anything permanent in the way of creating hard

barriers or the tax payer will once again have to foot the bill for correcting a wrong-headed approach.

Also, slow down with the implementation. We don't even have the Fort St. bikelane completed yet. So what is the burning rush? Let's get it right. If the west side of Wharf St. is the better solution, I respectfully suggest you need to prove it and do a proper comparison with the east side dual lane, because I don't believe at present you have made a strong enough case.

Personal info

From: Personal info

Sent: Tuesday, March 20, 2018 2:50 PM

To: Engagement

Subject: Wharf St Bikelanes - further points

Further to my earlier email on this subject, the west side justification statement – “most suitable for accommodating vehicle and transit levels of service” sounds good but its unexplained.

“Retains parking and views”. There are fewer parking spots being eliminated if the west side is chosen vs. the east side? Really? I don't get that at all. The road is only so wide, and the choice is to put parked cars on one side or the other.

Waterfront views has me concerned. Bike riders in an urban location like this better have their eyes on the road regardless of side of the street they are riding down.

Note the word “anticipated” is misspelled below, and the statement is curious to boot.

As they say, the devil is in the detail. Hope this is helpful.

Personal info

Alignment Considerations

A. Harbour Pathway

Not suitable due to limited space, structural constraints, and pedestrian only designation.

B. Wharf Street

Most suitable due to connections to the regional trails via the JSB, existing demand and synergies with waterfront development.

C. Government Street

Less suitable due to loading needs, lower existing user demand and conflicts with long term planning and design improvements.

900 Block of Wharf Street
existing conditions looking north



Concept Considerations

1 way bike lanes on each side of street

Not suitable due to significant loss of on-street parking and commercial loading.

2 way bike lanes on west side of street

Most suitable for accommodating vehicle and transit levels of service, retains parking and provides waterfront views.

2 way bike lanes on east side of street

Not suitable due to intersection conflicts and anticipated delays for all users at intersections.

Personal

From: info

Sent: Thursday, March 22, 2018 7:02 AM

To: Engagement

Subject: Strong Support: Wharf Street Bike Lanes

Hello,

I am on the email distribution list for the Wharf/Humboldt bicycle lanes.

I received emails on the open houses. I appreciate the opportunity to go to an open house but unfortunately I was busy commuting with three children by bicycle (along Wharf Street) during the open house time frame, and as you can imagine with a full load of little people it wasn't convenient to stop. However, I do want to note that my family of five does commute along wharf street every week day and we are highly supportive of the bike lane improvements. I am in support of the emerging concept for Wharf Street.

I have cycled along Wharf street on a regular basis for over 6 years and I believe that with better infrastructure cycling use will increase significantly. Thanks for your continued work on this important infrastructure for existing and future cyclists, both young and old.

One final note, the information on the website still appears to be the information from late 2017... Can you please send me the information that was presented at the most recent open houses?

Kind regards,

Personal info

-----Original Message-----

From: Personal info

Sent: Thursday, March 22, 2018 7:48 AM

To: Engagement <engage@victoria.ca>

Subject: Humboldt Street

Please advise status of emerging concept for traffic calming on Humboldt Street. We missed meeting last week. Any info available that was presented would be much appreciated.

Personal info

Sent from my iPad

-----Original Message-----

From: Personal info

Sent: Thursday, March 22, 2018 10:32 PM

To: Engagement <engage@victoria.ca>

Subject: Yes to bike lanes on Cook, Wharf and Humboldt!

Hello,

As an avid cyclist work commuter with cycling children, please continue with Cook, Wharf and Humboldt. Our family will use Cook, Fort, Wharf and the new Johnson Street bridge every day on our commute to work and school.

Thank you Lisa Helps and council for your hard work on the bike lanes!

Sincerely,

Personal info

PS we will happily take a Lisa Helps lawn sign for the municipal election as time gets closer!

From: Personal info

Sent: Thursday, March 22, 2018 8:14 PM

To: Engagement

Subject: Bike lane support

To whom it may concern,

I'm writing to voice my strong support for the bike lanes on Humboldt and Wharf streets. I walk -and ride when weather permits- downtown from James bay daily and I think these lanes will be a critical and welcoming artery from James bay. I hope that the city proceeds with these plans and hears the strong support from those of us that will get great use from the lanes.

I know the lanes on Cook are coming up for discussion in the coming months/years too. I'm also strongly in support of those lanes as a critical connector between the existing lanes. I think those lanes should be on Cook and not Vancouver. Cook is a lot wider, less hilly, and connects conveniently between several commercial areas on Cook

Thanks for your time

Personal info

-----Original Message-----

From: Personal info

Sent: Thursday, March 22, 2018 8:07 PM

To: Engagement <engage@victoria.ca>

Subject: Bike lanes

Hi,

Just wanted to voice my support for the proposed bike lanes along wharf and especially cook street! I love the pandora lane and hope there are more to come.

Cheers

Personal info

From: webforms@victoria.ca [<mailto:webforms@victoria.ca>]

Sent: March 25, 2018 4:04 PM

To: Public Service Centre - Internet email <publicservice@victoria.ca>

Subject: General - City of Victoria Feedback Form

You have received an email from Robin via the City of Victoria website feedback form

Name Personal info

Email: **Personal info**

Topic: General

Phone: **Personal info**

Address

Message: This message is for legislative services and staff in charge of bike lanes.

Since the bylaw governing Horse drawn carriages is being opened up, how about looking at the boundaries in which they can operate and adjusting them so that they cannot operate on Cook Street, which is scheduled to be turned into a bike lane and have two of the four lanes closed to vehicular traffic? There is a map attached to the bylaws which shows Cook Street in bounds.

Without this change, you could have buses carriages and ambulances vying for a single lane in one direction along with regular traffic that won't have space to pull over. Cook Street is and will be a vital corridor for emergency services to reach my home, with new emergency services building, and I have a condition requiring occasional immediate medical attention. I don't want an ambulance stuck behind a horse drawn carriage when every second counts. This is a foreseeable accessibility impact.

Date: Sunday, March 25, 2018 4:04:24 PM

-----Original Message-----

From: **Personal info**

Sent: April 10, 2018 5:25 PM

To: Councillors <Councillors@victoria.ca>

Cc: Engage@victoria.ca; info@gvcc.bc.ca

Subject: I support protected bike lanes downtown

From: **Personal info**

Subject: I support protected bike lanes downtown

I ride parts of this route often. More so the section from Government to Vancouver . The section from Johnson to Government is definitely one of the more dangerous stretches downtown to ride in its current state in my experience. I'm a fairly seasoned and confident cyclist and I still avoid it if I can. The section from Government to Vancouver I choose to ride a lot because of the relatively low traffic and its lack of significant elevation change. It's one of my most frequently used routes to leave downtown towards cook street village. I think adding the bike lane down wharf connecting people coming over the bridge to what's already a fairly bike friendly route on the other side of Government would be a worthwhile concept to explore. Personally the bike lane probably won't have a significant impact on me either way, but I'm sure there's lots of cyclists who will benefit and bring value to it.

--

This e-mail was sent from a contact form on Greater Victoria Cycling Coalition (<http://gvcc.bc.ca>)

-----Original Message-----

From: **Personal info**

Sent: April 15, 2018 11:32 AM

To: Councillors <Councillors@victoria.ca>

Cc: Engagement <engage@victoria.ca>; info@gvcc.bc.ca

Subject: Wharf and Humboldt street bikeways

From: **Personal info**

Subject: Wharf and Humboldt street bikeways

I hope that the plan for this bikeway goes ahead! I have been using Pandora to get to work downtown since it opened and it has made a world of difference. Simply feeling safe just getting to and from work has been such a delight, and I hope that that feeling can extend beyond Pandora towards James Bay. Connecting the new bridge and Pandora to Fort Street and across south downtown will make a big difference for commutes from James Bay, Fairfield, and Rockland, and will make getting around downtown easier and safer too. Please carry on with this plan!

--

This e-mail was sent from a contact form on Greater Victoria Cycling Coalition (<http://gvcc.bc.ca>)

Its really about the design at the intersection – that's were the accidents usually are and where traffic congestion grows from.

I will add you onto the stakeholder list!

Personal info

From: **Personal info**

Sent: April 25, 2018 3:16 PM

To: Timothy Hewett

Subject: RE: Feedback on bikelanes - 25 Apr 18

Ref being added to the update list - **Personal info** Thanks. Regarding the roadway, I just didn't want to hear sometime down the road it may be viable but was never thought of. I guess every intersection of any kind brings along its own set of pros and cons.

Personal info

From: Timothy Hewett [<mailto:THewett@victoria.ca>]
Sent: Wednesday, April 25, 2018 3:10 PM
To: **Personal info**
Cc: Sarah Webb; ; Ryan Shotton
Subject: RE: Feedback on bikelanes - 25 Apr 18

Personal info thanks again for your interest in the project. The small road way is an interesting idea although the intersection details are where things get tricky. We would have challenges to resolve conflicts between bikes and pedestrians and bikes and cars given the limited sight lines in select areas and road crossing constraints.

Thanks again for your feedback and we look forward to more conversations as we look to expand the cycling network! Would you like to be added to our general stakeholder email list for future bicycle network updates? If so, just say yes and we will add you on.

Best regards,

Tim.

From: **Personal info**
Sent: April 25, 2018 2:35 PM
To: Timothy Hewett <THewett@victoria.ca>
Subject: RE: Feedback on bikelanes - 25 Apr 18

Hello **Personal info**

Thanks for meeting with me yesterday. Trying to think out of the box, I was pondering the small roadway (considered to be Store St. from Pandora to Johnson) – could that be used as the all ages 2 way bikelane, across Johnson and down Waddington Alley to Yates. Has that idea even been looked at? I realize there are some challenges with it, just like all the other options. But taking the two way bikelane out of the bridge approach would be the major benefit ... I think.

Personal info

From: **Personal info**
Sent: Thursday, April 12, 2018 11:16 AM
To: 'Engagement'
Subject: RE: Feedback on bikelanes - 11 Apr 18

Thanks for getting back to me. Going over the plans sounds like a good idea. Would sometime Thursday or Friday of next week work? If there is any reason to meet sooner, I could perhaps come sometime on Friday this week or Monday.

Personal info

From: Engagement [<mailto:engage@victoria.ca>]
Sent: Thursday, April 12, 2018 11:12 AM
To: Personal info
Cc: Sarah Webb; Timothy Hewett
Subject: RE: Feedback on bikelanes - 11 Apr 18

Hi Personal info

Our staff have also been monitoring the use around the new bridge. If you'd like to come to City Hall and discuss the east vs west with members of our transportation team we'd welcome you to join us so we can have a dialogue and look at the plans, rather than go back and forth over email. We think that would be the best way to discuss to avoid any confusion, so if you're interested please let us know what dates may work for you.

Thanks for your interest in the project.

From: Personal info
Sent: April 11, 2018 4:08 PM
To: Engagement <engage@victoria.ca>
Subject: RE: Feedback on bikelanes - 11 Apr 18

>

Hello

Now that the Bridge is open and its easier for people to start getting their heads around how the bike lanes would get integrated, I'm wondering whether the East side vs. West side of Wharf St. consideration might open up for a fulsome discussion. The intersection of what is so far a wide pedestrian way on the north side, would connect perfectly with the two lane Pandora bike lane. But I am still puzzled if not suspicious, how West side of Wharf got selected with apparent ease as the "Emerging Concept" over East side. The more I look at it I simply don't see the West side as a "slam dunk" better choice, and cannot believe I am isolated in my perspective.

Thanks for the opportunity to provide feedback, offered in the spirit of getting this bikelane network right.

Personal info

From: Personal info

Sent: Monday, December 11, 2017 11:51 AM

To: 'Engagement (engage@victoria.ca)'

Subject: Feedback on bikelanes - 11 Dec 17

Hello

I didn't find a survey button, so I'll provide this feedback in an email.

In light of what I learned at the open house on the 7th December, I did my own tour of Wharf St. to Cook St. and would like to pass along the following...

1. Wharf Street

It appears to me that there would be significant advantages to having the bikelane run the east side of Wharf St. instead of the west side.

I heard one of the factors in this route was having the bikelane run closer to the water side (west) ... a perception it would be preferred by bike users! Presumably all bike users are supposed to be concentrating on what they are doing – ie cycling while paying attention, not admiring the view. So that should not carry much weight.

I do use this route on bicycle myself, Pandora and Wharf St.

The intersection of the bridge and Store/Pandora/Johnson would be far less complicated if the bike lane network made an immediate turn south at the corner near Swan's to then proceed down the east side of Wharf. This would minimize the issues of crossing traffic to and from the bridge.

On the plan the area near the Tourism Victoria Visitor Centre looked like an incomprehensible mess, figuring out how bikes would cross over to join up with Humboldt, especially when there is significant foot traffic to consider heading in every direction.

Somebody told me that the decision has already been made – that it will be west side of Wharf St. not east side. That seems most strange to me. Public consultation is then confined to exactly what? I cannot imagine that the west side is “cheaper” to implement than the east side, and certainly no easier for cyclists to navigate.

To be transparent I'd like to see both options (east vs west side of Wharf St) fully evaluated, costed and presented to the public. It appears to me that work is either not fully done, or is being deliberately hidden.

2. Humboldt - No problem along here. Humboldt is not a busy street so makes a good choice for bikelane consideration.

3. Intersection of Humboldt and Vancouver

Granted there is a slope from Humboldt up to Fairfield Road, but its pretty minimal, and getting from Humboldt to Pakington (50 metres?) – you’ve done half of it anyway. If the loss of parking and “all ages and abilities” are the two major reasons for Vancouver being discounted over Cook St., this is flawed thinking. Vancouver is not very busy for vehicles. I know because I take it most days in my cycle from Wellington Ave to join up with the Pandora bikelane. (My route is from Linden left onto Oscar, across traffic to Pakington, right on Vancouver.) Yes there would be a significant loss of parking along one side of Vancouver – *if its made into a dual way bikelane on the west side of the street.*

However, if existing vehicle lanes are taken away from Cook Street to accommodate bikes, all other streets will be impacted with increased vehicle traffic. My prediction is that it could get so bad that Vancouver becomes the preferred route of choice (over Cook st) and eventually at least one side of Vancouver would end up losing all its parking anyway to ease the additional traffic congestion, especially from Fort down Vancouver to Fairfield Road.

4. Cook St.

The discussion of options around motor vehicle turning options and accommodation of the bus were interesting. Both Option A and B looked pretty dangerous to me, and would result in additional traffic chaos and safety issues for all. Option C looked safest by far, but appeared like it was radically more expensive, and although the bar graph shows it being no less safe ... which I think is a mistake in the diagram explanation.

Unless there is a traffic light on any of the intersections with Cook St, any ability for vehicles to turn should be right turn only (between Fairfield and Fort). This was not addressed in the options which was a surprise to me.

Pedestrians and bikes could surely co-exist on Cook St. where the sidewalks currently are (Option D?). The biggest problem could be the hydro poles. Would there be a move to put those underground anyway? If not, is this a show stopper? The weaving bike lane scenario of Option C looks safer for bikes, but more than a little odd.

Another possibility – bikes on one side and pedestrians on the other. Pedestrian traffic from Fort St down to Fairfield Road is very light.

Loss of any traffic lanes on Cook St. is going to cause huge issues to traffic flow and safety for everyone.

So my suggestion here:

Re-open the discussion of Vancouver St vs. Cook St and concurrently expand the path of bikelane options to be the true full slate of options for both Vancouver and Cook.

I'd like to see a bikelane network that is well designed. What works in Bogota and Copenhagen may not be the best examples for us to be following. Go on Googlemaps and see for yourself!

I'd also rather see a measured approach with evaluation of phases of construction.

One problem on Fort Street is already apparent. The reconfigured parking lane created on the left side is so narrow, that an open passenger door from a parked vehicle extends dangerously close to the next lane of oncoming traffic!

There is no burning demand to have this network completed on some kind of aggressive timetable. I'm somewhat suspicious that the over-riding factor here is Council trying to ram all of this through before the next municipal election. A reckless idea that could result in

- 1) Council being punished for at the ballot box
- 2) Post-election the project will cease or aspects of it even be reversed (at additional expense)

This outcome would be a great shame. Looking forward to the next phase of public consultation, since the "expert" advice appears to be lacking a real-world understanding of our city's layout, and traffic flow awareness, both current and future.

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