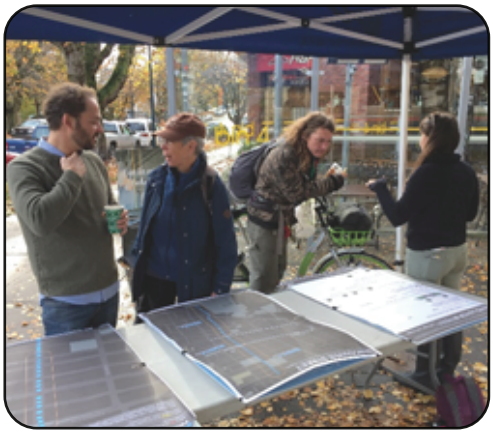
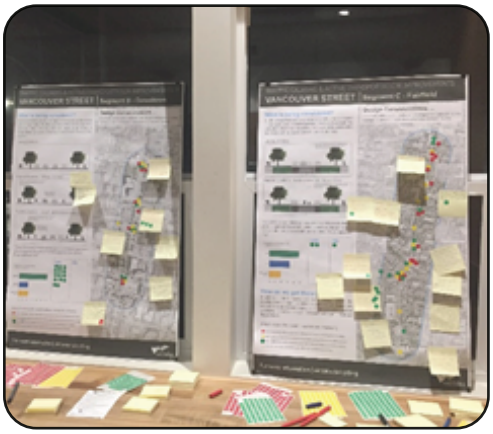




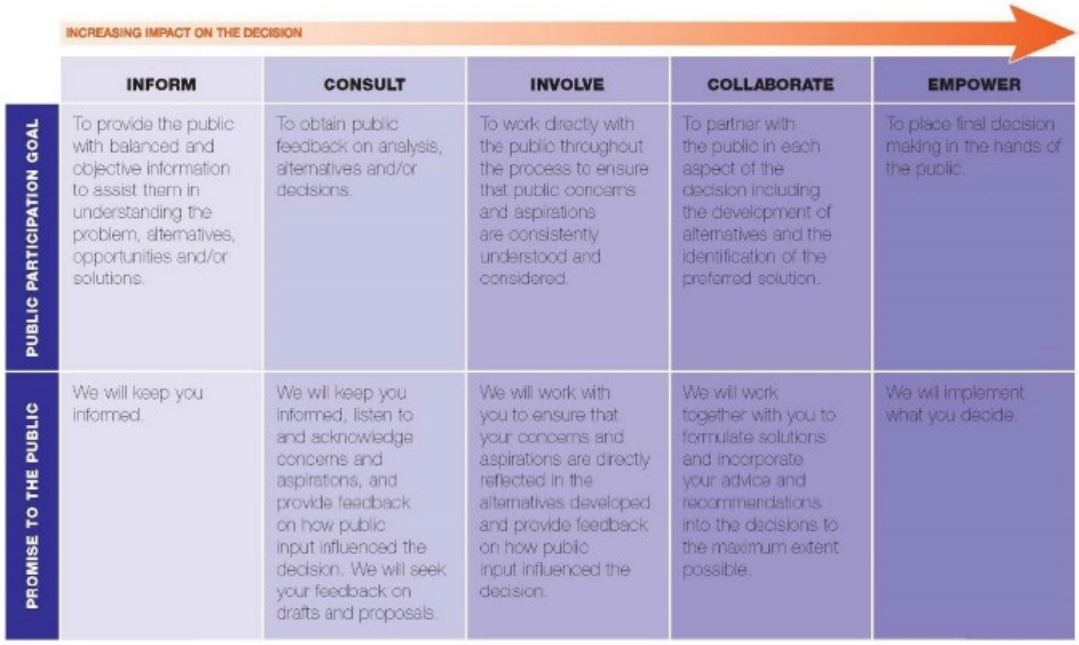
This page intentionally left blank.

2019 Cycling Network Projects: Engagement Summary

Vancouver Street, Harbour Road, and Hillside-Quadra Connection

Introduction

The City of Victoria has made it a strategic priority to help people riding bicycles get around safely, affordably, and efficiently. The design process for the Bicycle Master Plan projects has used techniques of *collaborate*, *involve* and *consult*, as identified in the spectrum of public participation.



Vancouver Street Project:

- Engagement start: August 2018
- Engagement wrap up: May 2019

Harbour Road Project:

- Engagement start: April 2019
- Engagement wrap up: May 2019

Hillside Quadra Project:

- Engagement Start: October 2018
- Engagement wrap up: May 2019

Opportunities for stakeholders and members of the public to participate in the design process were promoted through:

- The City's website
- Social media channel "campaigns" and advertisements
- Direct email invitation distributed through multiple city list serves (more than 3,000 recipients)
- The Connect newsletter, delivered to all homes in Victoria (25,000+ homes)
- Digital information sign at Royal Athletic Park
- Print post-cards that were delivered door to door on each corridor (1,500+ homes)

- Through invites by Community Associations
- Through promotions by property management companies / housing authorities

The design consultation process included:

- Community meetings and presentations (11 sessions ~ 170 people)
- Public Open house events (6 events ~ 700 people)
- On line surveys (two surveys ~ 1600 participants)
- Walking tours (three tours ~ 45 participants)
- Pop-up information stations (eight stations ~ 650 participants)
- Agency partner design review and discussion meetings (six meetings)
- Emails submitted to the City

A copy of all survey results and emails sent to council are included in this package.

What we did: Vancouver Street:

August 2018:

- Community Association meetings – rationale, approach for engagement, insights on design direction

October 2019 – November 2019:

- Online public survey
- Community Information pop-up stations
- Open House events
- Walking Tour

March 2019 – May 2019:

- Online survey
- Community Information pop-up stations
- Open House events
- Walking Tours

Agency review meetings with BC Transit, Victoria Police, Victoria Fire and BC Emergency Health Services

Engagement Findings:

Key insights from the community identified through the design phase include:

- Safety concerns for both pedestrians and cyclists at Bay Street, Caledonia Avenue, Pandora Avenue, Yates Street, Fort Street, Fairfield Road and Southgate Street
- Support for tree retention and preservation throughout the corridor
- Support for transit signal priority on east / west transit routes that cross Vancouver Street
- Desire for minimal parking loss and retention of loading zones / drop-off areas
- Support for slower vehicle speeds and volumes in shared portions and protected bike lanes in downtown zone
- Support for AAA crossing at Heywood and Oliphant to connect to the AAA Multi-Use trail
- Concerns related to the inconvenience of motorists having to use Cook Street or Quadra Street for north – south movements

- Concerns about any changes to commercial loading zones on Vancouver Street
- Concerns related to vehicle circulation impacts – particularly the potential for higher volumes of left turns to and from both Cook Street and Quadra Street.
- Concerns related to public plazas facilitating anti-social behavior / activities or becoming evening sleeping areas
- Concerns about the two-way design on the south side of Bay street and suggestions that this is not "intuitive"
- Support for staff continuing to explore protected bike lanes in downtown core
- Support for shared use cycling facilities in North Park and Fairfield
- Strong support for opportunities for pedestrian infrastructure improvements and public realm enhancements
- Concern of uphill terrain; suggestion for rest stops along corridor
- Support for wider sidewalks, MORE crosswalks, better lighting
- Concern about adding un-restricted parking on Vancouver Street – potential to attract commuters
- Land use changes and implications for future parking demand, particularly in downtown and Harris Green
- Suggestion of making into a one-way for vehicles
- Suggestion for making pedestrian and cycling only street and eliminating vehicles
- Suggestion for raised boardwalk-style bike lanes in boulevards

There were also people who were not in favor of any change or upgrades for cycling and walking improvements on Vancouver Street, regardless of design type.

Specific feedback was provided throughout the design phase by stakeholders. Staff took the time to review specific suggestions provided by community members to determine how they could potentially integrate with the design.

Location	Description	Rationale for not including in recommended design
Caledonia @ Vancouver Street	Consider a right in / right out diversion on the south leg as an alternate to the southbound directional closure	Would not reduce motor vehicle volumes to 1,000 VPD or less
Caledonia @ Vancouver	Maintain vehicle access and introduce protected bike lanes at Caledonia rather than at Balmoral	Would result in removal of all on-street parking
Meares @ Vancouver	Maintain southbound vehicle access to Vancouver and convert Meares into a two-way	Would result in limiting commercial truck movements that service properties on

	street for full length of road with diverter for northbound traffic	Meares and removal of on-street parking
Burdett @ Vancouver	Consider an angle diverter was at Burdett Avenue rather than McClure to divert southbound traffic to Cook Street and northbound traffic to Quadra Street	Lack of access from Quadra Street would negatively impact vehicle circulation and would not meet pick up and drop off needs at Christ Church Cathedral School
Fairfield @ Vancouver	Consider a right in right out diverter at the south leg of the Fairfield Road to maintain southbound vehicle access	Would not reduce motor vehicle volumes to 1,000 VPD or less
Southgate @ Vancouver	Consider a right in right out diverter at the north leg of the Southgate to maintain northbound vehicle access	Would not reduce traffic volumes to less than 1,000 VPD or less

What We Did: Harbour Road

April 2019:

- Community Association Presentation

May 2019:

- Online survey
- Community Information pop-up stations
- Open House events

Agency review meetings were held with BC Transit, Victoria Police, Victoria Fire and BC Emergency Health Services

Engagement Findings:

Key insights from the community identified through the design phase include:

- Strong support for safety improvements and physical separation with a protected bike lane
- Strong support for addressing a key network gap between Galloping Goose Regional Trail and Johnson Street Bridge (no road crossing requirements)
- Concerns regarding Harbour Road as an investment priority – other streets in the network have higher “demand” for safety improvements

- Identified needs to accommodate commercial truck turning movements and driveway access to industrial properties
- Desire for a new marked crossing on Harbour Road and improved motorist stop sign compliance at the trail head
- Support for improved paint markings and wayfinding on existing AAA connections
- Concern about adequate facility widths for anticipated volumes of cyclists
- Desire for lighting on the Galloping Goose trail

There were also people who were not in favor of any change or upgrades for cycling and walking improvements on Harbour Road, at any time.

In response to feedback gathered through the consultation, the following changes have been made to the project design.

Location	Feedback	Modification
Harbour Road	Provide adequate room for passing and facilitate entry points beyond the ends	The protected bike lanes will be up to 3.2m in width to accommodate cyclist passing. Breaks in the physical barrier at driveways will enable cyclists to enter / exit mid-block.
Harbour Road @ Galloping Goose	Improve stop sign compliance for motor vehicles	Detailed design will explore sign and paint treatments to improve visibility and compliance for the existing stop sign

The following suggestions were identified by through the consultation process but were not pursued:

Location	Description	Rationale
Galloping Goose Trail	Consider new lighting for the full extent of the trail between Harbour Road and Selkirk Trestle	The project budget does not currently accommodate lighting design and capital costs; A regional trails management lighting study will be completed by CRD in 2020/2021.
Harbour Road	Require cyclists to use the protected bike lanes	The City does not have requirements in its Streets & Traffic Bylaw to require the use of protected bike

		lanes. It is anticipated that some riders will continue using the road without marked facilities.

What we did: Hillside-Quadra Connection:

Hillside Quadra Project:

- Engagement Start: October 2018
- Engagement wrap up: May 2019
- Number of phases: two

Agency review meetings were held with BC Transit, Victoria Police, Victoria Fire and School Administration.

Engagement Findings:

- Desire for safer walking and cycling routes in the neighbourhood
- Traffic calming approaches to reduce vehicle speeds and cut through traffic on local streets
- Interest in road re-paving – particularly on Graham Street
- Safer road crossings at Bay Street, Hillside Avenue, and Finlayson Street
- Retention of trees and on-street parking
- Connectivity to Saanich cycling corridors and other destinations
- Concerns about the safety of children at Quadra Elementary and increased cycling activity through the school grounds
- Concerns about any impacts to on-street parking or street trees
- Concerns about existing vehicle congestion on Fifth Street during school pick up and drop off
- Additional traffic signal at Fifth and Finlayson resulting in increased traffic congestion on Finlayson
- Topography on Jackson Street less desirable for new riders
- Alternate routes do not connect to the destination of the School
- Indirectness of the Topaz alignment
- Increased public access through the school grounds
- Growth pressures on Quadra Elementary School and loss of recreational / green space

There were also people who were not in favor of any change or upgrades for cycling and walking improvements in the Hillside / Quadra neighbourhood.

Event Summary – All three corridors

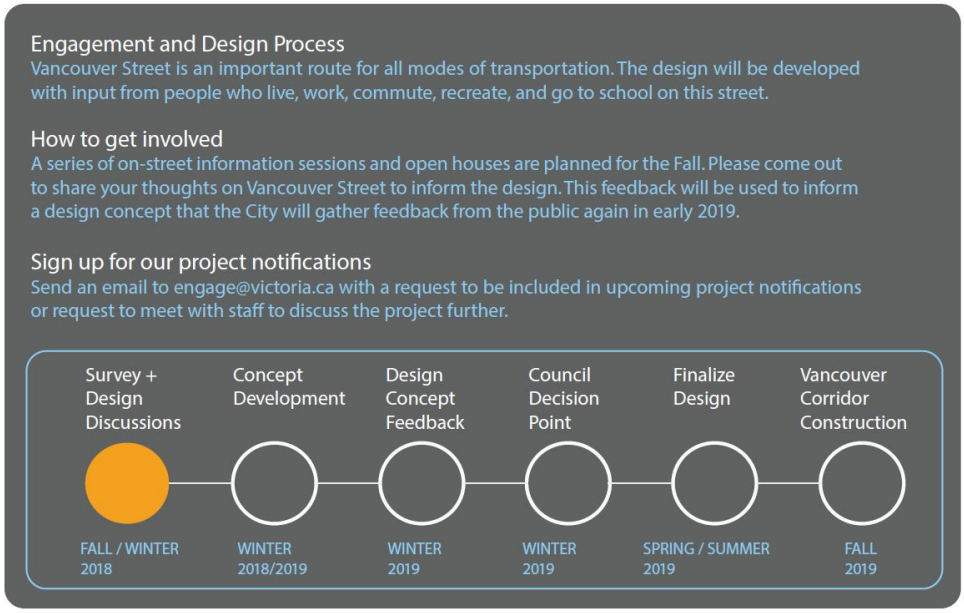
Event	Date	Number of people who participated

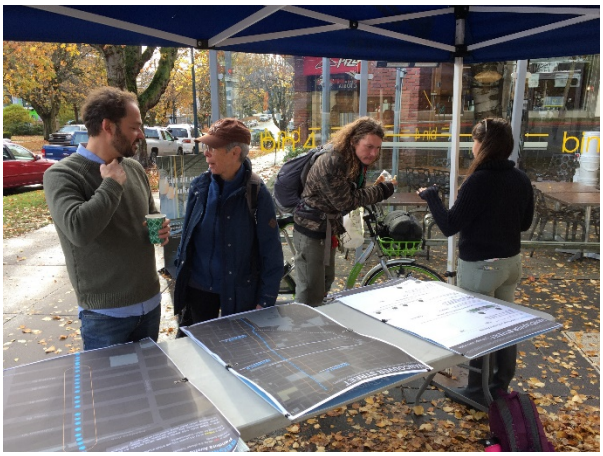
Meeting with Fairfield Community Association	2018	20
Meeting with North Park Neighbourhood Association	2018	20
Presentation to Hillside Quadra NAC	October 1	21
Meeting with Quadra School Parents and Neighbours	October 15	12
Meeting with Quadra School administration	October 11	2
Meeting with School District administration	October 9/December 21	2
Harris Green Village On-Street Event	November 14	100
Royal Athletic Park Pop-Up On-Street Event	November 14	50
Southgate Street Pop-Up On-Street Event	November 15	50
Harris Green Village On-Street Event	November 15	100
Open House 1 – Fernwood Coffee	November 27	80
Open House 2 – Cook Street Activity Centre	November 28	120
Open House 3 – City Hall	November 29	75

Event	Date	Number of people who participated
North Park Walking Tour	2018	15
North Park Neighbourhood On-Street Event	April 7	40
Fairfield Neighbourhood On-Street Event	April 7	70
Harbour Road On-Street Event	April 7	120
Quadra Elementary School Pop-Up Event 1	April 16	40
Quadra Elementary School Pop-Up Event 2	April 17	50

Hillside-Quadra Neighbourhood Walking Tour	April 27	25
Downtown Residents Association Walking Tour	May 1	20
Open House 4 – City Hall	April 6	90
Open House 5 – City Hall	April 8	100
Open House 6 – City Hall	April 23	150
Hillside Quadra Neighbourhood Action Group	May 6	15
Quadra Elementary PAC presentation and discussion	May 7	45
Intercultural Association – 10 presentations	May 13 – May 15	90

Examples of Materials & Invites & Event Photos





VANCOUVER STREET | Segment B - Downtown
VANCOUVER STREET | Segment C - Fairfield

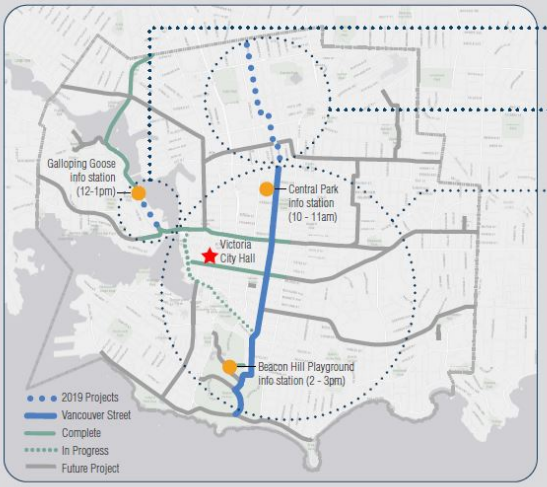
2019 Cycling Network Projects

Traffic calming, protected bike lanes, and active transportation improvements

CITY OF VICTORIA

Whats Happening?

The City of Victoria is continuing to build its active transportation network with 3 new projects in 2019. There are a number of opportunities for the community to get involved in the design process. Help us explore the options, ideas and strategies to improve safety and balance the needs of all road users.
Learn more at **www.victoria.ca/cycling**



Harbour Road

A two-way protected bike lane connecting the Galloping Goose Trail and the Johnson Street Bridge multi-use pathway

Hillside / Quadra north-south connection

Traffic calming and intersection improvements from Bay Street to Tolmie Road through Hillside/Quadra

Vancouver Street

Traffic calming and intersection improvements through North Park and Fairfield and protected bike lanes from Balmoral Road to Meares Street

Upcoming Engagement Opportunities

On-line info and survey: victoria.ca/cycling (April 1 - April 26)
On-street info stations: Sunday, April 7 (see map for locations)
Open Houses & Design Workshops

- Saturday, April 6th - 10-1pm at Victoria City Hall
- Monday, April 8th - 11-1pm & 3-5pm at Victoria City Hall

If you would like to receive cycling network updates email **engage@victoria.ca** to be added to our distribution list for cycling network updates and consultations.

Appendixes

- Vancouver Corridor Findings
- Harbour Road Findings
- Hillside-Quadra Findings
- Related letters, emails, independent surveys

2019 AAA Projects - Engagement Findings

Appendices include the following:

SUMMARY OF ENGAGEMENT FINDINGS

VANCOUVER CORRIDOR FINDINGS:
1a. Vancouver Design Survey Findings - November 2018
1b. Vancouver Design Survey Findings - April 2019
1c. Vancouver Engagement Activity Findings - April 2019

HARBOUR ROAD FINDINGS:
2a. Harbour Road Design Survey Findings - April 2019
2b. Harbour Road Engagement Activity Findings - April 2019

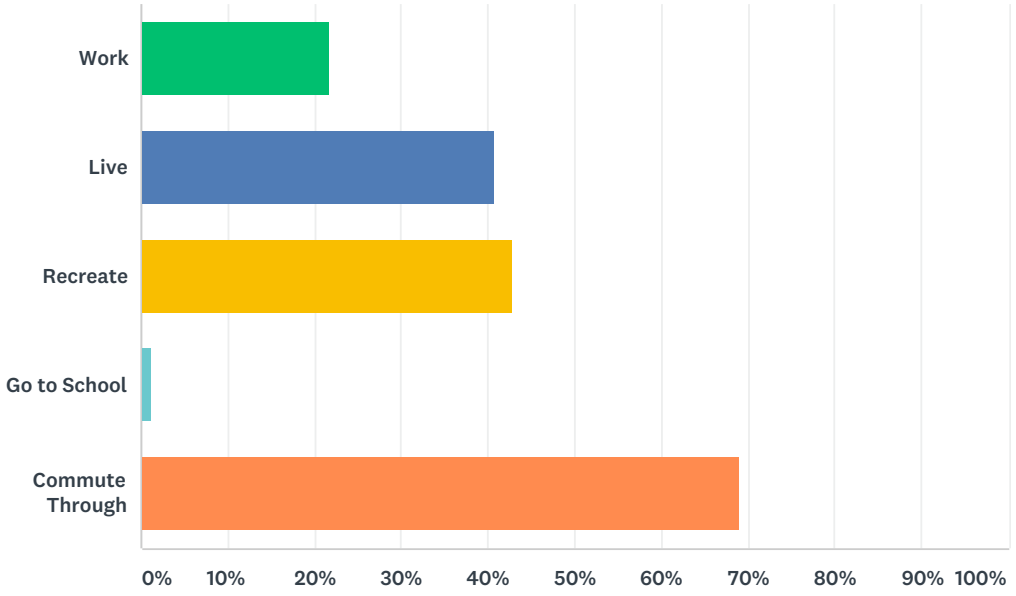
HILLSIDE - QUADRA CORRIDOR FINDINGS:
3a. Hillside Quadra Design Survey Findings - April 2019
3b. Hillside Quadra Engagement Activity Findings - April 2019

RELATED LETTERS, EMAILS, INDEPENDENT SURVEYS:
4a. Correspondence to the City
4b. Independent Surveys
4c. Petitions

This page intentionally left blank.

Q1 Do you work, live, learn, or recreate on or adjacent to Vancouver Street? Select all that apply.

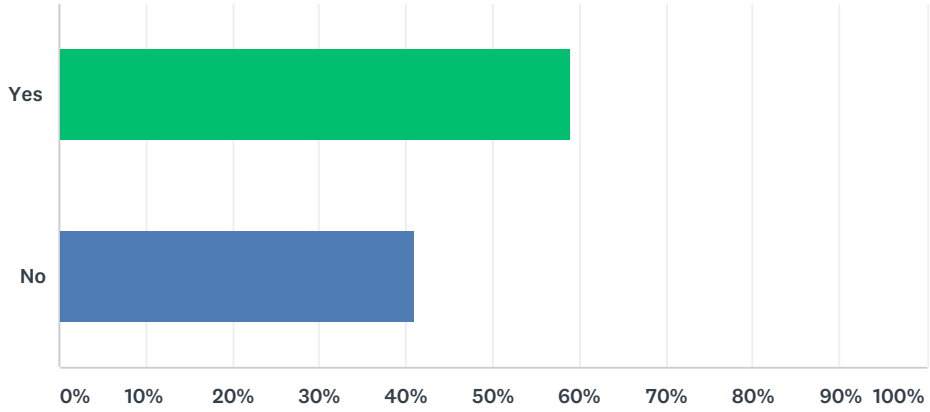
Answered: 549 Skipped: 18



ANSWER CHOICES	RESPONSES	
Work	21.68%	119
Live	40.80%	224
Recreate	42.81%	235
Go to School	1.28%	7
Commute Through	69.03%	379
Total Respondents: 549		

Q2 Prior to this survey, were you aware of planned improvements to Vancouver Street?

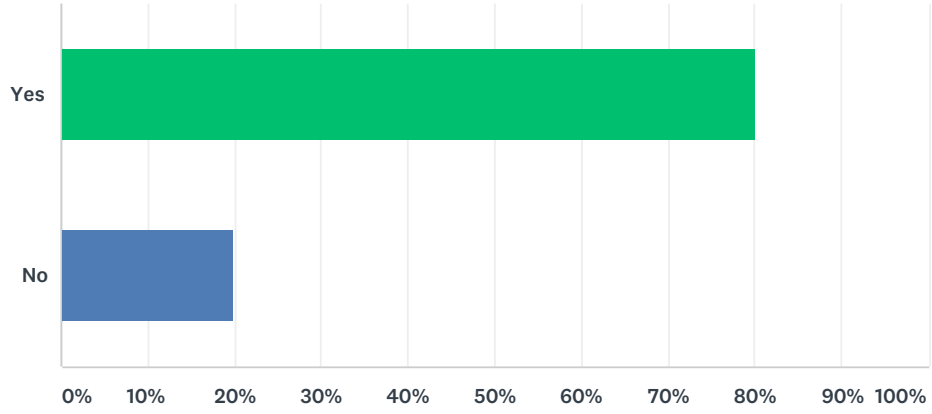
Answered: 561 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	59.00%	331
No	41.00%	230
TOTAL		561

Q3 Road improvements to make walking and cycling safer helps encourage more people to travel by sustainable forms of transportation. Walking and cycling more saves people money, improves personal health, is better for the environment, and helps manage traffic pressures as the City grows. Do you agree that more people walking and cycling is a good thing for the City of Victoria?

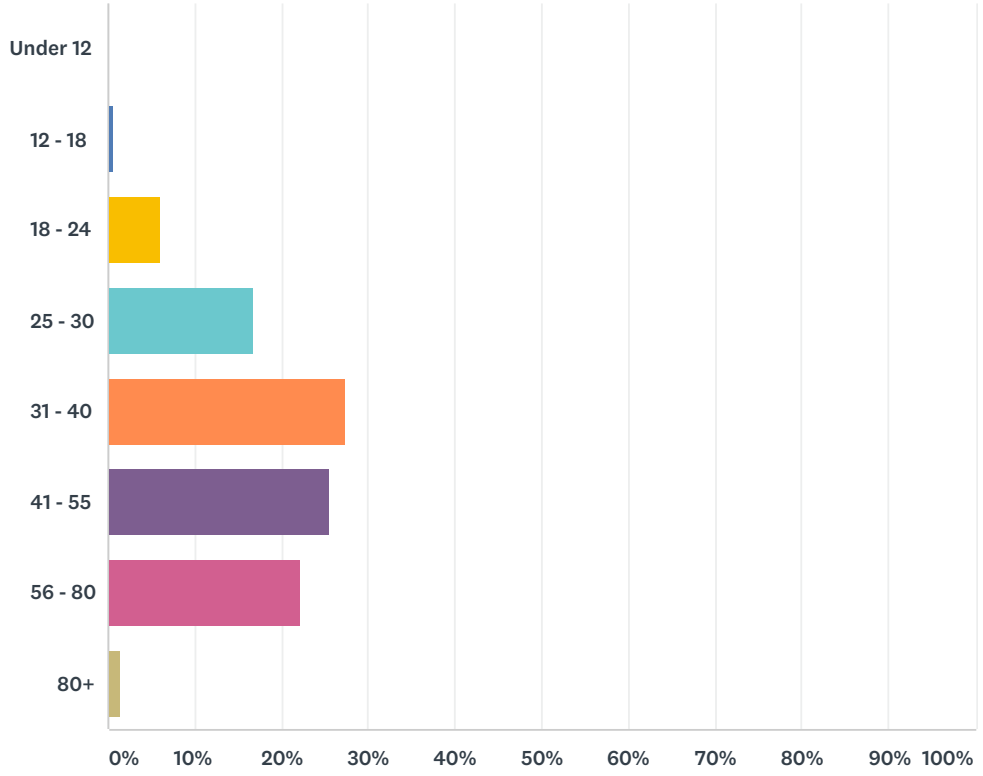
Answered: 561 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes	80.04%	449
No	19.96%	112
TOTAL		561

Q4 Age

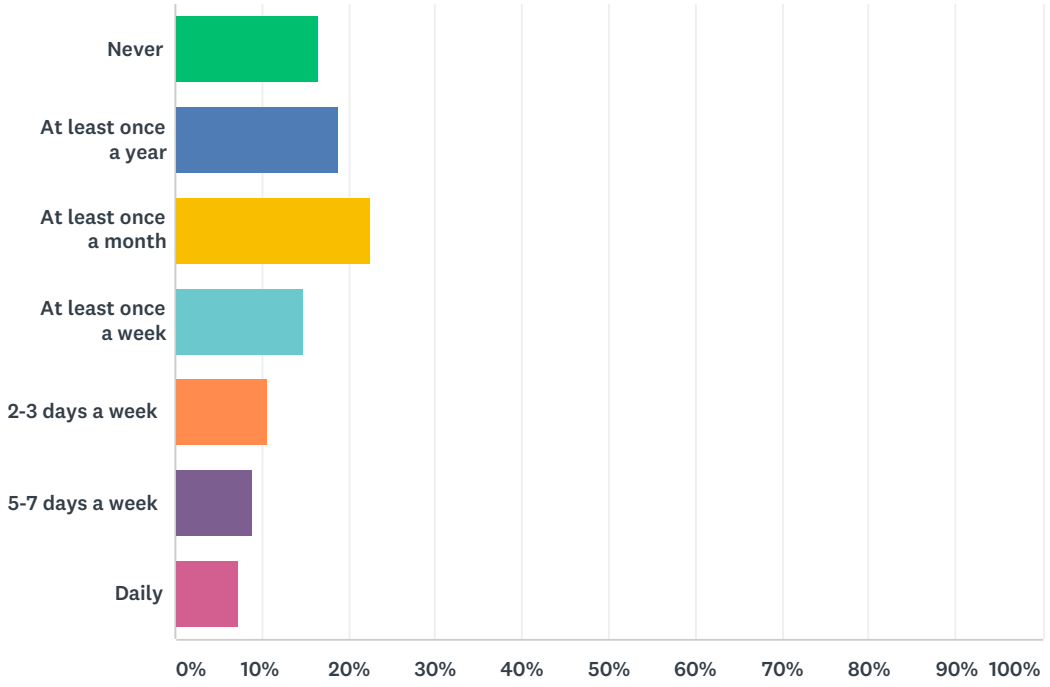
Answered: 563 Skipped: 4



ANSWER CHOICES	RESPONSES	
Under 12	0.00%	0
12 - 18	0.71%	4
18 - 24	6.04%	34
25 - 30	16.70%	94
31 - 40	27.35%	154
41 - 55	25.58%	144
56 - 80	22.20%	125
80+	1.42%	8
TOTAL		563

Q1 How often do you typically drive on Vancouver Street between Pandora and Bay Street?

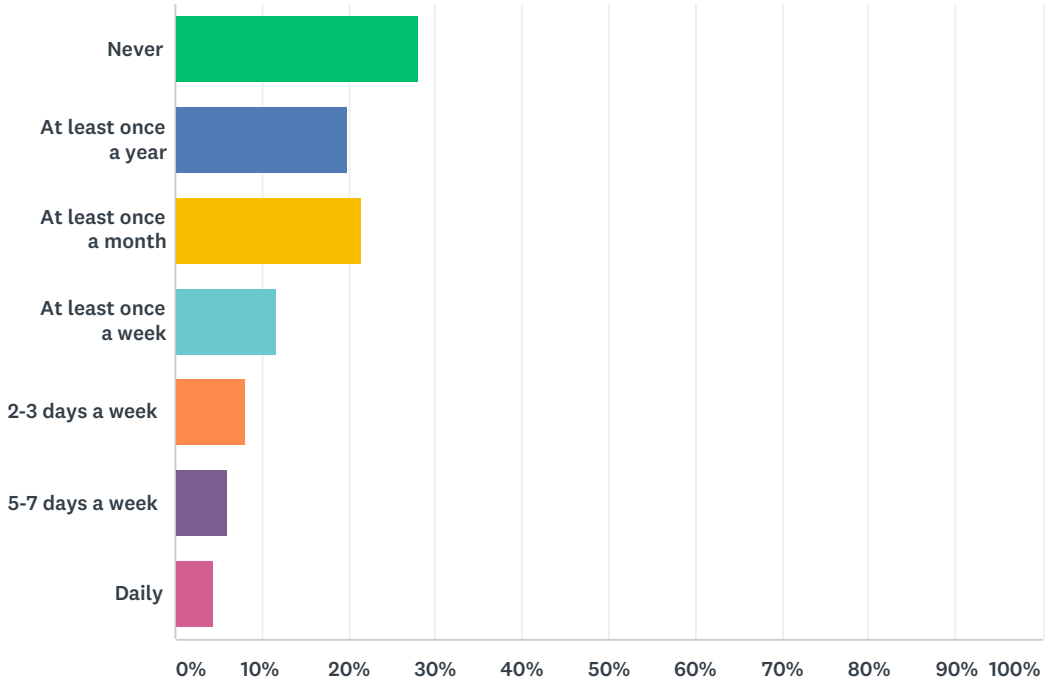
Answered: 410 Skipped: 1



ANSWER CHOICES	RESPONSES	
Never	16.59%	68
At least once a year	18.78%	77
At least once a month	22.68%	93
At least once a week	14.88%	61
2-3 days a week	10.73%	44
5-7 days a week	9.02%	37
Daily	7.32%	30
TOTAL		410

Q2 How often do you typically walk on Vancouver Street between Pandora and Bay Street?

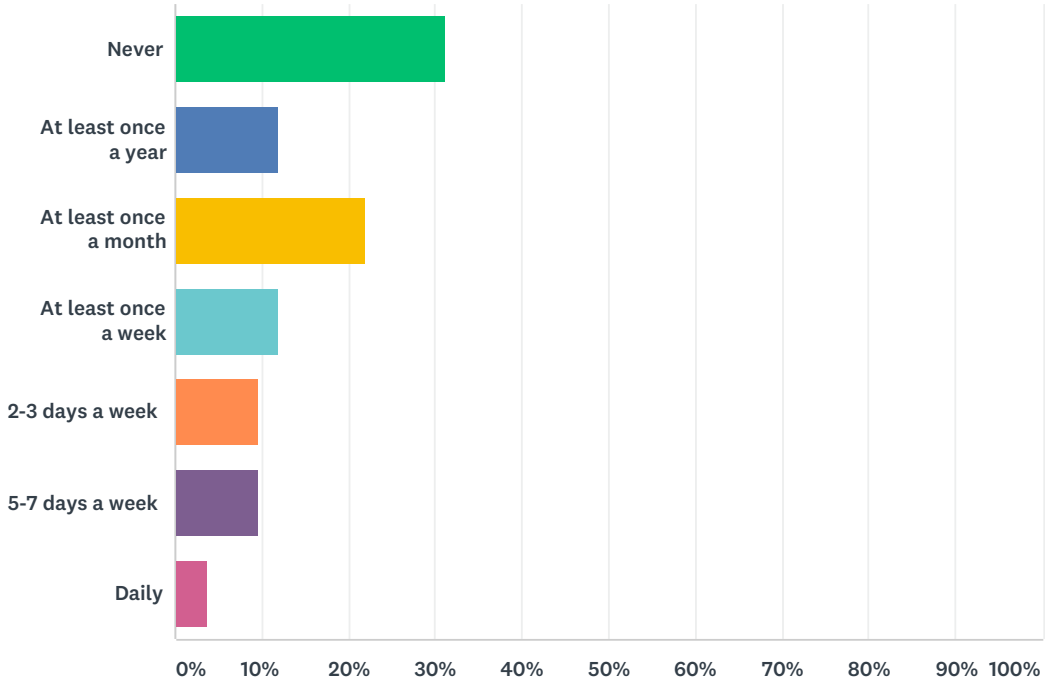
Answered: 407 Skipped: 4



ANSWER CHOICES	RESPONSES	
Never	28.01%	114
At least once a year	19.90%	81
At least once a month	21.62%	88
At least once a week	11.79%	48
2-3 days a week	8.11%	33
5-7 days a week	6.14%	25
Daily	4.42%	18
TOTAL		407

Q3 How often do you typically bike on Vancouver Street between Pandora and Bay Street?

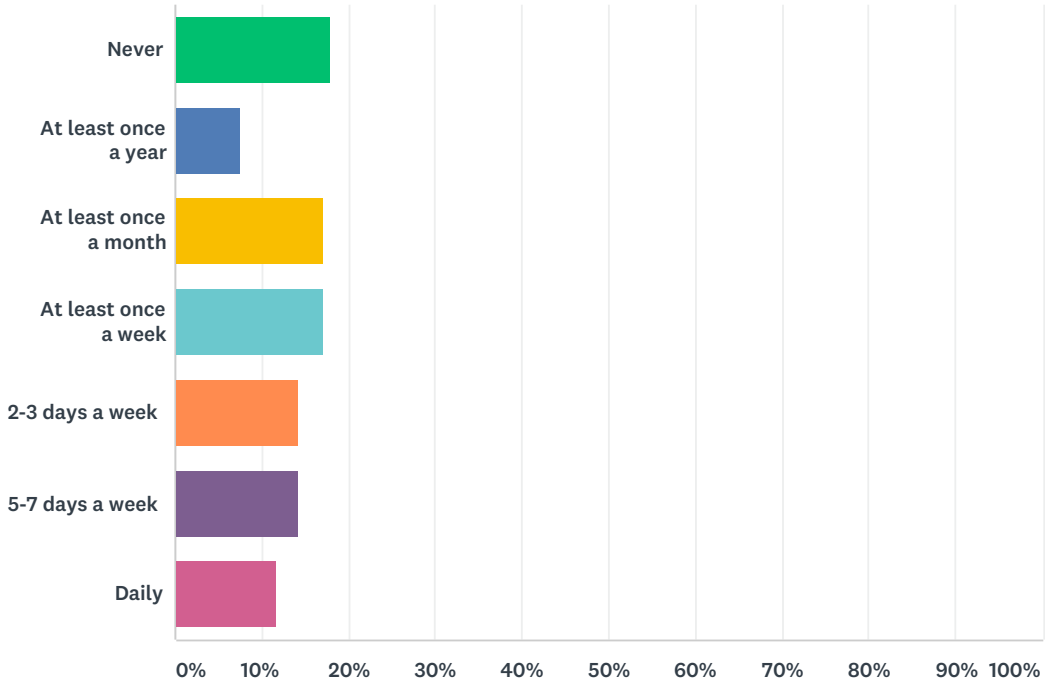
Answered: 408 Skipped: 3



ANSWER CHOICES	RESPONSES	
Never	31.13%	127
At least once a year	12.01%	49
At least once a month	22.06%	90
At least once a week	12.01%	49
2-3 days a week	9.56%	39
5-7 days a week	9.56%	39
Daily	3.68%	15
TOTAL		408

Q4 If the walking and biking facilities were safer along this segment of Vancouver Street, how often would you typically walk or bike on Vancouver Street?

Answered: 395 Skipped: 16



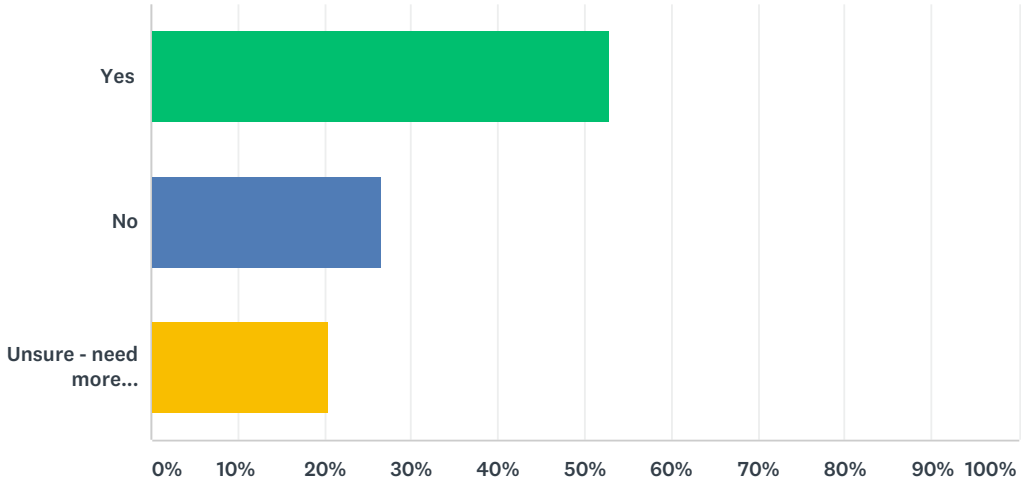
ANSWER CHOICES	RESPONSES	
Never	17.97%	71
At least once a year	7.59%	30
At least once a month	17.22%	68
At least once a week	17.22%	68
2-3 days a week	14.18%	56
5-7 days a week	14.18%	56
Daily	11.65%	46
TOTAL		395

Q5 What is your ideal vision of Vancouver Street for this segment? Consider the needs of the community today and for generations to come.

Answered: 334 Skipped: 77

Q6 Segment A is a local street with generally low traffic volumes and vehicle speeds. Do you think a traffic-calmed shared use design is preferred compared to protected bike lanes in order to reduce project costs and retain more on-street parking?

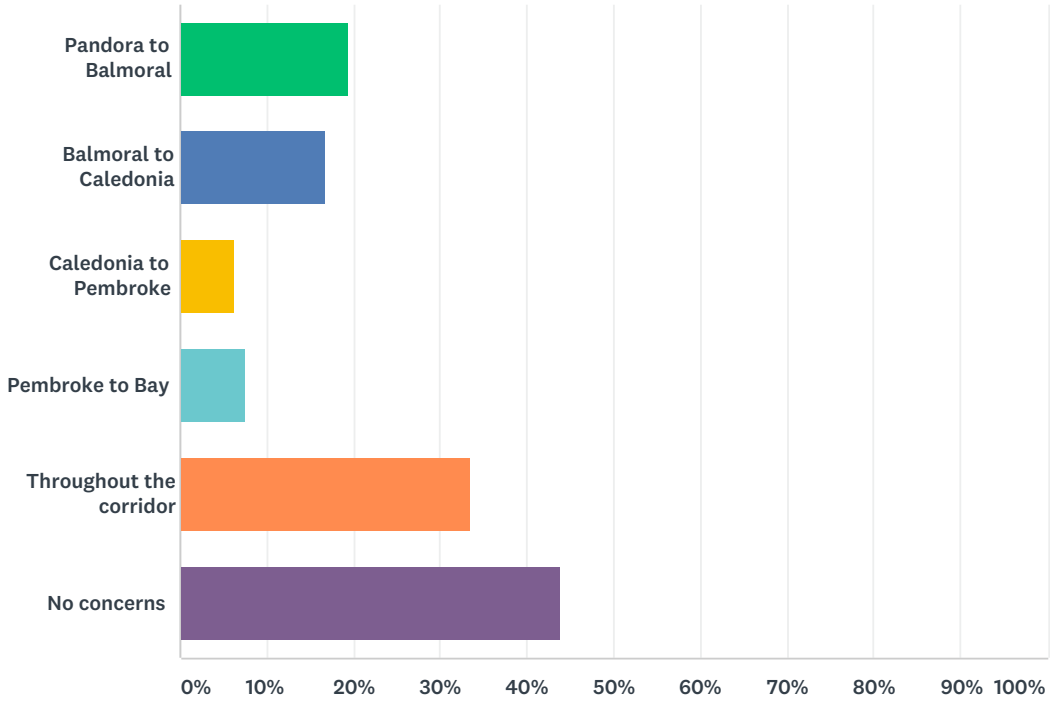
Answered: 408 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	52.94%	216
No	26.47%	108
Unsure - need more information	20.59%	84
TOTAL		408

Q7 To establish a safer shared bikeway, vehicle speeds of 30km/hr or less are encouraged – within this segment, where do you have concerns with vehicle speeds?

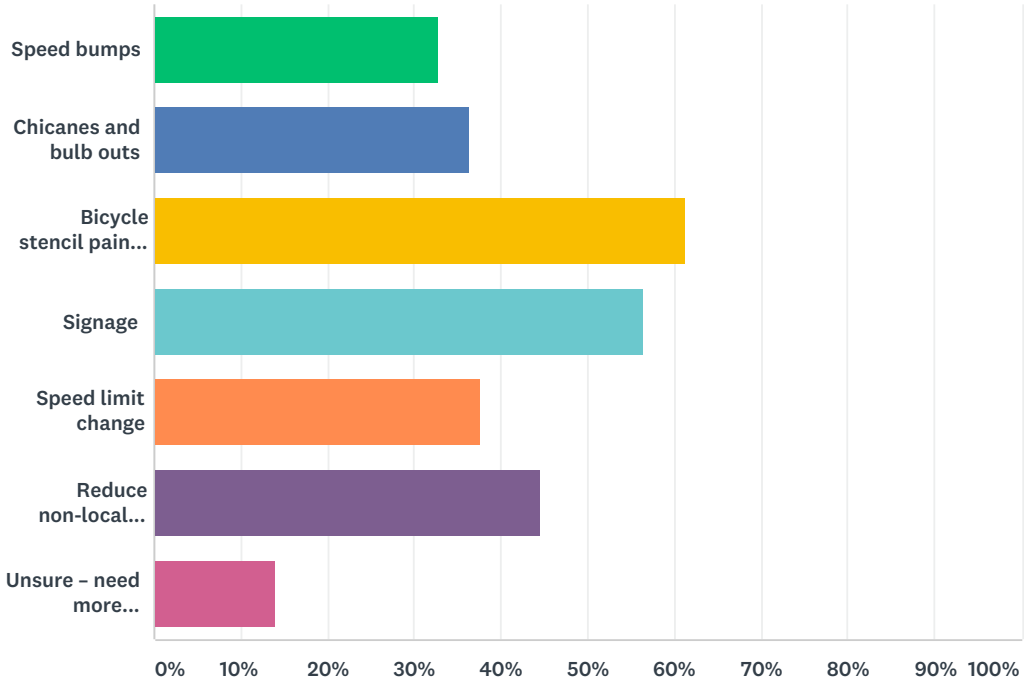
Answered: 400 Skipped: 11



ANSWER CHOICES	RESPONSES	
Pandora to Balmoral	19.50%	78
Balmoral to Caledonia	16.75%	67
Caledonia to Pembroke	6.25%	25
Pembroke to Bay	7.50%	30
Throughout the corridor	33.50%	134
No concerns	44.00%	176
Total Respondents: 400		

Q8 To maintain slower vehicle speeds and remind motorists to share the road with cyclists, a number of design elements can be used. Which design elements would you like to see the design team explore in further detail? Check all that apply.

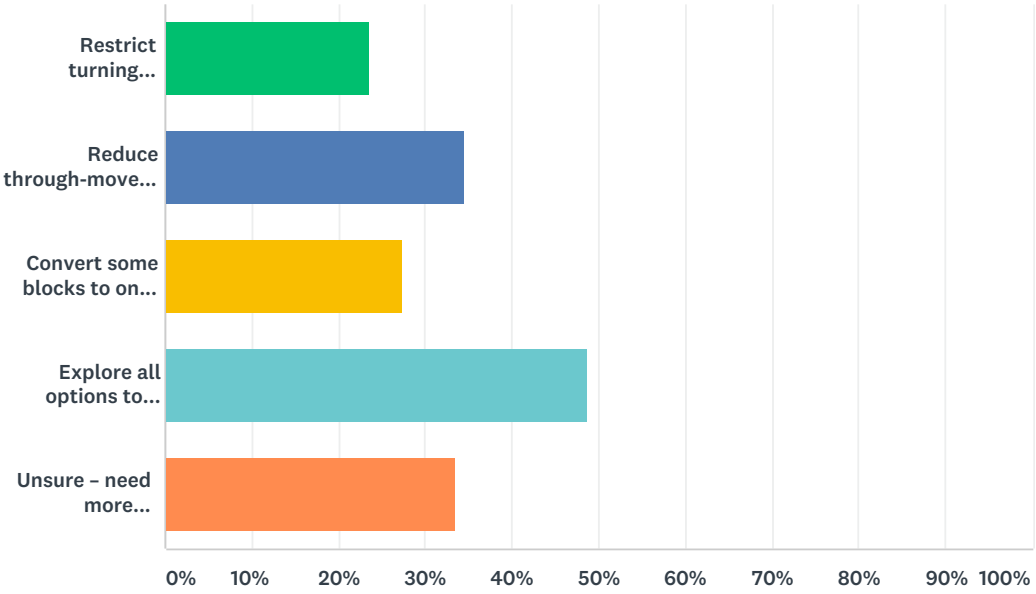
Answered: 398 Skipped: 13



ANSWER CHOICES	RESPONSES	
Speed bumps	32.91%	131
Chicanes and bulb outs	36.43%	145
Bicycle stencil paint markings	61.31%	244
Signage	56.53%	225
Speed limit change	37.69%	150
Reduce non-local traffic in the neighbourhood	44.47%	177
Unsure – need more information	14.07%	56
Total Respondents: 398		

Q9 A shared use design requires low vehicle volumes and speeds while maintaining vehicle access to the street but not necessarily through the street.Which traffic diversion tactics would you like to see the design team explore in further detail?

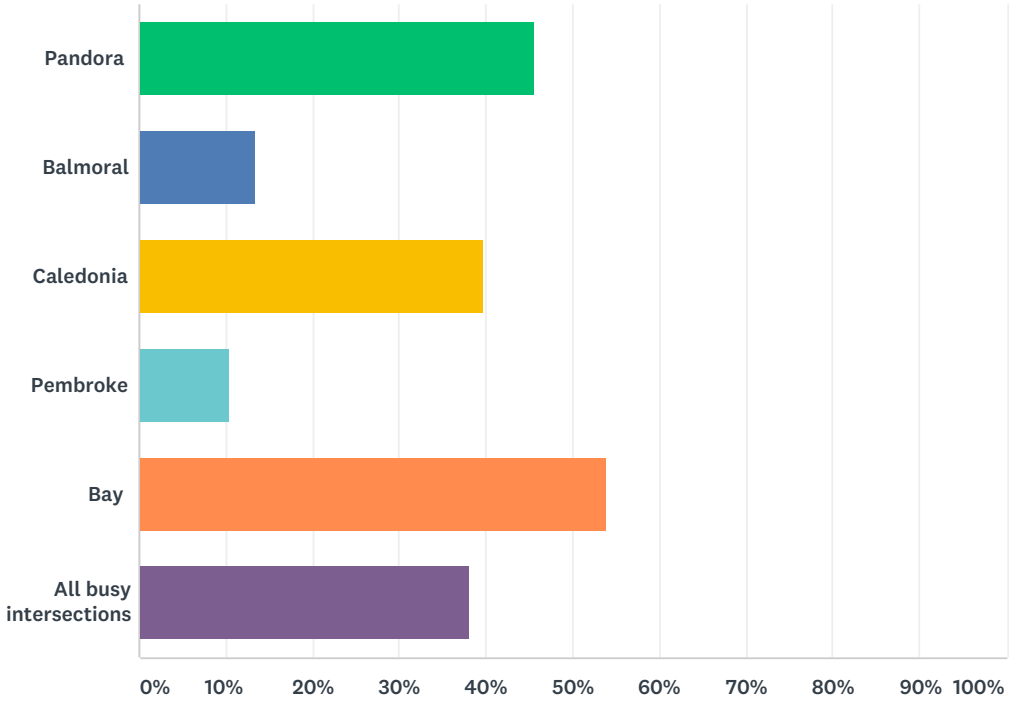
Answered: 377 Skipped: 34



ANSWER CHOICES	RESPONSES	
Restrict turning movements for vehicles (eg: right in /right out) where suitable	23.61%	89
Reduce through-movements for vehicles where suitable (while maintaining access for emergency vehicles bikes and pedestrians)	34.48%	130
Convert some blocks to one way vehicle traffic (continue to allow two way bike and pedestrian traffic)	27.32%	103
Explore all options to reduce cut-through traffic while retaining local access	48.81%	184
Unsure – need more information	33.42%	126
Total Respondents: 377		

Q10 New traffic signals, paint and changes to the curb alignment can improve the safety and functionality at busy intersections on Vancouver Street. Which of the following major (or busy) intersections within this segment should be prioritized for safety improvements?

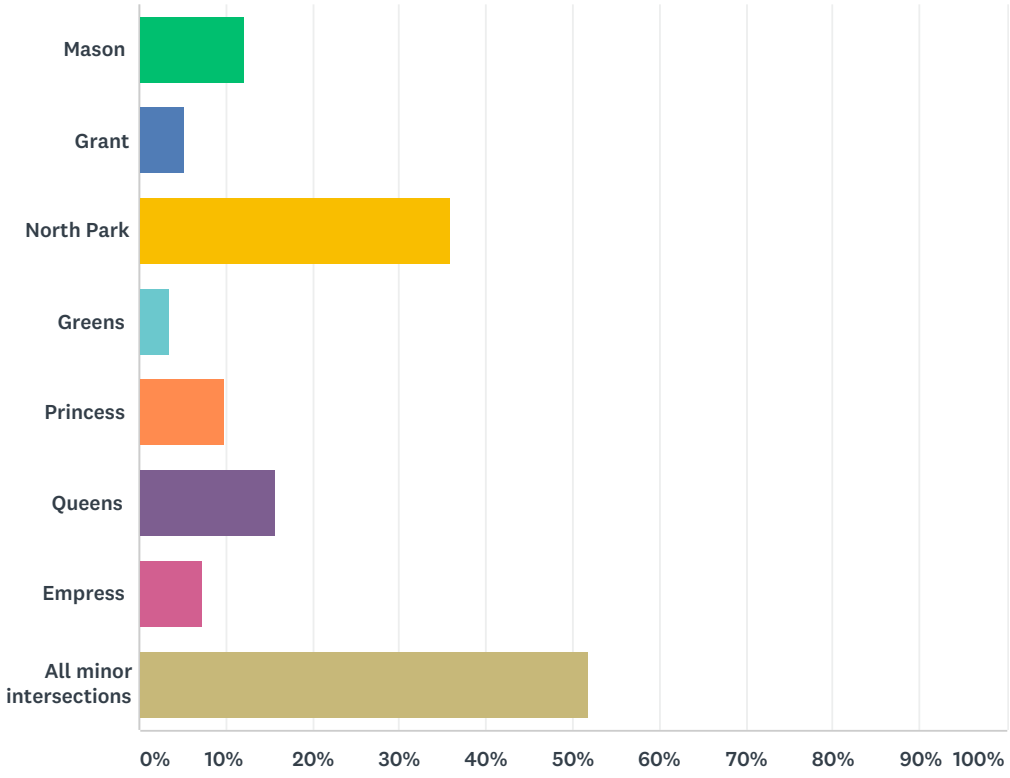
Answered: 380 Skipped: 31



ANSWER CHOICES	RESPONSES	
Pandora	45.53%	173
Balmoral	13.42%	51
Caledonia	39.74%	151
Pembroke	10.53%	40
Bay	53.95%	205
All busy intersections	38.16%	145
Total Respondents: 380		

Q11 Design modifications including traffic circles, four way stops and traffic diversions can help slow traffic and reduce conflict at minor intersections. Which of the following minor intersections within this segment should be prioritized for safety improvements?

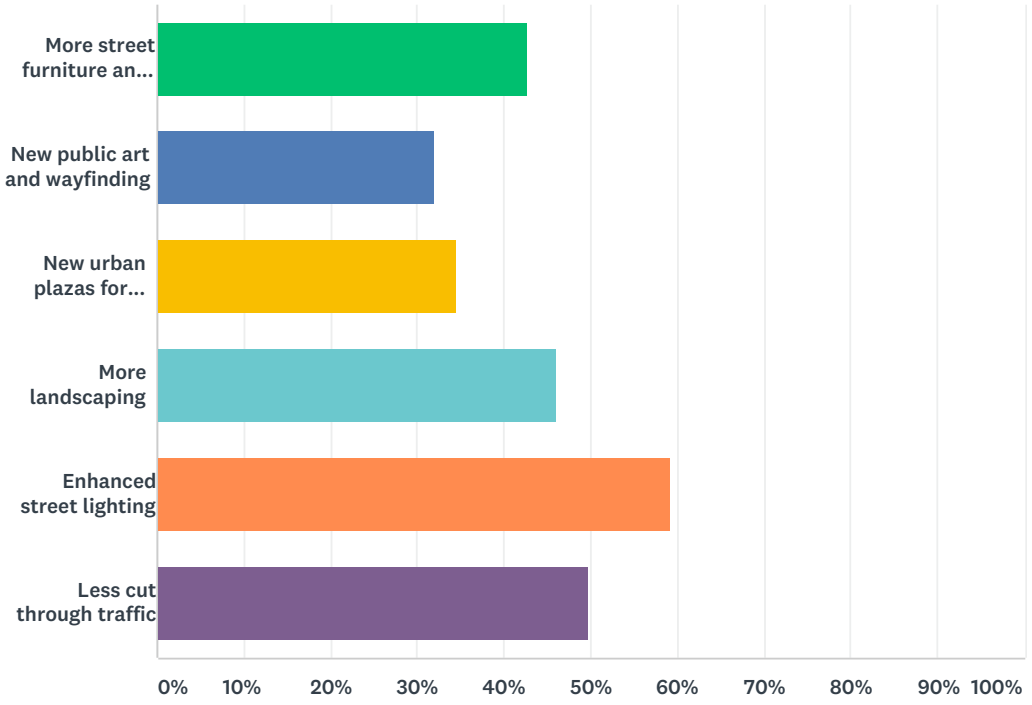
Answered: 287 Skipped: 124



ANSWER CHOICES	RESPONSES	
Mason	12.20%	35
Grant	5.23%	15
North Park	35.89%	103
Greens	3.48%	10
Princess	9.76%	28
Queens	15.68%	45
Empress	7.32%	21
All minor intersections	51.92%	149
Total Respondents: 287		

Q12 Re-thinking the design for Vancouver Street provides opportunities for a number of enhancements for all road users. Which of the following design elements would you like to see explored as a part of this project?

Answered: 368 Skipped: 43



ANSWER CHOICES	RESPONSES	
More street furniture and bike racks	42.66%	157
New public art and wayfinding	32.07%	118
New urban plazas for community events	34.51%	127
More landscaping	45.92%	169
Enhanced street lighting	59.24%	218
Less cut through traffic	49.73%	183
Total Respondents: 368		

Q5 What is your ideal vision of Vancouver Street for this segment? Consider the needs of the community today and for generations to come.

Answered: 109 Skipped: 20

#	RESPONSES	DATE
1	COMFORTABLE AND QUIET	11/26/2018 1:02 PM
2	Safe for all ages to use by foot or by bike. Less and slower motor vehicle traffic.	11/26/2018 11:43 AM
3	Invest in a bus or light rail, not another wasted protected bike lanes. Biking is not a feasible mode of transportation for our city, is a barrier to those with a disability and and the city needs to stop investing money on protected bike lanes that are unnecessary and only benefit a small group of individuals...	11/26/2018 11:00 AM
4	Maintaining Vancouver Street's use for all users including vehicles.	11/26/2018 10:58 AM
5	Prefer Vancouver St for connecting bike lane and not Cook st.	11/26/2018 9:22 AM
6	Leave it alone. No more stupid effing bike lanes!	11/26/2018 5:42 AM
7	separated bike lanes, crosswalks	11/26/2018 12:25 AM
8	As a daily commuter by bike along this route, I feel that it is currently fine the way it is and not necessary to invest in separated bike lanes.my ideal would be to make the road one-way single wide lane for cars but two-way for bikes.	11/25/2018 10:48 PM
9	Protected bike lanes, safer crossings for bikes across some streets like Bay, Caledonia.	11/25/2018 9:22 PM
10	Protected bike lanes make sense so my kids can get downtown and the recreation at places like Crystal Pool;	11/25/2018 3:52 PM
11	Improved traffic flow	11/25/2018 3:41 PM
12	Vancouver street is fine the way it is, it isn't busy enough to warrant protected bike lanes.	11/25/2018 2:16 PM
13	Proteced bicycle lanes	11/25/2018 1:52 PM
14	I'd like to see it seriously traffic calmed with some kind of restrictions on car traffic - maybe making it one way traffic with the rest for bikes. Improve pedestrian facilities	11/25/2018 9:51 AM
15	Vancouver St between Bay and Pandora is very safe. It can be a little tricky to cross over Calendonia due to traffic but generally drivers are very considerate. I am have concerns about this survey. There was no room for further comments at the end so I am putting them here. Question 9 and 11 I have a none option. I would have answered none on both. We live just off Vancouver on Queens. We use Vancouver St as pedestrians, cyclists and drivers. Aside from crossing Bay St., segment A of Vancouver St is currently safe and well shared by all users. I hope you are considering the forthcoming traffic of the New Save on Foods. How will this traffic impact this part of Vancouver St?	11/24/2018 5:40 PM
16	smarter/more aware cyclists and pedestrians	11/24/2018 4:38 PM
17	Dedicated bike lanes please!	11/24/2018 3:21 PM
18	signage and lines painted for designated bicycle areas. Perhaps different style of parking to limit the possibility of getting doored by a parked car as you cycle by. traffic calming features to slow down traffic, and a lower posted speed limit.	11/24/2018 3:06 PM
19	My vision is that vehicle traffic remain no more than it has been this past couple of years -- in spite of the large increase in dwellings adjacent to it.	11/24/2018 3:06 PM
20	it's a great biking street - not too much vehicle traffic	11/24/2018 2:13 PM
21	I would like to see a better connection north at bay street and the complete blocking of through traffic for cars somewhere along Vancouver street. There are more and more cars using this as a through way instead of cook or Quadra. The intersection of Caledonia and Vancouver also needs to be made safer, either a four way stop or round about	11/24/2018 2:00 PM

22	A two way bike path contiguous with the rest of Vancouver st with significant new quality bike parking at Central Park and Royal Athletics Park	11/24/2018 12:44 PM
23	what all users to feel safe	11/24/2018 11:50 AM
24	Pedestrian (walk, cycle etc) only corridor. No cars!	11/24/2018 11:25 AM
25	I feel it could be converted to a bike and pedestrian only road. It would increase the vibrancy and density of North Park.	11/24/2018 11:20 AM
26	a recreation corridor from the pool & RAP to BH Park was envision in the rec Renewal project of the early 2000s a running / cycling corridor would help facilitate that a plaza at Vanc & Caledonia at the west entry to RAP with public art, bike racks and a spot for food trucks would be a great addition to RAP	11/24/2018 10:55 AM
27	This section of Vancouver Street seems minimally used, though I suspect the residents there would disagree, especially in terms of what your plans are to eliminate yet more parking in the City of Victoria. Some of us actually drive cars here, so I just wish the Mayor and her cronies would remember that.	11/24/2018 10:45 AM
28	Open up the Caledonia-to-Pembroke block to 2-way traffic, otherwise leave it as it is. That whole section of road (Pandora to Bay) is too narrow to support separated bike lanes along with 2-way vehicle traffic.	11/24/2018 10:33 AM
29	On Vancouver Street, I routinely see north-bound vehicle traffic ignoring the "no-through" barrier at Vancouver and Caledonia by weaving around the raised curb in order to continue going north along Vancouver. My ideal vision of Vancouver Street for this segment includes better control at that intersection to keep rule-bending motor vehicle and motorcycle drivers from using Vancouver as a shortcut to Bay. For instance, you could better enforce the no-through by creating a right turning lane along Caledonia as it approaches Vancouver from the East side; then extending the barrier down an appropriate length of the length of this new turning lane. Or you could use weight-triggered cameras to film violators, and picture their plate; auto-issuing fines to the addresses of plate holders. When I cycle Vancouver, it always feels narrow around Pandora. This might be because of the ongoing construction. Whatever is being constructed there, though, will inevitably lead to increased vehicle traffic, so that sense of being "squished" through that section will probably never go away. You need to find a way to make cyclists and pedestrians feel safer commuting around there in spite of likely traffic increasing (if it winds up being a grocery store for instance, a lot of cars will be going around there looking for parking and trying to get in/out).	11/24/2018 9:46 AM
30	No change, bikes and cars share road	11/24/2018 9:20 AM
31	A quiet, pleasant through street for pedestrians and cyclists. Crossing of busy streets should be improved from current traffic lights with adequate priority given to non automobile traffic.	11/24/2018 8:43 AM
32	leave it as it is there are too few street with as few traffic lights already. We need the current on street parking on both sides and teh remaining space for car traffic	11/24/2018 8:42 AM
33	The bike Lanes should be on cook street, so that cyclists have access to the commercial businesses in the same way as cars.	11/23/2018 9:48 PM
34	part of a clearly marked cycle lane from Bay to Park, especially because there are apparently no plans for bike lanes on Cook north of Pandora.	11/23/2018 8:21 PM
35	Less traffic, including less bicycles and non local traffic	11/23/2018 4:08 PM
36	one way, one lane vehicle traffic	11/23/2018 2:34 PM
37	We need protected bike lanes, cars don´t respect speed limits and security distances.	11/23/2018 2:21 PM
38	I'd like a protected bike lane. Cycling is currently dangerous. (I once had an accident on Vancouver at North Park, caused by a driver that cut me off. There is too much car traffic for safe sharing.	11/23/2018 2:00 PM
39	I don't think changes ARE needed to this section. Traffic is already very low, slow and limited. Walking along that stretch is already nice, calm, safe. There are already traffic calming measures in place. Don't waste taxpayer money on this - focus it elsewhere.	11/23/2018 11:55 AM
40	I love the idea of traffic calming, the city of Victoria should do this lots all along the corridor and in other locations too. I'm not concerned about the loss of car parking, in fact I think we need to lose some parking in order to discourage driving.	11/23/2018 11:41 AM
41	Bike corridor!	11/23/2018 7:59 AM

42	Preserve residential neighbourhood feeling and access behind Crystal Pool; improve cycling flow-through to cross Bay St. and Caledonia St., and access onto the bike lane at Pandora. Plan for the increased multiple uses at Crystal Pool and overall growth in the neighbourhood.	11/23/2018 6:13 AM
43	I think there is enough boulevard and sidewalk space to expand the road, keeping the parking along the curb, but having a hard lined bike lane as there is on Johnson. The lines should be flourescent with the lanes coloured (green/orange?) or having coloured stripes periodically for increased visibility and visual demarcation. It would be a great community building project to have the lanes be a series or strip of art created by a bunch of different local artists. This could turn into an annual event even. I think there should be a strip on either side dedicated to water garden ditches to capture rain and pollutant run-off. This would reduce the rate of drainage into the storm drain, and would help clean the water in the process. There are many excellent designs out there. Ask a Permaculture practitioner and a water ecologist what they think. Having a bike repair station on the corner of Caledonia would be convenient.	11/23/2018 1:09 AM
44	This would be an excellent corridor for a kid's learning/family/new user lane in addition to a protected bike lane. It could go straight through to Beacon Hill park. It would be an excellent opportunity to get more people comfortable with road riding. It should change to one way st traffic in this area and become solely a pedestrian and bike corridor. You could run a connector along North Park st to Cook to ensure access to the shops. I've lived in this area for 10 years and I can tell you that there is already very little parking there so encouraging more foot and bike traffic to the wonderful shops would be lovely. Typically the people using Vancouver for driving are aggressively flying down the road and often miss the stop signs. They should be using Cook, Quadra or Blanchard which all run parallel. The reality here is that more families are living in this area. People like us who bought a condo years ago and planned to move can no longer afford to own a family size home. We have a real opportunity to do something for the quality of life of the kids and other people who aren't able to zip through traffic on a speed bike. Let's DO something REALLY COOL here!	11/22/2018 11:18 PM
45	Wider sidewalks to accommodate strollers, and people walking together as a group. Better road markings for where pedestrians can cross. Traffic calming and clear markings for cyclists. A nicer cycling connection across Bay Street. Better cycling crossing across Caledonia.	11/22/2018 11:06 PM
46	Safer crossing at Caledonia. Specifically, at busier times.	11/22/2018 10:37 PM
47	mainly walking and cycling. some local traffic for residents may be needed. avoid this as a "cut through". May need to accommodate traffic for the crystal pool depending on the eventual changes. would be great to see access to crystal pool be off Quadra though, as it is now, and preserve the field adjacent to Vancouver street as the mature trees and limited traffic access is conducive to kids and adults recreating in that area.	11/22/2018 10:27 PM
48	While I would really like to see this segment of Vancouver St. improved for cycling and pedestrians, I am very concerned that the impact on existing traffic uses of the street be taken into account in making any change. The recent pedestrian improvements to Cook Street while a real improvement to the North Park Village have resulted in an excess of commuting traffic on adjacent residential Streets like Chambers and Vancouver. Further changes to the Vancouver St. corridor cannot reasonably be made without taking the resulting secondary impact into account. You are not going to stop the vehicle commute. How are you going to deal with it in the face of further planned changes?? To date the City has simply left the neighbourhood to absorb the shifting traffic use patterns. That is not good enough.	11/22/2018 9:51 PM
49	No cars, fully a bike highway. It's already a pretty good route, with recent improvements like swapping the direction of the stop signs near central park, just needs some improvements like a better crossing of caledonia and lanes between caledonia and pandora.	11/22/2018 8:27 PM
50	Part of a network of safe bicycle infrastructure so cyclists can safely and comfortably travel north south	11/22/2018 7:56 PM
51	No vision, specifically. Just want bike lanes there, and they do not have to be protected to make me feel safe.	11/22/2018 4:57 PM
52	safe walking and cycling, with enough room for safe driving to share the road	11/22/2018 4:48 PM
53	That this not be used as a shortcut/bypass for car traffic to avoid travelling through downtown. Right now, the lights are timed to support north/south travel. It should not be that way. It should be a corridor for active transportation.	11/22/2018 4:37 PM
54	Eliminate parking, introduce traffic calming, restrict through traffic for cars (a greenway), increase pedestrian facilities	11/22/2018 4:14 PM

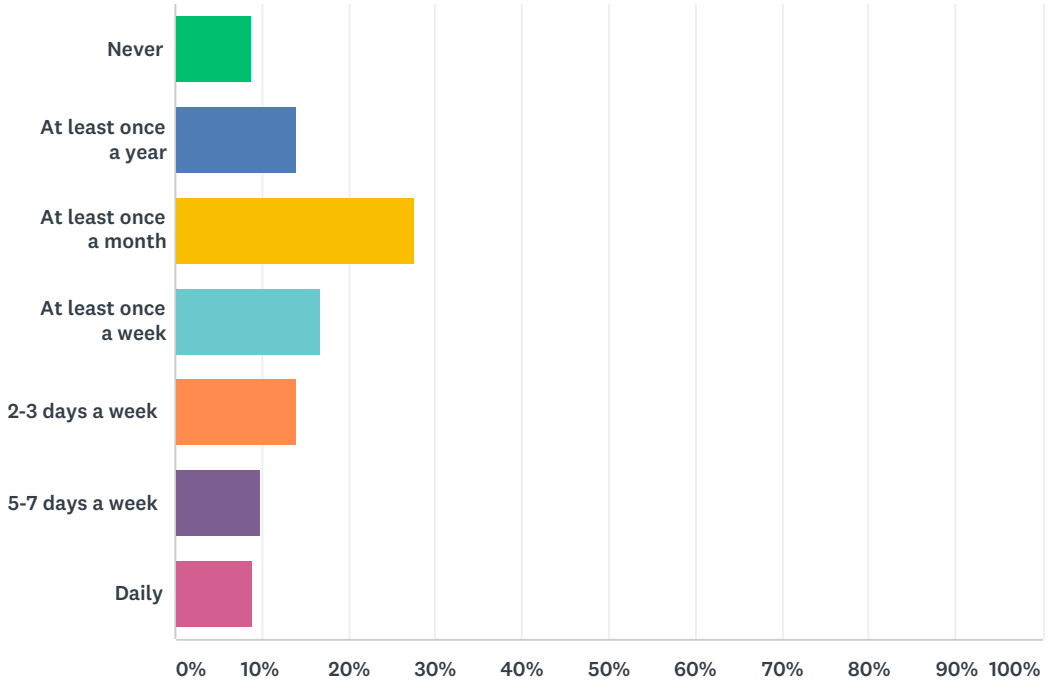
55	Protected bike lanes	11/22/2018 3:56 PM
56	A safe place for active transportation users with limited motor vehicle use. Tree lined streets, good crossings of busy roadways and we designed conflict points which minimize risk to pedestrians and cyclists.	11/22/2018 3:28 PM
57	My vision is to have a north-south protected bike lane for commuters coming from outside of Victoria. I don't care if it's on Vancouver, Quadra, or Blanshard, I would use any of the three. Douglas on the other hand is an inappropriate location due to the sheer volume of traffic.	11/22/2018 3:17 PM
58	I would love to see intensive traffic calming, in order to reduce car traffic and speeds along the whole route. In busy intersections protection including conflict paint and turn restrictions is a must. I'm not concerned about car parking, in fact I believe that in order to increase safety and discourage driving (and encourage cycling/walking) we have to reduce the amount of parking.	11/22/2018 2:31 PM
59	Dedicated active transportation corridor, well connected to similar east-west corridors, and a northern continuation. Limited vehicle traffic besides residents	11/22/2018 12:58 PM
60	Comfortable enough to bike with my infant daughter. Move car traffic away with heavy calming measures. Nice walking street so keep quiet nature	11/22/2018 12:52 PM
61	More separation between cars, cyclists, and parked cars. Traffic calming to encourage drivers to slow.	11/22/2018 11:49 AM
62	Better crossings at busier intersections like Caledonia and Pembroke.	11/22/2018 11:35 AM
63	I believe Vancouver Street should remain as-is and that the bike lanes should be on Cook Street.	11/22/2018 11:08 AM
64	Traffic calming, better sidewalks, prioritized bicycle signals to cross Caledonia and Bay.	11/22/2018 10:57 AM
65	No protected bike lanes. Designated shared bike route (similar to how they have done so in Vancouver, BC on 7th or 8th ave in the Fairview area). Maintain good sidewalks for pedestrians that reduces sidewalk barriers (like sign posts, tree roots, etc) to make it more accessible for people with disabilities. Traffic volumes and speeds are already naturally slower on this corridor - there is no need to invest in traffic diversion tactics. They have not done this in Vancouver BC (as mentioned previously) and it works great! I used that corridor as a biker multiples times a week with absolutely no concerns. What may be beneficial is traffic circles instead of 4-way stops to help reduce car/bike incidents as most bikers do not come to a complete stop at 4-way stops or any stop sign.	11/22/2018 7:51 AM
66	I envision clear, designated bike lanes along this section of Vancouver St. I would use it for cycling more often.	11/21/2018 10:03 PM
67	A safe and efficient cycling route for families .	11/21/2018 9:23 PM
68	Bicycle traffic flow has priority over other road users. Cycling requires most effort to start and stop repeatedly than walking or motorized transport. Best North/South street option considered yet for maximizing efficient cycle traffic. Inefficient cycle travel on this street would encourage me to use other, more dangerous routes.	11/21/2018 8:58 PM
69	I would love to see a safer connection across Bay street for cyclists. Right now, there is an odd offset of the street which can take a considerable amount of time to cross at busy times of the day.	11/21/2018 8:19 PM
70	cycling infrastructure where my 7 year old feels safe to ride. That means a physically separated, designated bike lane	11/21/2018 7:26 PM
71	Bike lanes, wider side walks, treed boulevards, 1 lane of car traffic in each direction	11/21/2018 7:15 PM
72	Traffic calming and safer intersections. Particular concern is Vancouver and North Park. A pedestrian was hit on that corner today and there are constant vehicle accidents. Also the 4 way at Vancouver and Balmoral as there has to be changes with the new construction on Pandora and Vancouver with the main entrance to the underground on Mason. With traffic turning onto Mason with create gridlock between Mason and Balmoral.	11/21/2018 7:11 PM
73	trees, better lit for walking at night, get rid of homeless campers, speed bumps, better behaved bicyclists	11/21/2018 7:09 PM
74	Safe navigation across Pembroke St. Pembroke is one of few east-west connections without a stop at Vancouver. Many cars travel quickly through the area.	11/21/2018 6:05 PM
75	Whenever I ride Vancouver, it's usually fairly quiet except around Royal Athletic Park. I am very concerned about the intersections on Vancouver at Caledonia as well as on Vancouver at Pembroke and don't feel safe riding there.	11/21/2018 6:02 PM

76	A thriving urban forest framing a bustling human-powered transport route.	11/21/2018 5:53 PM
77	Make it safer overall - not just with transportation. That whole area feels unsafe to be in with some "interesting" people who hang out around there.	11/21/2018 5:36 PM
78	Consistent separate two way bike lanes just like Pandora.	11/21/2018 4:51 PM
79	A street with less car, and more space for bikes and people walking.	11/21/2018 4:51 PM
80	Why are we talking about Vancouver when all of this bike infra should be going in along COOK? Vancouver is a distraction and a waste of money. Get a protected bike lane along Cook where it belongs.	11/21/2018 4:35 PM
81	A safe corridor for people of all ages and abilities to feel comfortable walking and cycling.	11/21/2018 4:30 PM
82	It is currently difficult (and at times unsafe) to turn left from Vancouver St onto Bay St. If volumes of bicycle traffic on Vancouve St will increase, the numbers of people making this turn will increase as well, and there needs to be a better solution than the crosswalk at Graham St.	11/21/2018 4:16 PM
83	Improved sidewalks and keeping cyclists off them.Trees and or large shrubs.	11/21/2018 3:01 PM
84	Better paving, really uncomfortable to bike right now, especially between Pandora and Caledonia. I don't think we would need separated bike lanes here, as there isn't enough car traffic. Maybe roundabouts at the North Park four way stop, Caledonia and Pembroke intersections?	11/21/2018 2:01 PM
85	A calm street without road rage.	11/21/2018 12:44 PM
86	Integration into rest of network (i.e., easy access to Pandora and future intersecting bike lanes); limited car traffic (infrastructure at Caledonia & Vancouver and Pembroke & Vancouver is ideal for this; bike access to north of Bay Street; retain trees and residential on-street parking wherever possible; prioritizing bikes and pedestrians over cars; plenty of bike parking to access shops at south end of this section (e.g., Save-On once it's complete).	11/21/2018 11:41 AM
87	Protected bike and pedestrian lane	11/21/2018 11:19 AM
88	It already has the only bikes to go through by the stadium so I say make it a very calm street for local traffic only. Make it mainly for walking, biking, other forms of transportation.	11/21/2018 10:25 AM
89	Ideally, this would connect to a safe and friendly Bay Street bridge crossing. Right now Bay Street and Bay Street bridge are noisy, ugly, and downright dangerous for cyclists and pedestrians.	11/21/2018 9:57 AM
90	Additional traffic calming to make a safe and comfortable shared street for cycling	11/21/2018 9:55 AM
91	A marked bike lane.	11/21/2018 9:54 AM
92	Safe to bike for my kids, enjoyable to walk on, quiet, neighbourhood street. Increase traffic calming. Discourage through-traffic except for residents. Use bollards to highlight that it is a bike route. restrict some street parking	11/19/2018 2:54 PM
93	I live on Vancouver St. near Oliphant St. and it would be a great hardship to all of us residents on this street to loose any parking. 98% of the homes do not have driveways and are made up of several suites, meaning each house typically has more then three households and several vehicles to each. Parking on this street is already a problem! If bike lanes are going in and going to reduce parking, I say "no!" to this plan!	11/19/2018 2:26 PM
94	I'd like to see separated bike lanes and speed bumps. Cars go quickly through this area and blow through stop signs regularly. As business along Cook Street grows in North Park, I'd like too see more pedestrian traffic crossing and walking along Vancouver. The current 4 way stop seems to create more confusion than it solves. While people are slow around it, people don't seem to know how to take turns to move traffic effectively. Cars then get frustrated and stomp on the gas when it's their turn, increasing danger for bikes and peds.	11/18/2018 4:24 PM
95	safe and convenient travel for cyclists and pedestrians	11/17/2018 4:09 PM
96	A convenient, fast, and actually safer for the sort of cycling being done there now. This is a route used primarily to commute downtown, trying to turn it into a 'family-friendly' recreational route at the expense of commuters will not practically increase cycling.	11/17/2018 1:18 PM

97	Long term I would like see Vancouver Street as a vibrant street of unique shops and residences, not too different in feel to Cook Street in that stretch. I would like it to have a designated bike space - either as a fully protected bike lane, off-street paved path, or traffic calmed street by restricting it's use as a thoroughfare to cars. (no speed-bumps please!) I would also like it to have sidewalks on both sides of the street, setback from the curbs. Moving PEOPLE, and not cars, should be the priority.	11/16/2018 3:20 PM
98	The biggest difficulty as I see it right now is the combination of traffic, parking and construction. I would like to be able to drive safely and easily on Vancouver at all times of the day and week. I would also like to be able to walk without having to feel I'm about to be hit by a car or bike (a new thing with the two way bike lanes on one way streets). I would like to feel safe and calm, but I don't see this happening if the street is going to look anything like the new bike lane streets that were done last year.	11/16/2018 12:01 PM
99	Bike right of way crossing caledonia. I bike with my 8 year old and 6 year old down Vancouver from princess to southgate so my chief concern is making the stretch from pandora to fort st safer. The rest, aside from the awkward caledonia crossing (difficult to get a suitable gap in rush hour with an 8 year old boking), I think Vancouver is ok. Would be nice to have signs specifying cyclists have full use of road	11/15/2018 9:29 PM
100	Better sidewalks & wheelchair access.	11/15/2018 12:36 PM
101	Move through traffic back onto Cook and Quadra. Vancouver should be used for access to the neighbour hood, not as an artery between downtown and Bay.	11/15/2018 9:51 AM
102	The intersection of Vancouver and Caledonia needs infrastructure to block cars from driving straight. Maybe even block one end off. Its dangerous when riding a bike or walking when you cross not expecting a car to drive around the sign and they still break the rules and drive through. A sign isn't enough. Otherwise, it's a nice walking street.	11/14/2018 9:23 PM
103	Fully protected bike lanes, better sidewalks, traffic calming to keep rat-running to a minimum.	11/14/2018 7:40 PM
104	Safer crossings at Caledonia and Pembroke with traffic diversion that doesn't allow people to do drive around it like currently (people ignore the bikes only and turn restrictions and force their way around to continue on Vancouver when they are supposed to turn left or right only). Wider planted boulevards, the road is so wide by royal athletic park, the boulevard could be wider with more grass. Crosswalks on both sides of Vancouver to cross at all major intersections (Caledonia, Pembroke, Bay have one side only or no crosswalks). Clear indication of where to be on the road as a bike, Vancouver and Caledonia is confusing with only turn lanes painted on the road but bikes are allowed to go straight on Vancouver. More traffic diversions off of Vancouver and at earlier intersections, Balmoral should have some traffic diversion to get vehicles off of Vancouver. Caledonia and Vancouver may need lights, I don't take this route on a bike because the gaps in traffic during commute times are too short to cross Caledonia safely, biking on Cook street feels safer because there are more lights. Painted bike lanes on Balmoral to connect to Vancouver from north of Pandora. Add a 4 way stop or traffic diversion at Vancouver and North Park, lots of people want to cross on North Park to continue up to Cook there but traffic can be busy on Vancouver with few opportunities to cross. Add more bike parking by Royal Athletic Park and Crystal Pool. Highlight the cool stuff about the area, paint the roads with images of the osprey that lives in the lights at Royal Athletic Park, the nearby village area, Rifflandia, graffiti, etc. Traffic calming on Caledonia between Government and Cook. Slower and safer streets.	11/14/2018 4:02 PM
105	One-way bike lanes on either side of the street.	11/14/2018 9:16 AM
106	speed humps from Bay through Pembroke at regular intervals, crosswalks to get kids to school safely and resident permit parking	11/14/2018 7:59 AM
107	This section of Vancouver street lacks the width to accommodate dedicated bike lanes and vehicle lanes while providing ample parking to residents. Leave it as is and stop wasting my taxes with frivolous BS.	11/13/2018 3:41 PM
108	Traffic calmed under 500 cars per day with safe intersections for bikes at arterials.	11/13/2018 12:53 PM
109	Slow, comfortable and tree lined	11/9/2018 2:27 PM

Q1 How often do you typically drive on Vancouver Street between Pandora and Fort Street?

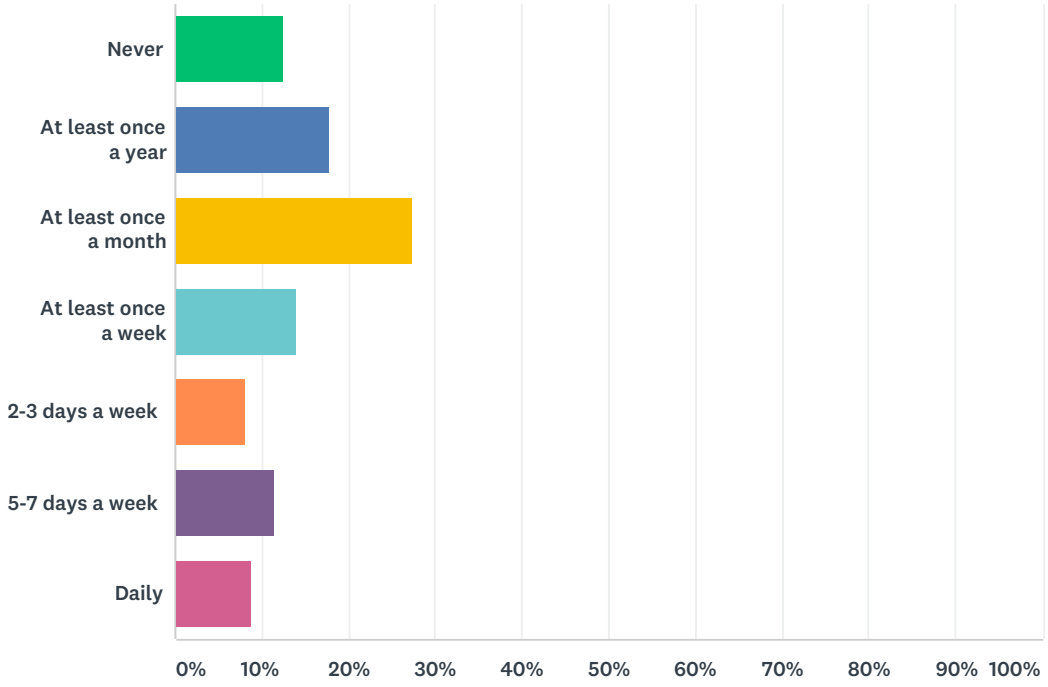
Answered: 334 Skipped: 1



ANSWER CHOICES	RESPONSES	
Never	8.68%	29
At least once a year	14.07%	47
At least once a month	27.54%	92
At least once a week	16.77%	56
2-3 days a week	14.07%	47
5-7 days a week	9.88%	33
Daily	8.98%	30
TOTAL		334

Q2 How often do you typically walk on Vancouver Street between Pandora and Fort Street?

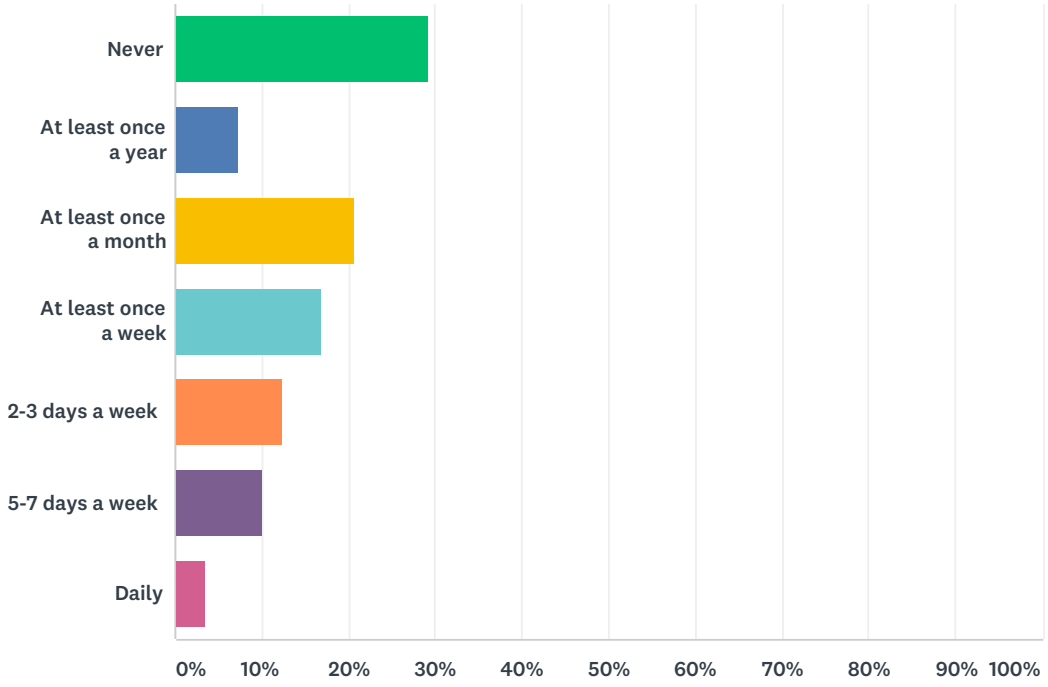
Answered: 333 Skipped: 2



ANSWER CHOICES	RESPONSES	
Never	12.61%	42
At least once a year	17.72%	59
At least once a month	27.33%	91
At least once a week	14.11%	47
2-3 days a week	8.11%	27
5-7 days a week	11.41%	38
Daily	8.71%	29
TOTAL		333

Q3 How often do you typically bike on Vancouver Street between Pandora and Fort Street?

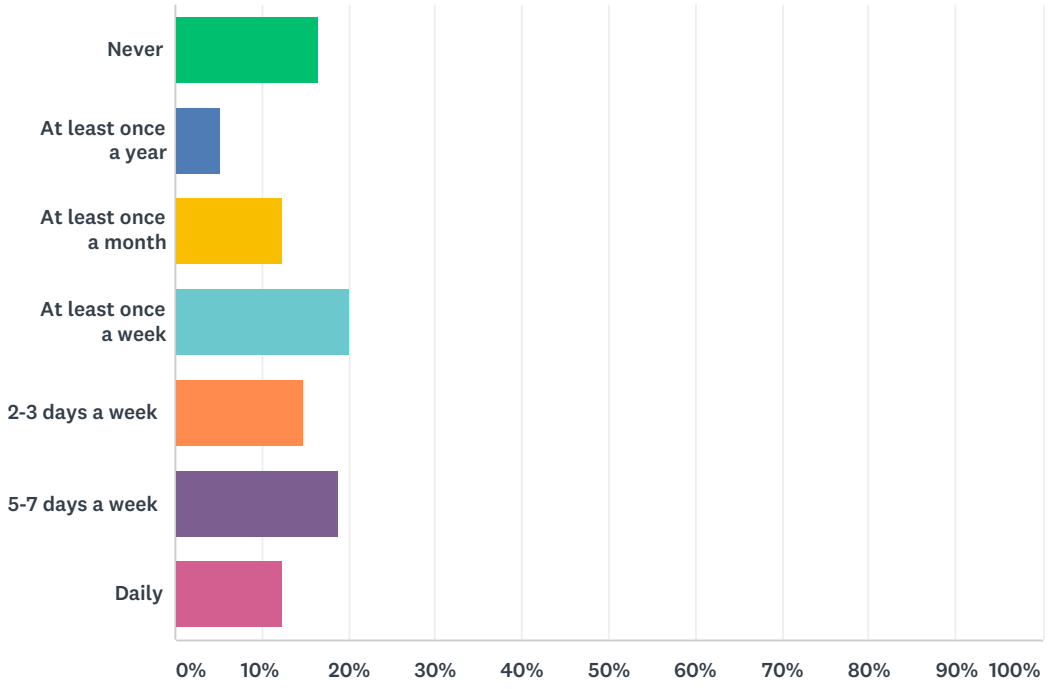
Answered: 332 Skipped: 3



ANSWER CHOICES	RESPONSES	
Never	29.22%	97
At least once a year	7.23%	24
At least once a month	20.78%	69
At least once a week	16.87%	56
2-3 days a week	12.35%	41
5-7 days a week	9.94%	33
Daily	3.61%	12
TOTAL		332

Q4 If the walking and biking facilities were safer along this segment of Vancouver Street, how often would you typically walk or bike on Vancouver Street?

Answered: 325 Skipped: 10



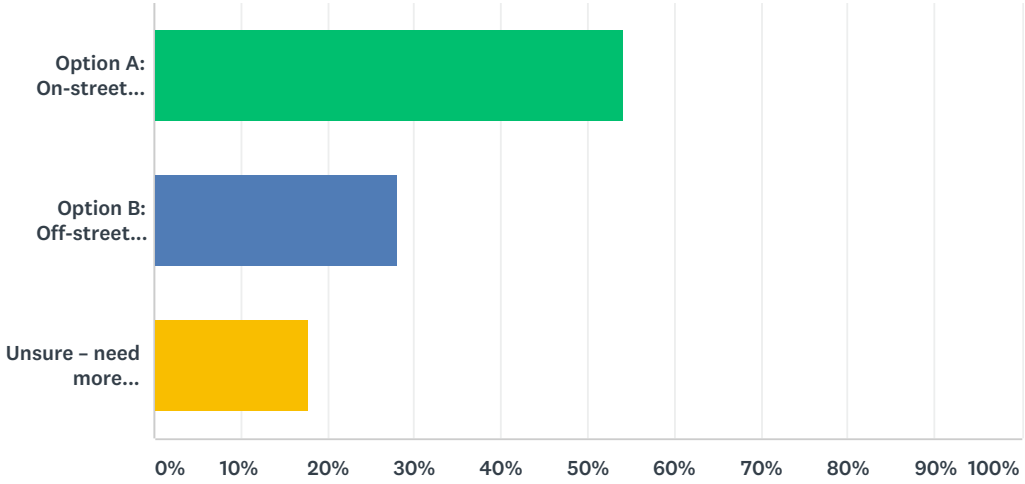
ANSWER CHOICES	RESPONSES	
Never	16.62%	54
At least once a year	5.23%	17
At least once a month	12.31%	40
At least once a week	20.00%	65
2-3 days a week	14.77%	48
5-7 days a week	18.77%	61
Daily	12.31%	40
TOTAL		325

Q5 What is your ideal vision of Vancouver Street for this segment? Consider the needs of the community today and for generations to come.

Answered: 268 Skipped: 67

Q6 Segment B contains a mix of higher density residential and commercial uses. Because of the higher vehicle volumes, protected bike lanes are required. Two design options are being explored. One option is on-street protected bike lanes. The second option is protected bike lanes in the boulevard. Which of these do you prefer?

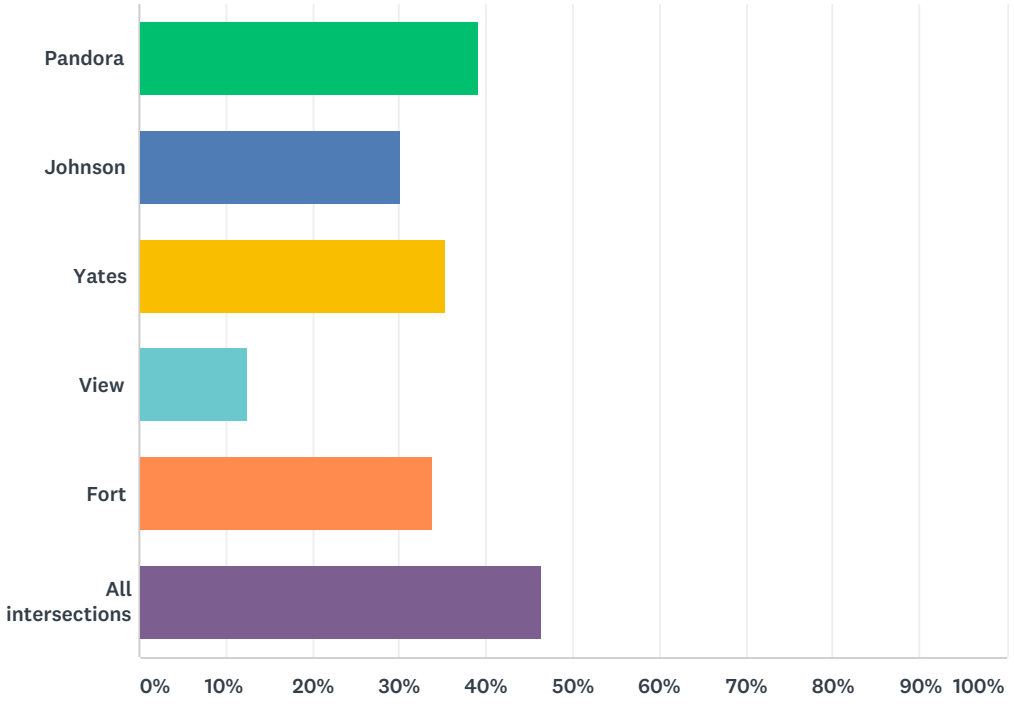
Answered: 328 Skipped: 7



ANSWER CHOICES	RESPONSES	
Option A: On-street protected bike lanes - lanes separated from moving traffic by a curb. *In this option there are greater impacts to on-street parking, minimal impacts to mature boulevard trees and no loss of boulevard greenspace	54.27%	178
Option B: Off-street protected bike lanes - lanes further separated from moving traffic and located in the boulevard. *In this option, there are greater impacts to the expected lifespan mature boulevard trees, loss of greenspace, and minimal impacts to on-street parking)	28.05%	92
Unsure – need more information	17.68%	58
TOTAL		328

Q7 Based on your own experiences, which of the following intersections within this segment should be prioritized for safety improvements?

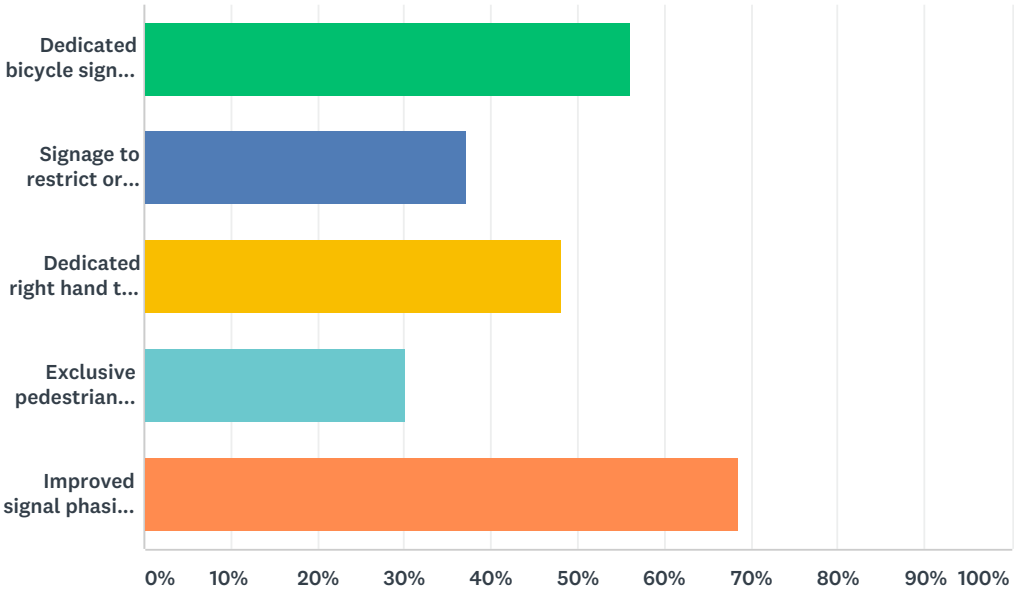
Answered: 286 Skipped: 49



ANSWER CHOICES	RESPONSES	
Pandora	39.16%	112
Johnson	30.07%	86
Yates	35.31%	101
View	12.59%	36
Fort	33.92%	97
All intersections	46.50%	133
Total Respondents: 286		

Q8 Conflicts amongst road users are typically highest at intersections. Which intersection design features would you like to see the design team explore in further detail?

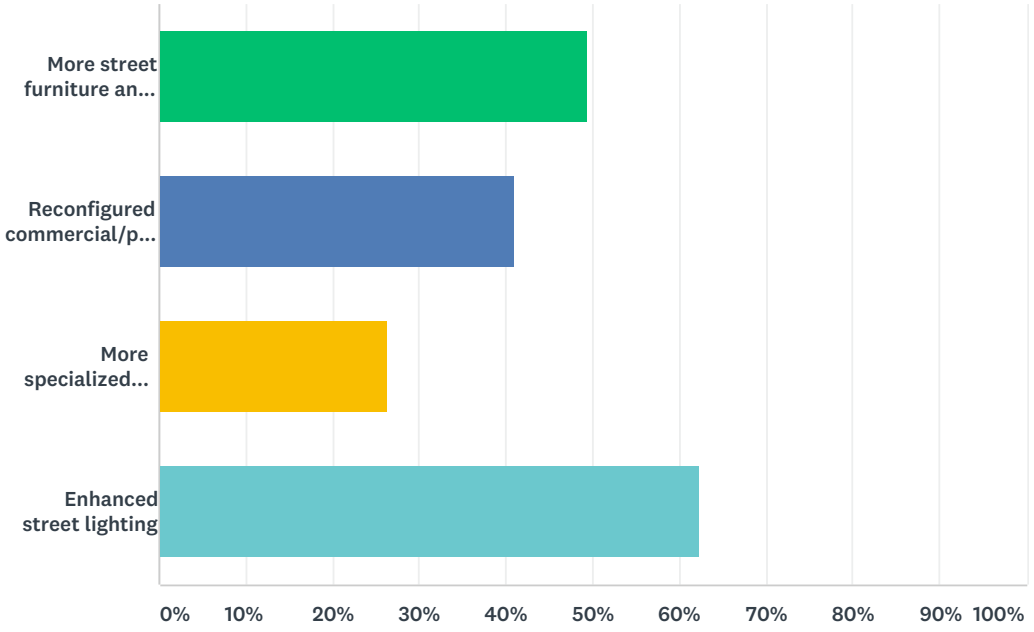
Answered: 312 Skipped: 23



ANSWER CHOICES	RESPONSES	
Dedicated bicycle signals and signal phasing	56.09%	175
Signage to restrict or limit vehicle turning movements	37.18%	116
Dedicated right hand turn traffic signals for vehicles (not hindered by pedestrian or bike crossing	48.08%	150
Exclusive pedestrian crossings (not mixed with any vehicle turning movements)	30.13%	94
Improved signal phasing and timing	68.59%	214
Total Respondents: 312		

Q9 Which of the following design elements would you like to see more of on this segment of Vancouver Street as a part of this project?

Answered: 276 Skipped: 59



ANSWER CHOICES	RESPONSES	
More street furniture and bike racks	49.28%	136
Reconfigured commercial/passenger loading zones	40.94%	113
More specialized parking stalls (ie. Taxi zones, barrier free parking stalls, motor bike stalls)	26.45%	73
Enhanced street lighting	62.32%	172
Total Respondents: 276		

Q5 What is your ideal vision of Vancouver Street for this segment? Consider the needs of the community today and for generations to come.

Answered: 86 Skipped: 21

#	RESPONSES	DATE
1	SAFE AND FRIENDLY	11/26/2018 1:03 PM
2	Lively shared space, where people matter more than cars.	11/26/2018 12:04 PM
3	Very little infrastructure is needed here. Bike locks would be nice.	11/26/2018 11:06 AM
4	Leave it alone. It's fine as it is. Stop wasting money on bike lanes no one uses	11/26/2018 5:46 AM
5	Protected bike lanes, street lighting, landscaping	11/26/2018 12:28 AM
6	Protected bike lane. Longer duration of the traffic lights for bikes at Fort, Yates, pandora intersections. A better way of entering and exiting bike lanes from normal traffic lanes for cyclists. The current way of entering and exiting on the Pandora and Fort street bike lanes is awkward and involves circling or dismounting. Cars seem to be frustrated by cyclists trying to access and exit the bike lanes, which would be reduced if there was a well thought out way of entering/exiting.	11/25/2018 9:28 PM
7	Should have separated bike lanes and good lights for bikes to use the cross ways safely (AAA)	11/25/2018 3:54 PM
8	Please don't make driving suck. Things like speed bumps and right turn bike /car light make things complicated and frustrating and makes me an unhappy driver. I don't own a bike and walking is often too far. Many of these alterations make my commute long and inefficient	11/25/2018 3:47 PM
9	protected cycle lanes	11/25/2018 1:50 PM
10	Protected bike lanes	11/25/2018 9:57 AM
11	For number 4 I would have said no change, if there was this option. I would like to see no open drug use, particularly use of needles on this section of Vancouver. It feels unsafe because of the open drug use.	11/24/2018 5:47 PM
12	more aware cyclists and pedestrians	11/24/2018 4:40 PM
13	Dedicated bike lanes please!	11/24/2018 3:24 PM
14	Safety for all, cyclists, pedestrians and motorists. Clear separation of sidewalk, paths and roadways. Ideally separated bike lanes.	11/24/2018 3:06 PM
15	vancouver is a great street for biking - not too many vehicles	11/24/2018 2:16 PM
16	I don't feel protected bike lanes are necessary. I think the double white line lanes would be sufficient. I commute on my bike and I find the seperate bike lanes terrible for commuting...they are too slow to get anywhere and really dangerous if you want to go a decent speed through them. Also due to the large pedestrian side walk on the corner at fort st (the London drugs side), cyclists have very little space on the side of the road to navigate the intersection. Currently there is a lot of construction along this portion of Vancouver st. This has made the roads more difficult to navigate safely with construction vehicles and materials in the roadway.	11/24/2018 2:11 PM
17	A two way bike lane and potentially conversion to one way traffic	11/24/2018 12:39 PM
18	safer for all users. basically changes to make it clearer where cyclists need to be	11/24/2018 11:52 AM
19	Just leave the parking alone!!! This is one of the few places left that parking spaces are available close to downtown, now that you've destroyed parking in the downtown core itself. This is a low traffic street, which means that cyclists can just continue to use it as they always have.	11/24/2018 10:48 AM

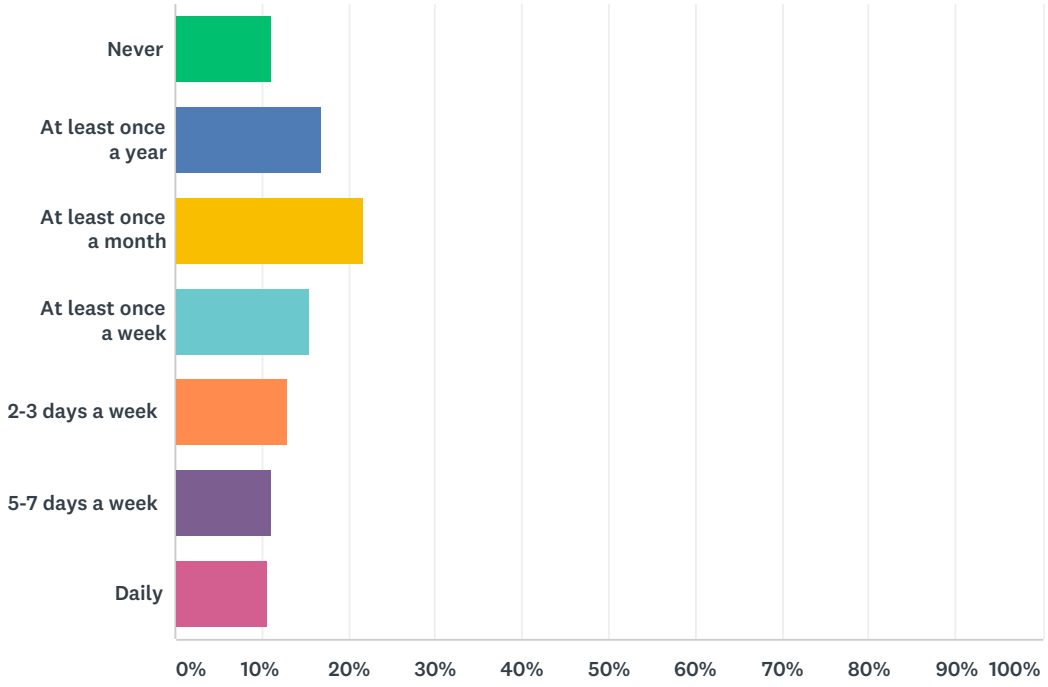
20	You need to make it possible to perform the recommended "three point" turn into the bike lane in order to head east in the bike lane after heading south along Vancouver. There isn't enough room in the bike lane to perform that manoeuvre here. You will need to cut into the sidewalk to do this. Either that, or you need to find another way to make this option continuous. Vancouver is listed as a bike route but there appear to be no lane markings, street decals, or protections of any sort to suggest that on the street itself. Furthermore lighting along this street is insufficient at night. Vehicles frequently turn left into the London Drugs parking lot from the northbound Vancouver lane despite markings to indicate this is illegal. Often cutting right in-front of south-bound cyclists or pedestrians because they are only looking for a gap in car traffic to make this illegal manoeuvre possible for themselves. There needs to be better controls and enforcement here. Perhaps traffic enforcement cameras are in order here.	11/24/2018 10:46 AM
21	A good cycling route	11/24/2018 10:44 AM
22	An arterial through road, no change to what it is now.	11/24/2018 10:36 AM
23	A quiet and safe environment for non automobile transportation and general living.	11/24/2018 8:47 AM
24	Put the bike Lanes on cook street.	11/23/2018 9:50 PM
25	bike green zones at controlled intersections	11/23/2018 8:25 PM
26	one way. one lane vehicle traffic	11/23/2018 2:36 PM
27	No changes are needed here OTHER than less construction. Over the past few months there have been occasions where I have had to cross the same street and back 3-4x because sidewalks are closed. Fine for me - but what about folks with mobility issues?	11/23/2018 11:58 AM
28	I love the idea of more traffic calming, I believe the city of Victoria must undertake this accross the city, and plenty along primary corridors such as this. Conflict paint and fully protected signal phases in major intersections is a must . I'm not concerned about losing car parking, in fact I think we need less of it to discourage driving and encourage cycling/walking.	11/23/2018 11:49 AM
29	A bike corridor!	11/23/2018 8:01 AM
30	Safer for cycling with children to commute to the park and school	11/23/2018 6:15 AM
31	As a cyclist who commutes Vancouver street at least twice every day, I think a classic bike lane set up for each side would be good. I think there is enough boulevard space to expand the road, keeping the parking along the curb, but having a hard line bike lane as there is on Johnson. I think the lines should be flourescent with the lanes coloured (green?) or having coloured stripes periodically. As long as they're so they are highly visible at night. It would be a cool community building thing to have the lanes be a series or strip of art created by a bunch of different local artists. I think there should be a strip on either side dedicated to water garden ditches to capture rain and pollutant run-off. This would reduce the rate of drainage into the storm drain, and would help clean the water in the process. There are many excellent designs out there. Ask a Permaculture practitioner and a water ecologist what they think.	11/23/2018 12:56 AM
32	This section is very stressful to traverse as it is. With the construction, car doors, turning lanes, parked cars, pedestrians and drivers it's nothing short of a miracle that people haven't been killed here on numerous occasions. I will get off my bike and walk the 4 blocks instead of trying to make it through alive with my kids. This area could probably go one way traffic heading southbound. so people can still turn right onto yates to get to the market Harris green and head right into town. Open it up again on ft for a dedicated left turn signal with no turn on the straight green.	11/22/2018 11:27 PM
33	A way to connect families from the low density surrounding areas to and through the urban core.	11/22/2018 11:09 PM
34	The trees on the boulevard along this segment are one of the best things about biking along it. Make sure to keep the canopy and greenery. I think this is already a pretty relaxed street to bike along. If you put bike lanes on both side of the street make them one way with room to pass. AAA networks are great but introducing the two way lanes on Pandora has added significant time to my bike commute. Some of this additional time is a result of the right turn lights. Now I go over to Caledonia to bike from Vancouver street down to the goose.	11/22/2018 10:43 PM
35	enhanced bike safety. there really is no identification/signage etc that this a shared car and bike route. separate bike lane would be great. it is a fairly wide section and I wonder if it could accommodate a significantly enhance bike lane.	11/22/2018 10:35 PM
36	Closed to traffic, or one way cars, and full, protected lanes, with eliminated streetlights or other reduction of stop and go.	11/22/2018 8:30 PM

37	The current situation is fine.	11/22/2018 7:59 PM
38	part of a network of cycling infrastructure so cyclist can get around town safely and comfortably	11/22/2018 7:58 PM
39	Safer cyling with vehicles	11/22/2018 4:51 PM
40	No longer used as a north/south cut-through for commuter car traffic bypassing downtown. Narrower intersections , shorter signal timing, and traffic diversion.	11/22/2018 4:39 PM
41	Separated bike lanes, TRAFFIC ENFORCEMENT, reduced vehicle speeds, traffic calming (bulb outs, speed humps	11/22/2018 4:21 PM
42	Protected bike lanes	11/22/2018 3:58 PM
43	Physically separated facilities for pedestrians, cyclists, and motor vehicles and large canopy trees.	11/22/2018 3:31 PM
44	I would love to see intensive traffic calming, in order to reduce car traffic and speeds along the whole route. In busy intersections protection including conflict paint and turn restrictions is a must. I'm not concerned about car parking, in fact I believe that in order to increase safety and discourage driving (and encourage cycling/walking) we have to reduce the amount of parking.	11/22/2018 2:34 PM
45	High priority given to active transportation including good connectivity to other active transportation corridors.	11/22/2018 1:02 PM
46	Protected bike lanes, safe walking amenities	11/22/2018 12:54 PM
47	Something that feels more like a place and less like the sad, abandoned edge of downtown. Lower speed zones? More street furniture/	11/22/2018 11:40 AM
48	Less traffic!!! Narrower street.	11/22/2018 11:03 AM
49	Use wide boulevard for bike lanes.	11/22/2018 8:39 AM
50	Shared use road only - NO two-way separated bike lanes, this is not needed here.	11/22/2018 7:54 AM
51	Protected bike lanes such as the ones on Fort and Pandora would be ideal. This is the safest type of bike lane and encourages the largest amount of people to get out on their bikes.	11/21/2018 10:05 PM
52	An efficient, safe bike route to connect to Fort from the north. Safe for kids too.	11/21/2018 9:28 PM
53	Needs to be a bicycle priority, the constant stopping every block or two here and on other routes (especially bike lanes) for traffic lights is a huge disincentive to ride bikes. Bikes are muscle-physical effort / momentum machines, cars primarily are push the pedal and go, so traffic starts and starts inconvenience cyclists much more.	11/21/2018 9:02 PM
54	Less construction bins in the lanes, fix dangerous potholes, dedicated bike lanes	11/21/2018 8:22 PM
55	same as segment A	11/21/2018 7:28 PM
56	separated bike lanes, beautiful street and landscaping, safe pedestrian crossings	11/21/2018 7:19 PM
57	I love how lush and green this part of Vancouver Street is. Please don't impact the boulevards or trees! There are not many spaces left in Victoria for large canopy trees and they are very important for our urban forest and to help the City's climate action.	11/21/2018 6:47 PM
58	This portion needs to be a protected bike lane. In addition to connecting the Pandora and Fort lanes, there's also the number of drivers making illegal left-turns into the London Drugs surface lot.	11/21/2018 6:19 PM
59	For the large Chestnut trees to remain.	11/21/2018 6:10 PM
60	A thriving people-powered transport route with a lush urban forest.	11/21/2018 5:55 PM
61	Consistency, protected two way lanes, just like on fort and Pandora.	11/21/2018 4:53 PM
62	Why are we talking about Vancouver when all of this bike infra should be going in along COOK? Vancouver is a distraction and a waste of money. Get a protected bike lane along Cook where it belongs.	11/21/2018 4:37 PM
63	More comfortable movement as a cyclist in this area so that families are comfortable with their kids on this route.	11/21/2018 4:34 PM
64	Improved sidewalks and keeping cyclists off them. Tree retention. Attractive swales for storm water.	11/21/2018 3:04 PM
65	As density increases and downtown "spreads out", we'll need wider, more welcoming sidewalks here	11/21/2018 1:11 PM

66	Calm, too many aggressive drivers	11/21/2018 12:49 PM
67	Easy access to Pandora and Fort bike lanes; retention of tree canopy and on-street parking for businesses; protected bike lanes; safe access to Johnson, Yates and View Streets.	11/21/2018 11:46 AM
68	protected AAA bike lanes!	11/21/2018 10:27 AM
69	Not sure, open to exploring protected bike lanes, shared road, or other ideas.	11/21/2018 9:58 AM
70	Marked bike lanes	11/21/2018 9:56 AM
71	Safer, slower, friendlier (less road rage and conflict among users).	11/21/2018 9:45 AM
72	Fast, convenient, and reasonably (and actually, not just seemingly) safe.	11/20/2018 2:22 PM
73	safe, separated bike facilities with access for cars and parking. more space between vehicles and pedestrians	11/19/2018 2:56 PM
74	Street level and close to side walk shopping, reduced car speeds, speed bumps, designated bike lane (doesn't have to be protected), timed lights that support bike speeds rather than car speeds.	11/18/2018 4:29 PM
75	safe and convenient for pedestrians and cyclists	11/17/2018 4:14 PM
76	I would like to see this section of the street transformed so to have less of a focus on cars, and be more attractive to pedestrians and cyclists. The lanes are wide and this makes many drivers feel comfortable driving at excessive speeds, even though they will be stopped at the next light. I think much of this street parking can be removed and replaced with a protected bike lane.	11/16/2018 3:25 PM
77	Please do not make it harder to navigate (for cars AND pedestrians) like the new bike lanes did on other downtown streets. It is a nightmare to try to drive or walk downtown now. Maybe it's ok for bikers, but by the amount of cyclist who have nearly hit me when I'm walking, I don't think it is. Please stop making things worse and more dangerous.	11/16/2018 12:04 PM
78	Better access for people with disabilities.	11/15/2018 12:39 PM
79	Safer to walk, too many junkies jay walking and traffic trying to take lefts while literally being in the cross walk and almost nudging people	11/15/2018 9:54 AM
80	Move through traffic back on to Cook. Vancouver should be use for access to the neighbourhood, not as an artery from downtown to James Bay.	11/15/2018 9:47 AM
81	1. Protected bike lanes	11/14/2018 9:31 PM
82	Fully protected bike lanes, better sidewalks, traffic calming to restrict drivers to 40km/h.	11/14/2018 7:41 PM
83	Protected bike lanes, less car parking on the roadway. Safer intersections (remove bulb outs that push people on bikes into the centre of the road). Remove the Harris Green mall entrance/exit on Vancouver, it should be one or the other not both as people sit on the sidewalk because the visibility of the roadway is poor. Otherwise it is a lovely spot that is semi urban but with lots of trees and wide boulevards that I avoid cycling on because it is unsafe, close passing cars and parked cars narrowing the space to bike in. Ideally it would be a safe place to bike.	11/14/2018 4:11 PM
84	Protected bike lane.	11/14/2018 9:20 AM
85	This sections of Vancouver street lacks the width to accommodate dedicated bike lanes and vehicle lanes while providing ample parking to businesses in the area.	11/13/2018 3:45 PM
86	Protected bike lanes and safe bike crossings at all intersections (separate phasing).	11/13/2018 12:55 PM

Q1 How often do you typically drive on Vancouver Street between Fort Street and Park Boulevard?

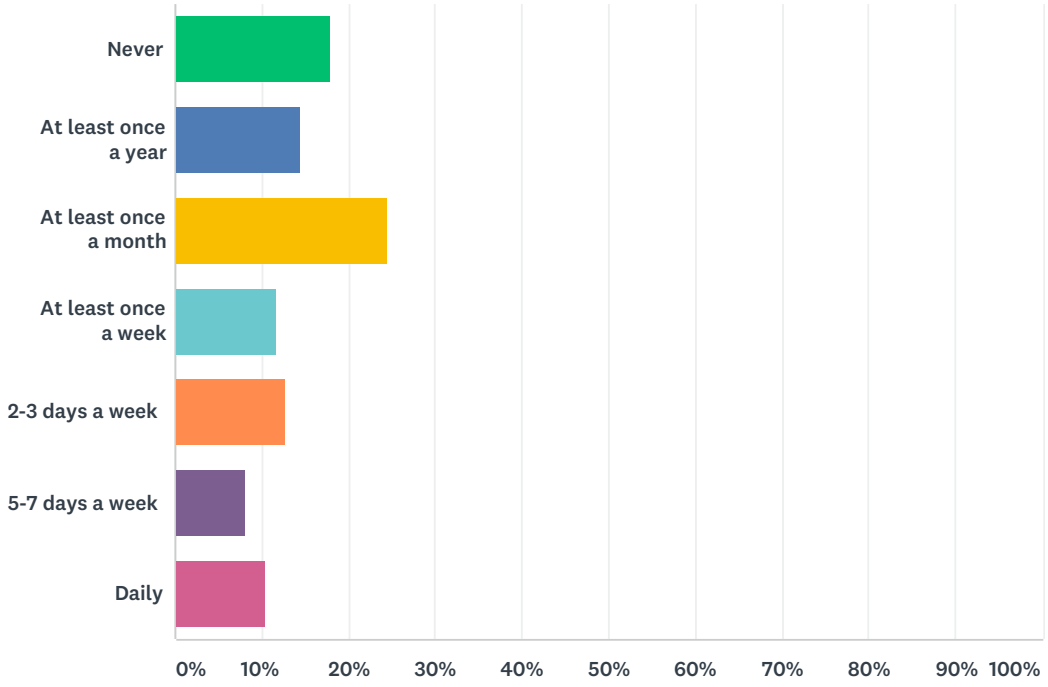
Answered: 362 Skipped: 1



ANSWER CHOICES	RESPONSES	
Never	11.05%	40
At least once a year	16.85%	61
At least once a month	21.82%	79
At least once a week	15.47%	56
2-3 days a week	12.98%	47
5-7 days a week	11.05%	40
Daily	10.77%	39
TOTAL		362

Q2 How often do you typically walk on Vancouver Street between Fort Street and Park Boulevard?

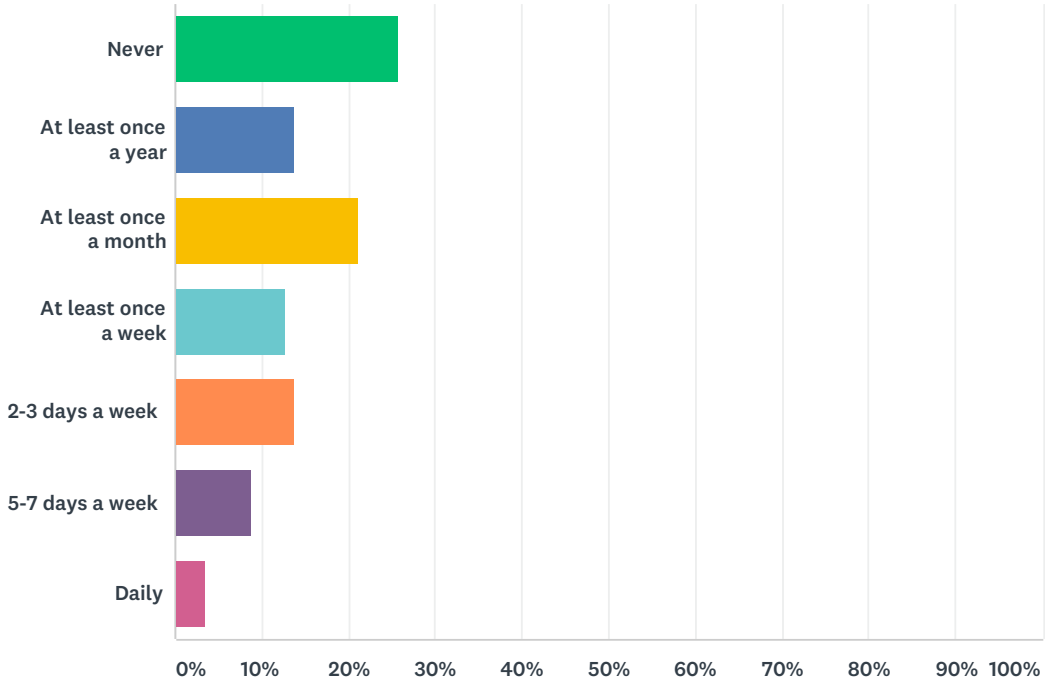
Answered: 360 Skipped: 3



ANSWER CHOICES	RESPONSES	
Never	18.06%	65
At least once a year	14.44%	52
At least once a month	24.44%	88
At least once a week	11.67%	42
2-3 days a week	12.78%	46
5-7 days a week	8.06%	29
Daily	10.56%	38
TOTAL		360

Q3 How often do you typically bike on Vancouver Street between Fort Street and Park Boulevard?

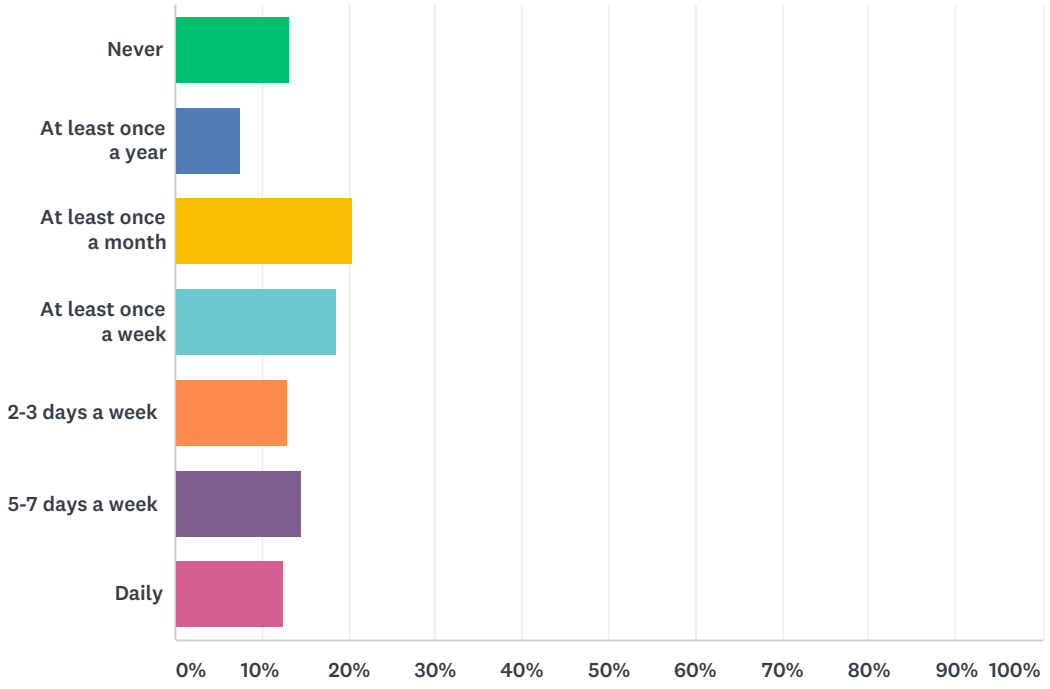
Answered: 360 Skipped: 3



ANSWER CHOICES	RESPONSES	
Never	25.83%	93
At least once a year	13.89%	50
At least once a month	21.11%	76
At least once a week	12.78%	46
2-3 days a week	13.89%	50
5-7 days a week	8.89%	32
Daily	3.61%	13
TOTAL		360

Q4 If the walking and biking facilities were safer along this segment of Vancouver Street, how often would you typically walk or bike on Vancouver Street?

Answered: 356 Skipped: 7



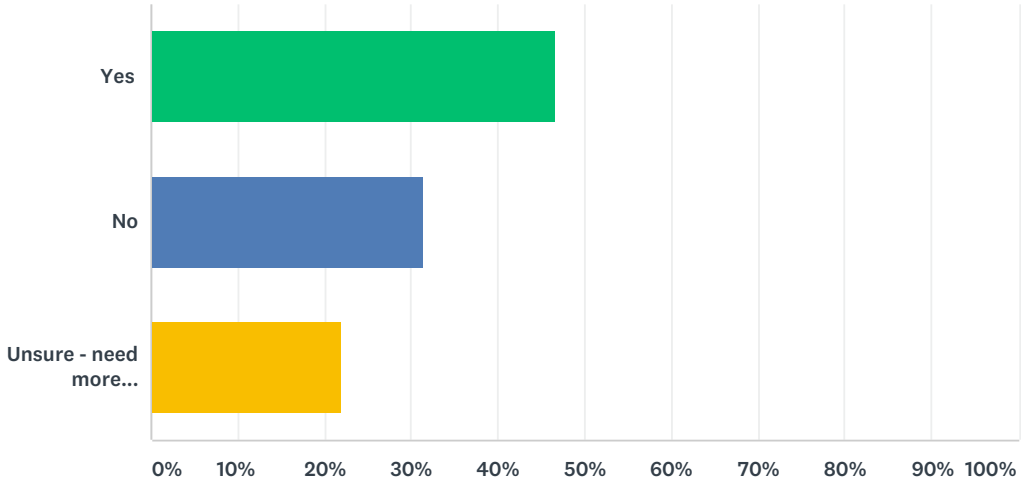
ANSWER CHOICES	RESPONSES	
Never	13.20%	47
At least once a year	7.58%	27
At least once a month	20.51%	73
At least once a week	18.54%	66
2-3 days a week	12.92%	46
5-7 days a week	14.61%	52
Daily	12.64%	45
TOTAL		356

Q5 What is your ideal vision of Vancouver Street for this segment? Consider the needs of the community today and for generations to come.

Answered: 292 Skipped: 71

Q6 Segment C is both a local street and collector road with low to moderate traffic volumes and vehicle speeds. Do you think a traffic-calmed shared use design is preferred compared to protected bike lanes in order to reduce project costs and retain more on-street parking?

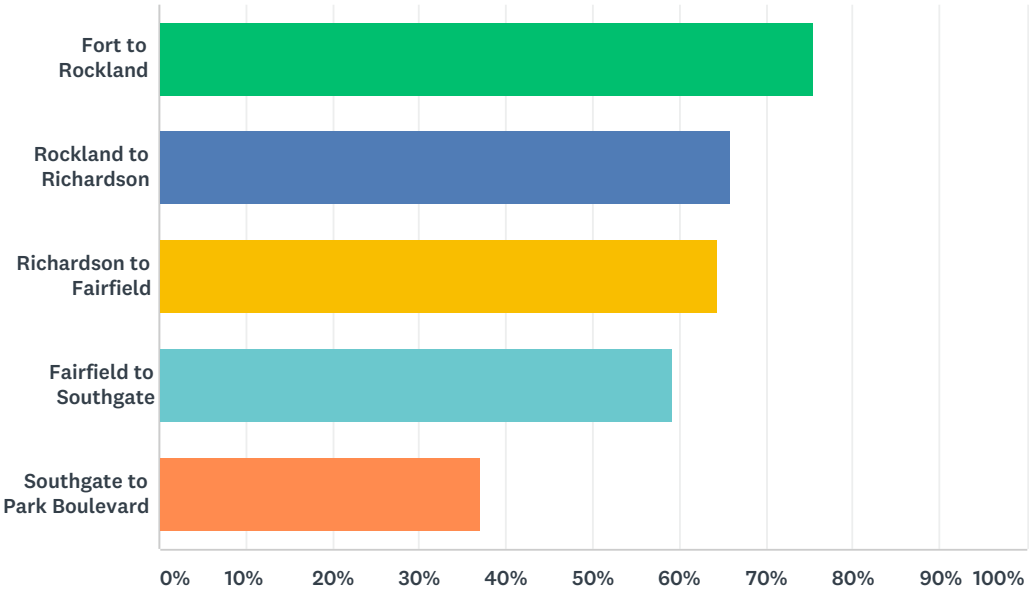
Answered: 358 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	46.65%	167
No	31.28%	112
Unsure - need more information	22.07%	79
TOTAL		358

Q7 To establish a safer shared bikeway, vehicle speeds of 30km/hr or less are encouraged – within this segment, where do you have concerns with vehicle speeds?

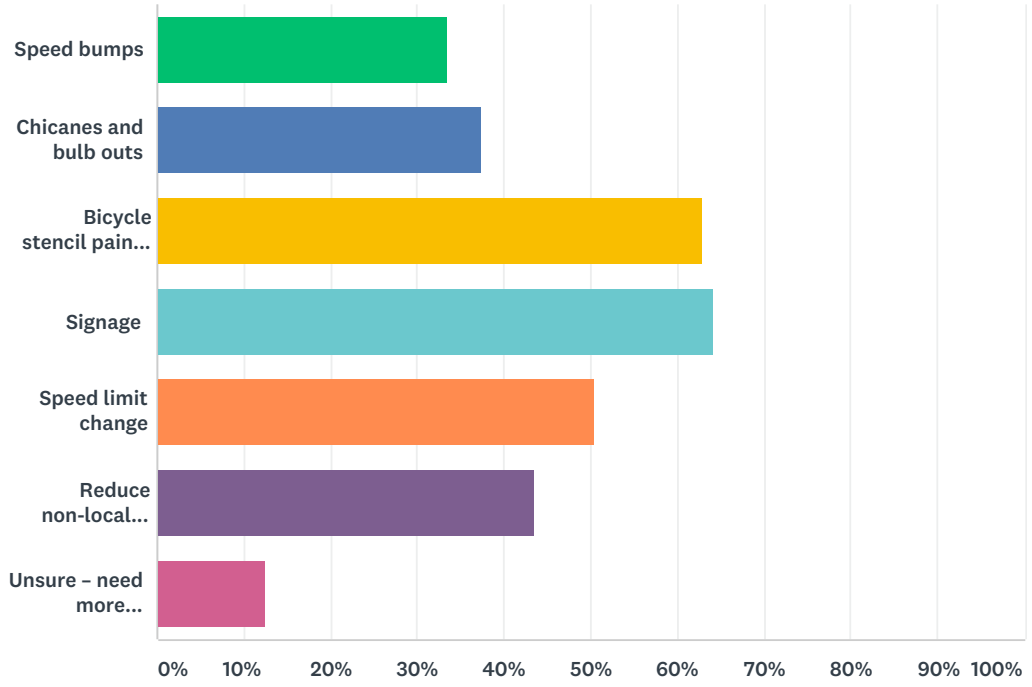
Answered: 270 Skipped: 93



ANSWER CHOICES	RESPONSES	
Fort to Rockland	75.56%	204
Rockland to Richardson	65.93%	178
Richardson to Fairfield	64.44%	174
Fairfield to Southgate	59.26%	160
Southgate to Park Boulevard	37.04%	100
Total Respondents: 270		

Q8 To maintain slower vehicle speeds and remind motorists to share the road with cyclists, a number of design elements can be used. Which design elements would you like to see the design team explore in further detail? Check all that apply.

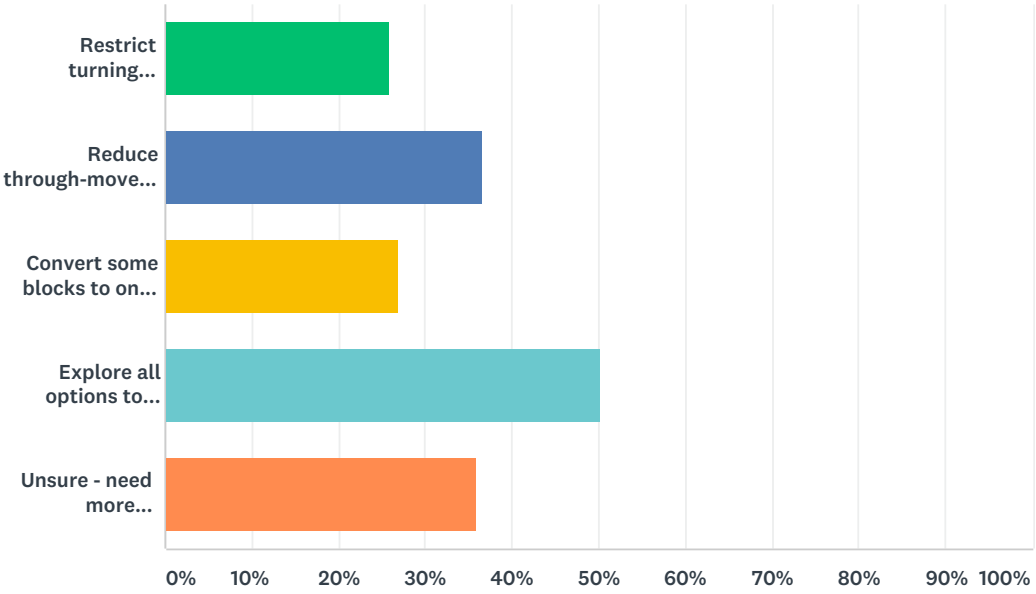
Answered: 349 Skipped: 14



ANSWER CHOICES	RESPONSES	
Speed bumps	33.52%	117
Chicanes and bulb outs	37.54%	131
Bicycle stencil paint markings	63.04%	220
Signage	64.18%	224
Speed limit change	50.43%	176
Reduce non-local traffic in the neighbourhood	43.55%	152
Unsure – need more information	12.61%	44
Total Respondents: 349		

Q9 A shared use design requires low vehicle volumes and speeds while maintaining vehicle access to the street but not necessarily through the street.Which traffic diversion tactics would you like to see the design team explore in further detail?

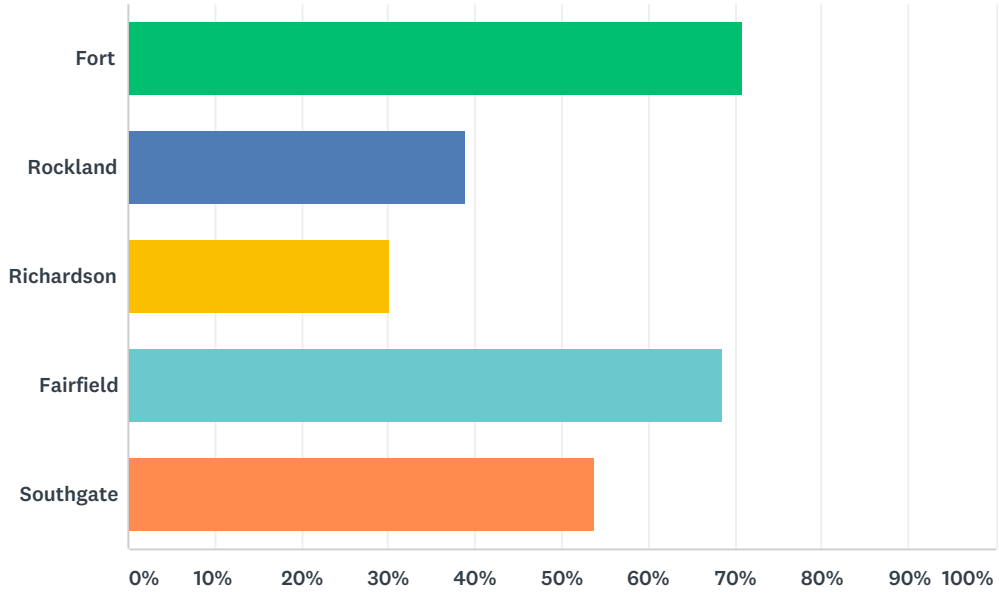
Answered: 327 Skipped: 36



ANSWER CHOICES	RESPONSES	
Restrict turning movements for vehicles (eg: right in /right out) where suitable	25.99%	85
Reduce through-movements for vehicles where suitable (while maintaining access for emergency vehicles bikes and pedestrians)	36.70%	120
Convert some blocks to one way vehicle traffic (continue to allow two way bike and pedestrian traffic)	26.91%	88
Explore all options to reduce cut-through traffic while retaining local access	50.15%	164
Unsure - need more information	36.09%	118
Total Respondents: 327		

Q10 New traffic signals, paint and changes to the curb alignment can improve the safety and functionality at busy intersections on Vancouver Street. Which of the following major (or busy) intersections within this segment should be prioritized for safety improvements?

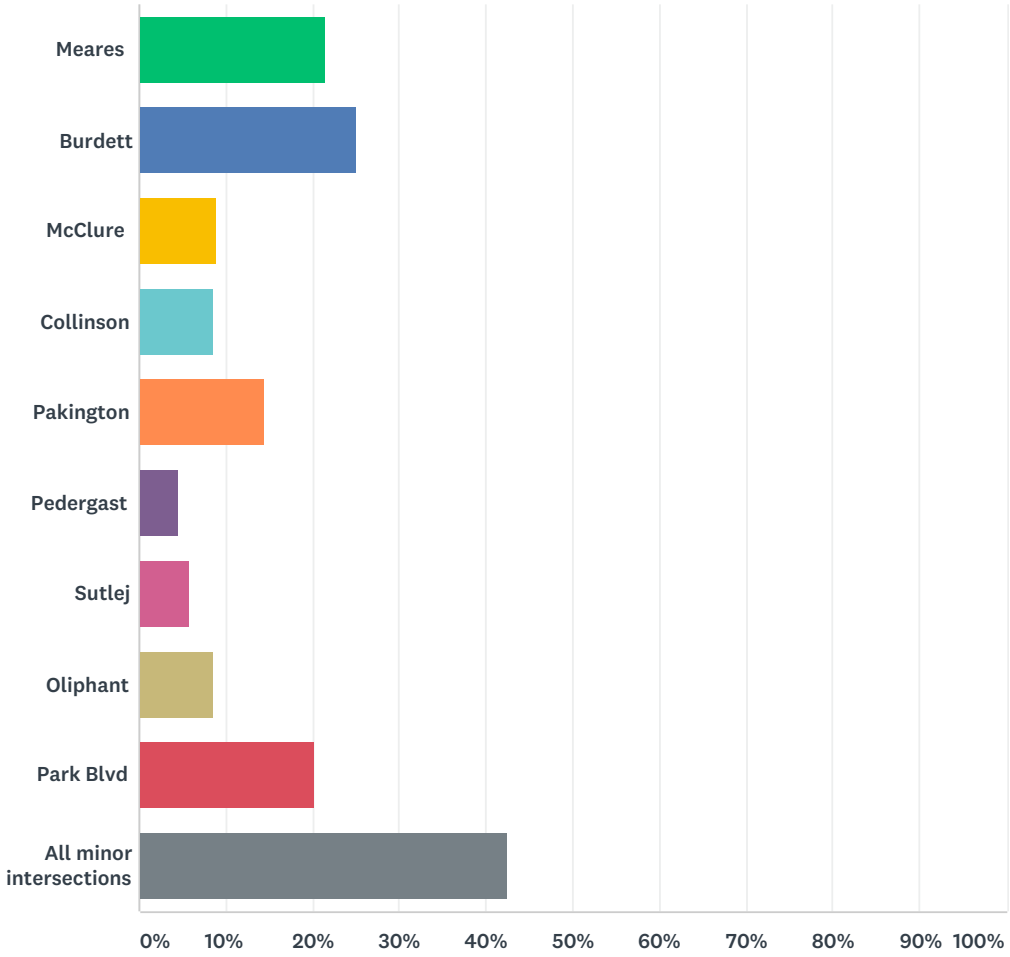
Answered: 296 Skipped: 67



ANSWER CHOICES	RESPONSES	
Fort	70.95%	210
Rockland	38.85%	115
Richardson	30.07%	89
Fairfield	68.58%	203
Southgate	53.72%	159
Total Respondents: 296		

Q11 Design modifications including traffic circles, four way stops and traffic diversions can help slow traffic and reduce conflict at minor intersections. Which of the following minor intersections within this segment should be prioritized for safety improvements?

Answered: 242 Skipped: 121

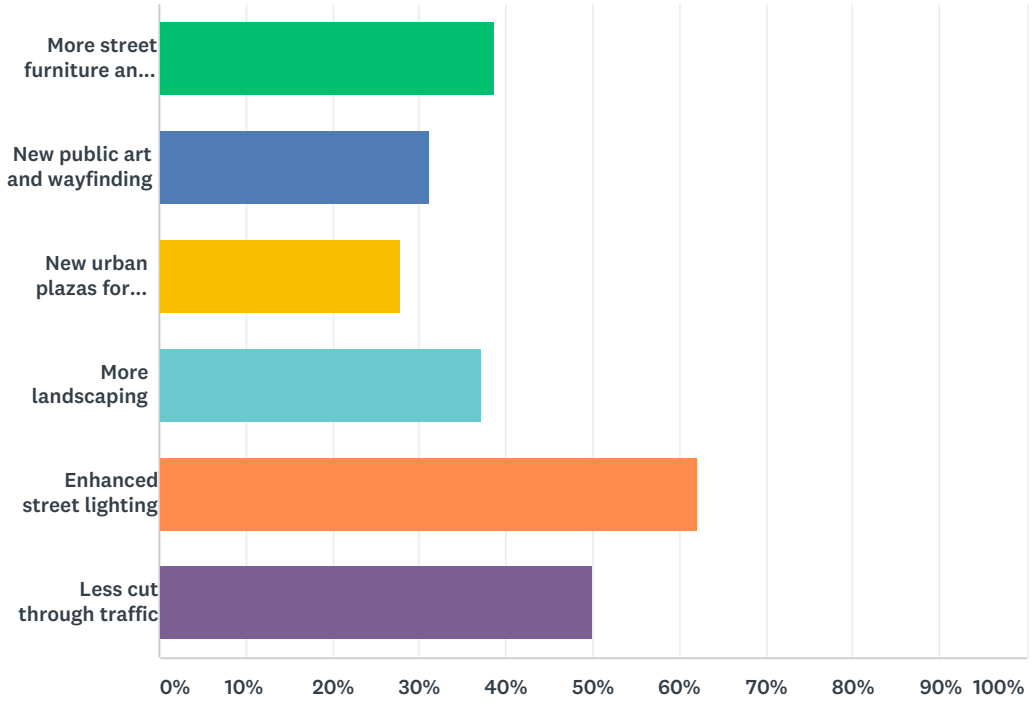


ANSWER CHOICES	RESPONSES	
Meares	21.49%	52
Burdett	25.21%	61
McClure	9.09%	22
Collinson	8.68%	21
Pakington	14.46%	35
Pedergast	4.55%	11
Sutlej	5.79%	14
Oliphant	8.68%	21
Park Blvd	20.25%	49

All minor intersections	42.56%	103
Total Respondents: 242		

Q12 Re-thinking the design for Vancouver Street provides opportunities for a number of enhancements for all road users. Which of the following design elements would you like to see explored as a part of this project? Select your top 3

Answered: 320 Skipped: 43



ANSWER CHOICES	RESPONSES	
More street furniture and bike racks	38.75%	124
New public art and wayfinding	31.25%	100
New urban plazas for community events	27.81%	89
More landscaping	37.19%	119
Enhanced street lighting	62.19%	199
Less cut through traffic	50.00%	160
Total Respondents: 320		

Q5 What is your ideal vision of Vancouver Street for this segment? Consider the needs of the community today and for generations to come.

Answered: 106 Skipped: 19

#	RESPONSES	DATE
1	QUIET AND TREEED	11/26/2018 1:06 PM
2	Eliminate parking on both sides of the street and make that space a two way bike path.	11/26/2018 1:05 PM
3	Safe, leafy, people-friendly.	11/26/2018 12:09 PM
4	More transit options that benefit a large group of individuals and not just elitist bicyclists	11/26/2018 11:02 AM
5	Roundabouts installed on Vancouver at Southgate and at Fairfiled. This would accommodate cyclists and motorists, eliminate four way stops and head on collisions. Please don't eliminate on-street parking on Vancouver south of Southgate. Very little hard infrastructure is needed to calm Vancouver Street. South of southgate traffic is naturally calmed by the narrow road surface. Cycling access to Convent street at Vancouver should be preserved/upgraded.	11/26/2018 10:53 AM
6	Just leave it alone. Stop the effing bike lanes!	11/26/2018 5:49 AM
7	Designated bike lanes, as cars often drive at high speeds and squeeze bicyclists.	11/26/2018 12:36 AM
8	A better and safer way to enter and exit Vancouver from Convent connector & Humboldt. The present feeder from Convent onto Vancouver is unsafe for bikes and also not ideal for pedestrians.	11/25/2018 9:39 PM
9	vancouver St has a wide boulevard.... love to see bike lane in the boulevard between fort and fairfield in particular.	11/25/2018 8:33 PM
10	Separated protected bike lane	11/25/2018 7:34 PM
11	protected bike lanes, adequate sidewalks	11/25/2018 1:47 PM
12	Separated bike lanes	11/25/2018 10:01 AM
13	Traffic lights at Burdett & Vancouver, speed bumps, reduced parking but do NOT cut down any of the trees like you did on Fort Street!	11/25/2018 8:23 AM
14	traffic controls to keep cars in their lanes and not drift. Reduced street parking. Bike lanes.	11/25/2018 8:08 AM
15	More bike space. Easier right turn on to Vancouver from Fort Street.	11/25/2018 7:42 AM
16	I like Vancouver the way it is- I would prefer a separated bike lane on Cook. If that isn't an option though, a separated on lane on Vancouver will do, it is still better to have a north south corridor than none at all.	11/24/2018 6:49 PM
17	Again, #4 needs a no change option. No change it is all fine.	11/24/2018 5:49 PM
18	wiser cyclists and pedestrians	11/24/2018 4:43 PM
19	Safety for all.	11/24/2018 3:09 PM
20	vancouver street is great for biking, with low volume vehicular traffic	11/24/2018 2:19 PM
21	A greenway with no parking on one side of the street and a two way bike lane on the other	11/24/2018 12:35 PM
22	for the most part better signage and a regular old fashioned bike lane on either side of road would do it	11/24/2018 11:57 AM
23	Calmed car traffic with a better experience for cyclists and pedestrians.	11/24/2018 11:38 AM
24	Pedestrian only!	11/24/2018 11:27 AM
25	LEAVE IT ALONE!!! YOU'VE ALREADY WRECKED DOWNTOWN WITH CONDOS PEOPLE CAN'T AFFORD TO BUY AND BIKE LANES THAT OBSTRUCT TRAFFIC AND MAKE IT DIFFICULT TO DRIVE. JUST REMEMBER: YOU WILL GET OLD, TOO, AND YOU JUST CAN'T EXPECT EVERYONE TO RIDE A BICYCLE!!!	11/24/2018 10:52 AM
26	Good cycling lanes that don't interrupt vehicle traffic flow	11/24/2018 10:50 AM

27	Much as it is now except with addition of painted bike lanes from Southgate to Fort - NO to separated bike lanes.	11/24/2018 10:39 AM
28	More greenery, trees that will mature, better crosswalks, roundabouts rather than stop signs.	11/24/2018 10:21 AM
29	A bike safe north south corridor crossing the city.	11/24/2018 10:02 AM
30	I would like to see Vancouver St. Become a North-South bike route in the city. It has less traffic than Cook St. & would provide a safe route for cyclists.	11/24/2018 9:43 AM
31	Safer biking for novice bikers	11/24/2018 9:10 AM
32	Bike friendly, pedestrian friendly, tree canopy maintained.	11/24/2018 8:53 AM
33	A quiet and safe area to walk, cycling or just spend time.	11/24/2018 8:51 AM
34	leave it as it is. local residents need to be able to continue to have full access to this low traffic street	11/24/2018 8:45 AM
35	Leave it as is	11/24/2018 7:54 AM
36	Separated bike lanes, slower traffic, maybe one-way traffic or bulb outs	11/23/2018 10:04 PM
37	Put the bike lanes on cook street, where businesses and other traffic are.	11/23/2018 9:52 PM
38	share-the-road signage	11/23/2018 8:30 PM
39	one way. one lane vehicle traffic, heading north	11/23/2018 2:40 PM
40	Slower traffic, more visible pedestrian crossings, access to all the homes	11/23/2018 1:36 PM
41	A mixed use transportation corridor where there are several safe options for the commuter - walking, cycling, driving.	11/23/2018 11:58 AM
42	I love the idea of more traffic calming, I believe the city of Victoria must undertake this accross the city, and plenty along primary corridors such as this. Conflict paint and fully protected signal phases in major intersections is a must . I'm not concerned about losing car parking, in fact I think we need less of it to discourage driving and encourage cycling/walking.	11/23/2018 11:53 AM
43	Simply remove parking at all times from the west side of the street to facilitate safe bike use. There is plenty of room to share the road if one side of the road is never parked on. For pedestrian use, please improve the Fairfield intersection so that sidewalks and crosswalks line up.	11/23/2018 8:21 AM
44	A bike corridor!	11/23/2018 8:02 AM
45	Preserve neighbourhood feel and access while improving commuter and recreational access to the park and downtown.	11/23/2018 6:17 AM
46	Parking is important in this residential area. Maybe lose street parking on one side and reduce traffic to one way, still south bound. Right now people are very defensive in this area, which is good but bad because it's a difficult area to get through safely. It's a hilly area so bikers are often holding up traffic and yet the cars often have to squeeze into one lane to get by the parked cars and other bikes so lots of shifting and negotiating goes on.	11/22/2018 11:35 PM
47	Less of a nightmare with speeding cars going over blind have into bikes and oncoming card	11/22/2018 11:14 PM
48	I have to start off by saying that this is a terrible section to cycle on! I avoid it when on the bike. Last time I rode it, my young son was with me, and I will never ride it again with him until it has significant improvements. It is an excellent route to Beacon Hill Park but it sadly is very unsafe by bike. There needs to be slower speeds for vehicle traffic, and separated bike lanes preferably, but at minimum dedicated bike lanes with markings. It would be best to preserve the mature trees to the greatest extent possible as well. Fortunately the side walks and nicely separated from traffic by a boulevard.	11/22/2018 10:44 PM
49	The current layout is fine. I walked or rode my bike daily to work for 26 years on this street. There is adequate room for cyclists beside the parking lane. Vancouver street dwellers need this street parking. I do recommend a 30 km/hr speed limit for drivers so they can see pedestrians. A marked crosswalk at Oliphant would also be useful. As a driver, I take extra care to watch for pedestrians at this intersection.	11/22/2018 8:19 PM
50	part of a network of cycling infrastructure so cyclist can get around town safely and comfortably	11/22/2018 7:59 PM
51	This segment has wide boulevards and little traffic. It is park-like now and could be more so if bike lanes are added sensitively	11/22/2018 5:39 PM

52	Not used as a North/South corridor for car traffic bypassing downtown. Nearly exclusive use for people walking and biking.	11/22/2018 4:56 PM
53	Creation of a bike greenway, eliminate on street parking, speed humps, reduced, enforced speed limits	11/22/2018 4:26 PM
54	Protected bike lanes	11/22/2018 4:00 PM
55	Seating,trees,litter containers	11/22/2018 3:56 PM
56	A safe street for all users that promotes active transportation while not impacting the existing trees.	11/22/2018 3:36 PM
57	Same as segment A.	11/22/2018 2:40 PM
58	I would love to see intensive traffic calming, in order to reduce car traffic and speeds along the whole route. In busy intersections protection including conflict paint and turn restrictions is a must. I'm not concerned about car parking, in fact I believe that in order to increase safety and discourage driving (and encourage cycling/walking) we have to reduce the amount of parking.	11/22/2018 2:38 PM
59	High priority given to active transportation with vehicle traffic diverted to alternate parallel roads. Good connectivity of the active transportation corridor to east-west connections and additional network to the south	11/22/2018 1:08 PM
60	This section tends to have high traffic so should be heavily calmed. Less pleasant/safe for biking and walking right now.	11/22/2018 12:56 PM
61	Make amendments to the parking structure and painting lines on the road would improve safety. I believe that adding a cycling lane to this already narrow road will only increase congestion and prove more hazardous for motorists, cyclists and pedestrians.	11/22/2018 11:22 AM
62	Less traffic!!! Less space for motor vehicles, the road width currently just encourages higher traffic speeds. Calmer environment.	11/22/2018 11:06 AM
63	My ideal Vancouver St. is one that remains as it currently is, unmolested by the city and their surveys full of super leading question.	11/22/2018 10:00 AM
64	Traffic calming.	11/22/2018 8:51 AM
65	NO separated biking lanes. Shared use road only. Maintain greenspace. I have no concerns about traffic speeds along any area of this corridor. No traffic diversion tactics are needed - consider traffic circles instead of 4-way stops to make it safer as bikers don't typically stop at stop signs	11/22/2018 7:57 AM
66	I think protected bike lanes are best because they encourage the most amount of people to ride their bikes, and they are the safest.	11/21/2018 10:08 PM
67	Gateway to beacon hill park from downtown via Fort St and Vancouver .	11/21/2018 9:30 PM
68	The hill on this section is a disincentive to cyclists heading north, as such that section should be a lower priority than autos. The hill section is not a nice place to walk now either, maybe add comfortable (non-metal) benches or something.	11/21/2018 9:09 PM
69	better division between vehicle and cycling traffic, pedestrian controlled light intersections	11/21/2018 8:25 PM
70	wider side walks south of Southgate, improve safety of Pakington intersection for peds and cyclists. Make the blocks south of Southgate like Leighton St. between Richmond and Foul Bay.	11/21/2018 7:32 PM
71	same as segment A	11/21/2018 7:30 PM
72	I see it as my gateway into Dallas Road and Beacon Hill park from my residence in Burnside. It'll only be of use to me once the Wharf/Humboldt bike lanes are built though.	11/21/2018 6:28 PM
73	From Southgate south to Park blvd, cars & cyclists move freely rather than in and out of parked cars	11/21/2018 6:15 PM
74	People-powered transport in a comfortable area with vibrant urban-forest.	11/21/2018 5:59 PM
75	I am concerned about too much traffic calming as in many cases, this just increases the amount of traffic and backlog leading to impatience and frustration on everyone's part. For example, North Park area on Cook St can now regularly have traffic backed up which leads to cars staying in the "calmed" areas for longer. I fully support increasing safety for bikes and pedestrians, but there are still quite a few in the city who do not have the ability to cycle or walk.	11/21/2018 5:45 PM

76	Local (homeowners and renters that live on Vancouver) vehicle traffic only. Each block cars can only turn on and off Vancouver. No through traffic. What can you do to soften the grade of the hill? (hahahha)	11/21/2018 4:45 PM
77	A desired route for coming in and out of the city from Fairfield	11/21/2018 4:36 PM
78	I live on Vancouver Street, and would like to see a roundabout at Vancouver and Fairfield. Otherwise, people who drive the street know how to. People who bike the street when I am driving on it do so with care (except at night, when the majority to not have any lights on their bikes). Walking is extremely safe on Vancouver Street both day and night.	11/21/2018 3:10 PM
79	Improved sidewalks and keeping cyclists off them.	11/21/2018 3:07 PM
80	Calmer traffic, narrower street with way more safe east/west crossings (e.g., lights, bulb-outs) so pedestrians don't have to run across or walk out of their way to find a marked crossing	11/21/2018 1:15 PM
81	A calm street.	11/21/2018 12:52 PM
82	Easy access to other intersecting bike lanes; retention of tree canopy; one-way from Southgate to Fort; barring one-way designation, traffic-calming measures that prevent commuting through but not bike passage; the section from Southgate to Fairfield needs special considerations due to steep grade, stop sign at the bottom of the hill, speeding cars and lack of visibility.	11/21/2018 11:53 AM
83	AAA protected bike lanes!	11/21/2018 10:29 AM
84	marked bike lane	11/21/2018 10:01 AM
85	Traffic-calmed, peaceful, bike-and-walk friendly street.	11/21/2018 10:01 AM
86	More stop signs or other traffic control devices. Taxis, in particular, use Vancouver as a thoroughfare and drive way too fast. I am scared to park my car on Vancouver for fear that it will be struck by an inattentive driver who is going too fast.	11/21/2018 9:58 AM
87	Safer, slower, friendlier.	11/21/2018 9:52 AM
88	It would NOT have "protected" bike-lanes." It would not involve any sort of two-way lanes placed on one side of the street. It would preserve all the trees that are presently there. Though I do not believe that this would be a major commuter route, it must recognize that, particularly going south, bicyclists will be going speeds over 30 km hr and as much as 50 km hr plus. Recognizing that almost all motorists and cyclists do not respect pedestrians in regular (unmarked) cross-walks, there needs to be more marked cross-walks.	11/20/2018 4:03 PM
89	slow traffic, quiet street, safe and comfortable for biking, residential area, not a through-traffic street	11/19/2018 2:58 PM
90	I live at 307 Vancouver St. and the parking is already a problem. If this project is going to reduce parking for residents I do not support it. Cyclists, cars and pedestrians have gotten along just fine, do not mess with it.	11/19/2018 2:34 PM
91	this segment of Vancouver St is a pass thru street for commerical and residential vehicles who do not want the deal with the traffic and the controlled intersections associated with Cook St. This is a residential street and as such not intended for this type of traffic. You need to address this by blocking traffic from using Vancouver St for this purpose.	11/19/2018 8:32 AM
92	This is primarily a residential street and is perfect for low vehicle traffic and speed, with high pedestrian and bike traffic. The road needs to be narrowed and while I don't prefer stop signs along vancouver because they seem to cause irritation and confusion, there needs to be some deterrent for cars using the road as a through.	11/18/2018 4:34 PM
93	safe and convenient for cyclists and pedestrians	11/17/2018 4:23 PM
94	More inviting to cyclists. I would like to see narrower car lanes so that cars do not drive as quickly. I would like cyclists to have their own dedicated space. The steep hill means there is more of a speed differential between cyclists going uphill and cars driving uphill, which creates a less safe situation. I would like to see the character along the street and mature tress maintained.	11/16/2018 3:29 PM

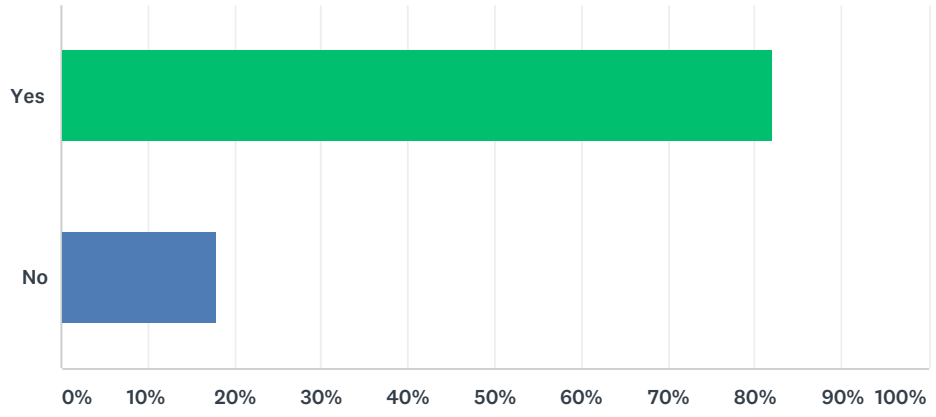
95	I would like it to be calm and quiet. Right now it is fairly calm and quiet and the biggest issue is that Vancouver is hard to turn onto when both sides of the streets have parking on them (It is an incredibly busy parking area, perhaps from the big cathedral? and downtown events? etc.). At times with parking on both sides, it's hard to turn onto Vancouver and it's almost like it becomes too tight for two vehicles to pass. We already have a ton of bikes and other things and we also have the homeless-type population on their scooters and things. I'm not sure changing up the street will make anything safer to be honest. And I really would hate for the trees to be taken down or the grassy boulevards to be removed just to make something potentially better. Please know that if you are listening to cycling enthusiasts, you are not listening to a majority of the population and those who bike almost exclusively in an area do not have a real sense of how it is to live and commute in and out of the area day in day out.	11/16/2018 12:09 PM
96	slow traffic ,add more crosswalks protect Christ church school, very dangerous area	11/15/2018 1:20 PM
97	Cyclists are always blowing through the intersections expecting cars to stop. There is a lot of traffic during morning and afternoon rush hour particularly around southgate and vancouver's four way stop. Dedicated bike lines are needed here	11/15/2018 9:57 AM
98	Move through traffic back onto Cook. Vancouver should be used for access to the neighbourhood, not for travel from downtown to James Bay.	11/15/2018 9:54 AM
99	1. Pedestrian safety improvement - remove the yield lane at Fairfield and Vancouver as you did at Pandora and Blanshard. People fly through the crosswalk here without looking. 2. Pedestrian crossing and bicycle lane improvements for the intersection of Humboldt and Vancouver and Pakington. The combination of the curve in the road, hill and driving speed makes it dangerous for those transiting through on foot or bicycle. 3. Southgate and Vancouver - paint pedestrian crosswalk lines. Also remove its yield lane, this is dangerous for pedestrians. Often cars approach while the driver looks left, edging in without seeing people approaching from the other side of the hedge.	11/14/2018 9:45 PM
100	Similar to how it is today. Having experienced the "improvements" on the one way streets nearby, I have never felt more unsafe as a pedestrian (and driver). I do not want another street ruined and made more unsafe by this kind of project.	11/14/2018 6:08 PM
101	I live at Vancouver and McClure and already have major issues trying to turn on to Vancouver on the "busy" parking days. (Any days the cathedral has an event/service/etc). I can not imagine how taking away parking or changing the flow of the street would do anything but make it worse.	11/14/2018 6:04 PM
102	A safe connection to Beacon Hill Park and Dallas Road that is a wonderful green space that is pleasant to walk and bike. I'd like to see it on the tourist maps of a wonderful sight to see in Victoria.	11/14/2018 4:21 PM
103	Bike lane throughout the street, still keeping trees. Doesn't need protection necessarily as it is a low volume/speed street.	11/14/2018 9:23 AM
104	The section of Vancouver street below southgate lacks the width to accommodate dedicated bike lanes and vehicle lanes while providing ample parking to residents. STOP THIS STUPID PROJECT. You're useless survey is completely lacking in adequate answers to accommodate peoples honest feedback. There are zero responses that are in direct opposition to suggest on the survey. You're design team should be embarrassed by the biases that are embedded in your 'Survey'. For shame.	11/13/2018 3:50 PM
105	Traffic calmed to under 500 cars per day.	11/13/2018 12:57 PM
106	to have a bike lane that is separated from the traffic while not impacting the current space for vehicles. I would like to see part of the boulevard used for the bike lanes as there is just enough room for the vehicles that are there now. if you take more of that roadway away you are going to have collisions.	11/13/2018 12:01 PM

Vancouver Engagement Findings - 1B

Design Survey Findings - April 2019

Q1 Vancouver runs from Bay Street to Dallas Road, including portions through Beacon Hill Park. Once complete, this corridor will connect to the Humboldt, Fort, Pandora and Dallas AAA routes. The design concept for Vancouver Street includes protected bike lanes in the downtown segment and a traffic-calmed, shared use design through North Park and Fairfield neighbourhoods. Are you familiar with the designs proposed for Vancouver Street?

Answered: 205 Skipped: 11



ANSWER CHOICES	RESPONSES	
Yes	81.95%	168
No	18.05%	37
TOTAL		205

Q2 What do you like about the Vancouver Street designs?

Answered: 155 Skipped: 61

#	RESPONSES	DATE
1	Something is finally happening!	4/30/2019 10:55 PM
2	People-first, shared street concept	4/30/2019 10:07 PM
3	The separated lanes in the central portion, and the creation of plaza/parklets (eg at McClure St)	4/30/2019 10:04 PM
4	Increased pedestrian and cycling safety and experience	4/30/2019 9:06 PM
5	the N/S connection across the east side of downtown. The removal of thru traffic on Vancouver between Southgate and Fort (this is currently very dangerous for cyclists). The fact it is on both sides of the street.	4/30/2019 8:29 PM
6	Great! Keep the bike lanes coming!	4/30/2019 8:03 PM
7	Good traffic calming/diverting; plaza/pedestrian developments look like they'll peaceful and green; adds to local parking; actually has a connection across Bay Street (is this light-controlled? I hope so!)	4/30/2019 7:16 PM
8	Easy access for students at Christ Church Cathedral School	4/30/2019 7:00 PM
9	significant interventions to reduce vehicle traffic - numbers must be below 1000 a day for this to work as a bike route - many vehicles now use Vancouver as an alternative to Cook	4/30/2019 6:28 PM
10	I think a north south connection is needed to make the bike lane network more useable and effective	4/30/2019 5:44 PM
11	The shared use design through neighborhoods.	4/30/2019 4:55 PM
12	Crosswalks at Meares and Vancouver, badly needed. General traffic calming along Vancouver is also badly needed.	4/30/2019 4:54 PM
13	Practical.	4/30/2019 4:52 PM
14	That it might exist before more cyclists die.	4/30/2019 4:33 PM
15	It's a quiet street.	4/30/2019 4:14 PM
16	It may make my commute easier.	4/30/2019 4:07 PM
17	Near everything	4/30/2019 3:52 PM
18	Better sightlines, increased clarity between cyclists and drivers about sharing the space, addition of crossing signals at Caledonia.	4/29/2019 3:37 PM
19	Design should only be a bike lane line as is successful in many other parks of Victoria	4/29/2019 1:44 PM
20	I like the separated bike lanes. I also agree with portions of the road having traffic-calming measures. I am slightly concerned that where the traffic is supposed to drive at 30km or slower ... are you going to put in place self-enforcing street designs so that traffic cannot drive faster than 30km, even if they wanted to? Only using street signs will not be enough to get drivers to do the right thing.	4/27/2019 10:00 AM
21	It’s wide and quiet. A good choice	4/27/2019 8:02 AM
22	Not much. I would prefer a total Vancouver St. protected bike lane. Some cyclists speed. What to do about that? I have had a lot of difficulty for several days to view the plans for Vancouver St. It will not load properly.	4/26/2019 6:53 PM
23	Traffic calming, bike lanes	4/26/2019 4:33 PM
24	A safer north south corridor for riding	4/26/2019 1:28 PM
25	mostly that it'll be designated as a bike street.	4/26/2019 8:55 AM
26	It is bad and I think it is ridiculous	4/25/2019 8:11 PM

27	Street plazas and potential for improved conditions for pedestrians. Shared bike lanes and slower car speeds. Reduced potential for cut-through traffic in the neighbourhood.	4/25/2019 3:06 PM
28	Nothing. Vancouver Street has become, due to demand a major north -south traffic artery. Adding bike lanes will only benefit the few if any. Closing off Pandora to a "public space" will only benefit the homeless. Have you been in the area? They have taken over Harris Green. Now we give them the street as well??? Try to get to Save on Foods new store from the south. We live along Vancouver, east side between Yates and View. The area needs more, not less parking. This is needed now. We cannot build for what we think will be needed in 20 years. That is arrogant and insulting to the current residents who will have to live with and move through the squeezed streets. Look at Fort Street. I cross it at least twice a day. One or two bikes. That's it. Park benches and rest spots along Vancouver will only benefit the homeless. This is not a destination for the taxpayers, walking by. The whole design is a waste of money, a dangerous limiting of accessibility and a great strain on those who live, work and have to park in the area. People drive in Victoria. That's the reality. This is too much to benefit too little. Better to use the money for something sensible like better policing. Enough of this. It's a pet project only and really not necessary. Parking and access in and out of the corridor is much more critical.	4/25/2019 12:38 AM
29	'Protected' bike lanes (not just paint), improved pedestrian realm, traffic calming/diverting.	4/24/2019 11:13 PM
30	restriction of vehicle through-traffic	4/24/2019 2:43 PM
31	I like the shared street design rather than the fully protected bike lane, I like the traffic reduction measures and the design of the crossing of Bay at Vancouver/Graham.	4/23/2019 9:38 PM
32	Separated lanes	4/23/2019 5:07 PM
33	If it gives an alternative to bikes on Cook St fine	4/23/2019 12:56 PM
34	Not much	4/23/2019 12:38 PM
35	Traffic calming! so necessary.	4/23/2019 12:16 PM
36	traffic calming to 30km urban plazas	4/23/2019 10:29 AM
37	I don't like it and know that it will cause difficulties for residents traveling to and from their homes. I live on Meares Street and am terrified of making a left hand turn onto Cook Street without a light. This is not safe and it is not fair to residents. I walk most places but drive my car when I have to go outside of Victoria or it is dark out. I also live with my 89 year old mother and transport her via car.	4/23/2019 10:21 AM
38	Not much	4/23/2019 7:56 AM
39	Nothing	4/22/2019 1:02 PM
40	nothing	4/22/2019 12:46 PM
41	I am 100 % against these changes as a pedestrian, cyclist and driver living in the impacted neighbourhood. These changes do not improve the community. We will no longer be able to move freely on our block and have already been advised by family that they will no longer come to visit. Congratulations City of Victoria for making life worse yet again.	4/22/2019 11:41 AM
42	I'm very pleased with the proposal for Vancouver Street. However, I do want to point out that there are two construction projects approved for the 900 block of Maclure St. and over the next 5 years, I anticipate at least 3 more. Has this been taken into account? This will create some real traffic issues in this particular area for current residents of the 900 block and the hotel.	4/21/2019 11:21 AM
43	I like that they prioritize pedestrians and cyclists over cut through car traffic.	4/20/2019 12:32 PM
44	I DON'T like it! Or at least, what I've seen in the paper yesterday. Do any of you actually ever drive from James Bay to Cook Street? Unless you drive on Dallas Road, you have to use Superior Street/Southgate, and you can't safely turn left from Southgate onto Cook Street, and have to go up Vancouver so that you can turn on Fairfield Road to Cook. From the designs in the paper, you are talking about restricting turning on Southgate to Vancouver, then right onto Fairfield. That is idiocy. If this is supposed to be road sharing, then why are you making it impossible to drive on Vancouver? So of us older people are not going to suddenly start riding bikes. We need our cars. Have you ever tried to carry a large package of toilet paper on a bus? London Drugs is another place to get to by driving on Vancouver Street from James Bay. WAKE UP!!! We did not all decide that we like bike lanes. Many of us hate them. They make it hard to drive. And no, we did not all vote for the current mayor and council; many of us voted against them just because of this sort of issue.	4/20/2019 10:09 AM
45	Nothing	4/20/2019 9:16 AM

46	Nothing. I have a condo on Burdett and Vancouver and this will make trying to get in/out in a vehicle extremely difficult. Cook and Quadra streets are already way to busy with vehicle traffic. Reducing the cars on Vancouver doesn't mean they will go away, they will be pushed on to other streets increasing congestion. Instead of turning right on Vancouver I will now have to cross two lanes of traffic. There will be an increase of accidents with people trying to turn left on to cook. This will also impact parking for everyone who lives on or near Vancouver street. It is already challenging for visitors to find parking when they come over. Not everyone works in the downtown core. I am for bikes lanes if they don't come at the expense of all other forms of transportation. We have a diverse community and not all people are capable of riding a bike.	4/20/2019 9:11 AM
47	Pretty much nothing	4/20/2019 6:27 AM
48	Nothing. Doesn't seem safe for the residents for emergency vehicles having access to their homes.	4/20/2019 4:22 AM
49	The protected stretch between Balmoral and Meares. I'm still not sure I'd like to bring my three year old now on the back of my bike, or in a few years independently, on the rest of the route, though, even after a redesign.	4/19/2019 6:24 PM
50	Nothing	4/19/2019 7:47 AM
51	Promotes cycling	4/19/2019 7:35 AM
52	I like that it is going to be on a quiet road, one block off of Cook instead of running along a busy road. This is similar to the Vancouver model of bike lanes which makes sense for so many reasons: cheaper to implement, more enjoyable ride, less exposure to air pollution for cyclists	4/18/2019 12:44 PM
53	I think the protected lanes will help. Bay-Vancouver area definitely needs the improvement. Should help.	4/17/2019 11:44 PM
54	I like that Vancouver street is quieter than Cook, but I wonder how this will play out in Beacon Hill park. A straight path down Cook street might be better.	4/17/2019 11:09 PM
55	It is a route i frequently bike on. Clearer articulation of bike routes may help driver awareness.	4/17/2019 9:45 PM
56	I"m really happy you went with a calmed streets approach over another separated lane. it makes so much sense in this location	4/17/2019 9:35 PM
57	The protected bike lanes, the traffic diversions for cars.	4/17/2019 2:31 PM
58	There is ABSOLUTELY NOTHING that I like about these designs, nor do I like any of the bike lanes that have been instituted by Lisa Helps and her city council.	4/17/2019 10:34 AM
59	Is not on Cook street, uses wide street	4/17/2019 10:25 AM
60	Suitable street, already a favored bike road, excellent north-south route	4/17/2019 12:10 AM
61	looks good all around	4/16/2019 10:19 AM
62	1) Connection to Dallas Rd via Beacon Park 2) Extensive use of traffic calming where it makes sense (reduces costs and improves neighbourhood feel in those areas) 3) Intersection improvements at Bay which is currently a nightmare to cross on bike 4) Connection to north of Bay bike routes	4/15/2019 11:54 PM
63	I like the improvements to the intersections identified, painted street markings, traffic calming and reducing cut-through traffic. I also like retention of the boulevard trees.	4/15/2019 10:02 PM
64	Yes it's a positive step	4/15/2019 6:13 PM
65	good protection for cyclists most of the way	4/15/2019 4:12 PM
66	The fact that it is already a popular cycling artery.	4/15/2019 2:50 PM
67	The magnitude of the traffic calming at key intersections to reduce the volume of car/truck traffic.	4/15/2019 2:42 PM
68	Connects across the whole city, and feels like a greenway with some of the plazas that are being added to close the street to cars. Looks great!	4/15/2019 11:11 AM
69	I answered I was not farmiliar with it, how do I like something I am not familiar with?	4/14/2019 4:37 PM
70	Good street to use as it's relatively not too busy.	4/14/2019 3:28 PM
71	It's a quieter street, yet it can be a little messy through the downtown area. I like the traffic calming measures through the busy intersections as well as at Bay Street.	4/14/2019 9:01 AM

72	Protected, and clam, pedestrian cyclist priority, new public spaces, completes network	4/11/2019 10:10 PM
73	I don't want to see any protected bike lanes in any portion of this route.	4/11/2019 8:01 PM
74	I like the protected bike lanes, and that quieter streets are used.	4/11/2019 4:23 PM
75	The protected section	4/11/2019 3:27 PM
76	That it’s not on major street.	4/11/2019 8:41 AM
77	I think its a better alternative to a cook street bike lane	4/10/2019 10:32 PM
78	N/A	4/10/2019 9:08 PM
79	I don't know	4/10/2019 6:35 PM
80	that they are continuing to grow and make it safer for bikers	4/10/2019 5:04 PM
81	fully separated in downtown, addition of plazas, designation and improvement of north-south route	4/10/2019 7:21 AM
82	Good.	4/9/2019 8:10 PM
83	Protection on Balmoral-Meares stretch, much needed	4/9/2019 3:34 PM
84	protected bike lanes in busy sections.	4/9/2019 2:15 PM
85	It looks fine.	4/9/2019 9:23 AM
86	I think the plaza created at Royal Athletic Park is great.	4/9/2019 7:48 AM
87	I am overjoyed that the Bay Street crossing will finally be addressed and I am interested in the treatment at Caledonia which has a lot of future potential for public use.	4/8/2019 8:47 PM
88	AFter visiting the open house Sat at City Hall, I felt overall that the various calming and traffic rerouting elements should help more bicyclists navigate with more ease and safety, this section of the connected corridors	4/8/2019 6:00 PM
89	Proposed on street bicycle lanes with traffic calming/vehicle diversions at Mears, McClure, Fairfield, and Southgate	4/8/2019 4:31 PM
90	The big reduction in traffic is great. I liked the proposed plazas at McClure and Meares. I love the bike lanes. I like the vision of the city where people, not cars, come first.	4/8/2019 3:54 PM
91	I don't see how the design concept for the Hillside-Quadra connection helps in any way at all??? We just have to ride down the street same as we do now???	4/8/2019 2:07 PM
92	Using an already calmed street instead of mixing in with Cook st.	4/8/2019 2:00 PM
93	Safer pedestrian crossings.Nowhere to put general comments so doing it here. Have to say consultation has been poor. No signs, no mailings. And we live just off Vancouver. It feels like engagement is not actually desired.	4/8/2019 12:22 PM
94	The plaza at Royal Athletic Park.	4/8/2019 12:00 PM
95	Traffic calming, takes advantage of a well-established safe, quiet cycling route	4/8/2019 11:51 AM
96	Traffic calming and traffic diversion	4/8/2019 9:47 AM
97	I use Vancouver str all the time for my cycling route as there is less traffic	4/8/2019 8:41 AM
98	Safety	4/8/2019 6:22 AM
99	I'm glad you chose Vancouver over Cook Street	4/7/2019 11:09 PM
100	I like that the bike lanes are protected and traffic calmed.	4/7/2019 10:12 PM
101	Traffic calming.	4/7/2019 9:52 PM
102	I do not know as I can't access the design even when I am on the website.	4/7/2019 9:12 PM
103	Good to finally have a south north bike route after the City just put in a hundred east west routes...	4/7/2019 8:07 PM
104	Ok	4/7/2019 8:05 PM
105	Bike lanes	4/7/2019 7:42 PM
106	Easy to implement with current infrastructure	4/7/2019 7:40 PM

107	Making the street quieter and less busy. Keeping the boulevard and all the existing trees. Increasing availability of parking for residents. Reducing vehicle traffic overall.	4/7/2019 4:33 PM
108	Should be on Cook St. Vancouver ends at Bay - how will Cyclists cross Bay safely?	4/7/2019 2:14 PM
109	Connects existing bike lane infrastructure	4/7/2019 1:46 PM
110	Connects the existing bike lane network	4/7/2019 1:40 PM
111	The protected sections as well as safer intersections mean that my daily bike ride to work will be safer.	4/7/2019 1:32 PM
112	Bikes are given consideration, not just cars.	4/7/2019 1:18 PM
113	The separated bike lanes from Yates to Pandora. This is an important connection and will really open up the entire downtown to cyclists.	4/7/2019 11:57 AM
114	I like the aspect extending the bike route, I very much like that the city is taking this initiative to highlight the ability of the city to have these types of paths usable all year long	4/6/2019 5:30 PM
115	In general I am not overly keen on the idea but recognize that some accommodation of bikers is necessary.	4/6/2019 2:28 PM
116	Everything! Traffic calming, intersection improvements, protected bike lanes: we are very excited about the entire design. Well done, everyone!	4/6/2019 2:21 PM
117	I disagree with the city putting in bike lanes for a very small portion of the population in total disregard of the aging population	4/6/2019 10:57 AM
118	that there are going to be public plazas and protected bike lanes up to Balmoral. Also like thst Caledonia will have two crossings and stop sign or lights I'm assuming. great to see the fairfield slip lane gone. Design at mcclure is also great looking. love the sdded tree canopy	4/6/2019 10:31 AM
119	Very little.	4/6/2019 10:07 AM
120	Well, to be frank not a whole lot. That said, safe cycling is important and this accomplishes that objective. Having a safe way to cycle to Beacon Hill Park from downtown is a laudable objective.	4/6/2019 9:41 AM
121	It’s a quiet road	4/6/2019 7:22 AM
122	Not much, as the bike lanes that exist fail in many way to impress. Especially interfering with emergency vehicle access to sites, and transport of goods and services through the city.	4/5/2019 10:46 PM
123	Not much. A lot of the presentation materials are slanted to the chosen proposal. ""The design objectives include reducing traffic volumes to 500-1000 vehicles per day". How many cars a day are currently using Vancouver (Meares to Fairfield) so we can compare? We get road measurements for the solution but not for the current situation. Propaganda films only present the view of the cyclists -- why don't motorists get a video to give their point-of-view.	4/5/2019 8:35 PM
124	I am not able to find the design concept graphics so I can't comment.	4/5/2019 4:32 PM
125	I think it mostly makes sense	4/5/2019 12:52 PM
126	AAA routes in the busy downtown core	4/5/2019 10:07 AM
127	Protected sections and it appears some traffic flow will be blocked out. Nice possibility for public realm improvements. Tough to see the drawings on mobile	4/4/2019 10:21 PM
128	I am not very familiar other than what I have read here. I am wondering if there will be enough parking when I want to go downtown.	4/4/2019 6:57 PM
129	nothing	4/4/2019 6:32 PM
130	Traffic Calming and road upgrades are a solid idea a 'mid city' north south route is really needed.	4/4/2019 4:37 PM
131	It is direct, not a major street.	4/4/2019 3:54 PM
132	Nothing	4/4/2019 11:38 AM
133	Better crossing at Bay and caledonia	4/4/2019 10:55 AM
134	Excellent Bikes and pedestrians are at risk every day	4/4/2019 9:52 AM
135	It’s a safer, prettier street than Cook or Quadra and a better route with the separate lanes for our bike rides with kids & grandkids	4/4/2019 7:58 AM

136	The protectedbike lane	4/4/2019 5:01 AM
137	Makes a needed and safe connection to key destinations.	4/3/2019 11:38 PM
138	Nothing	4/3/2019 7:51 PM
139	I don't like that you are using Vancouver street.	4/3/2019 4:53 PM
140	Protected bike lanes for safety in high traffic areas downtown, shared use in neighborhood portions	4/3/2019 4:39 PM
141	I don't like it. I am a cyclist and I use this route often. It is an easy ride without a bike lane.	4/3/2019 2:48 PM
142	complete separation of bike lane from car lane	4/3/2019 1:41 PM
143	I think it is terribly unsafe to have a route through an elementary school.	4/3/2019 1:20 PM
144	it makes sense and is a straight line	4/3/2019 1:13 PM
145	It's only a block away from my condo and it doesn't impact Cook Street	4/3/2019 12:48 PM
146	I don't like anything about it.	4/3/2019 12:44 PM
147	I like not having to bike on busy downtown streets like Quadra and Cook.	4/3/2019 12:32 PM
148	Do not believe this route is necessary.	4/3/2019 12:25 PM
149	I like that there are protected lanes proposed for higher traffic areas.	4/3/2019 12:10 PM
150	It doesn't affect major arteries but does provide a fantastic cycling corridor.	4/3/2019 12:01 PM
151	I like the improved crossing at Bay, and the priority to cyclists at Caledonia. I support separated facilities from Balmoral south.	4/3/2019 10:38 AM
152	Protected bike path	4/2/2019 10:28 PM
153	Better intersections	4/2/2019 9:42 PM
154	Cyclists need a quiet street to ride away from fast moving traffic. These changes will help!	4/2/2019 8:51 PM
155	I encourage making cycling safer for everyone: pedestrians,cyclists,and vehicles. I like the idea of a network of cycling paths to facilitate this.	4/2/2019 7:25 PM

Q3 How could the design concept be improved?

Answered: 143 Skipped: 73

#	RESPONSES	DATE
1	With a protected bike lane on every road.	4/30/2019 10:55 PM
2	Less engineered infrastructure...the approach is environmentally toxic and contrary to urbanism that aims to create healthy, green cities ... use movable planters, seating, placemaking to create what you propose to engineer	4/30/2019 10:07 PM
3	Separated lanes throughout. The shared road space is not really much improvement from current conditions, and doesn't semm AAA. My experience is that where cars mix with bikes, there will always be aggressive speeding and jostling, and that turn restrictions etc are ofen ignored by drivers (e.g. the failure of such restictions already in place near Central Park, where drivers regularly go "wrong way" into the restricted parts Vancouver St, or through the 'No entrance except bicycles" facilities.	4/30/2019 10:04 PM
4	Looks good. Cathedral school drop off access should be considered carefully	4/30/2019 9:06 PM
5	still not entirely convinced that Vancouver from Meares to Beacon Hill should be shared use - separated is always safer. Additionally, I don't think the hill going north on Vancouver between Southgate and Fairfield has been adequately accounted for - this is relatively steep for cyclists and they will be moving very slow...perhaps a separate lane here is wise? Finally - this should be on Cook Street. Its extremely unfortunate that the City caved to NIMBYism from Cook St Village.	4/30/2019 8:29 PM
6	Vehicle traffic in and out of James Bay is becoming more and more constrained. It's very difficult to learn left onto Cook Street from Southgate. Why does vehicle traffic need to be constrained rather than having protected bike lanes?	4/30/2019 8:12 PM
7	N/a	4/30/2019 8:03 PM
8	Absolutely MUST HAVE signaled crossings (cyclist activated like at Cook/Haultain) over Cook street. Cook Street village; Richardson s;, North Park (connects to Vancouver, calmer connection to Fernwood and good for pedestrian use as well); Princess (there really should be one for the school anyway - this area is too dangerous for everyone not in a car).	4/30/2019 7:16 PM
9	Not sure	4/30/2019 7:00 PM
10	Implement quickly with temporary barriers rather than going through a 12-18 month design phase	4/30/2019 6:28 PM
11	I don't know if separated bike lanes are necessary. If prefer traffic sharing routes as theyre easier to turn in and out of and are more cost effective meaning more of them	4/30/2019 5:44 PM
12	More shared road use design and less protected seperate lanes.	4/30/2019 4:55 PM
13	Fairfield and Vancouver is a terrible and unsafe intersection for pedestrians. There are only curb cuts and crosswalks on 2 of the crossings, and the stop bars are too far forward compared to the deeply set back crosswalks meaning pedestrians approach the crossing from a car's rear side, invisible. I can't believe through all these improvements we aren't "finishing" this intersection with curb cuts and improved safety.	4/30/2019 4:54 PM
14	Moved to Cook and fully protected as Cook is a route cyclists must use as a major connector regardless of infrastructure.	4/30/2019 4:52 PM
15	Move all this design effort back to Cook Street where it belongs. Also, tell the loud, entitled parent lobbies at the cathedral school and Quadra School to take a flying leap. Their right to drop off their rugrats is not, in fact, more important than everyone's right to travel safely regardless of mode.	4/30/2019 4:33 PM
16	Protected lanes the whole way.	4/30/2019 4:14 PM
17	Eliminate blockage at McClure to allow more flexibility for local traffic	4/30/2019 4:10 PM
18	Not sure but it has a lot of hills. The intersection at Vancouver and Caledonia is currently a death trap for everyone... I hope it's better after this project!	4/30/2019 4:07 PM
19	More separation of bikes and cars near the two schools. There is too much school drop off traffic at both to have them be shared space	4/30/2019 3:52 PM

20	Will there be crosswalks near the McClure Plaza? Consider impacts to those diverted from Meares who want to turn left onto Quadra (this is a busy, hard-to-see-what's-coming intersection, so might require additional infrastructure at that site).	4/29/2019 3:37 PM
21	Design should only be a bike lane line as is successful in many other parks of Victoria	4/29/2019 1:44 PM
22	By ensuring 30km speeds are self-enforcing on the street. Meaning that traffic cannot go faster than 30km even if they want.	4/27/2019 10:00 AM
23	I think it’s a good design	4/27/2019 8:02 AM
24	Forget the street plazas, just a place for homeless to hangout.	4/26/2019 6:53 PM
25	Include a Woonerf concept	4/26/2019 4:33 PM
26	one way only for motorized vehicle traffic	4/26/2019 1:28 PM
27	Get rid of the plaza design	4/25/2019 8:11 PM
28	As a resident on Queens Ave with a young child, the high speed of cars going down our street already makes me nervous. If cars cannot turn right from Bay onto Vancouver, they will simply go another block or two south on Quadra, turn left on Queens or Pembroke, and then cut through to Cook. I'm not sure the design right now needs to take that into account, but it's something to be aware of. I do strongly believe there should be a marked pedestrian crossing at Vancouver and Pembroke because of the speed of cars on that street, and a stop sign should be considered once the bike plan is implemented.	4/25/2019 3:06 PM
29	Scrap it. It is not a design concept. It is a mess. How many people are going to benefit? How many people are not going to benefit? We live along View from Vancouver to Cook. Currently it is impossible to turn left on Cook to go north. If you restrict travel on Vancouver, this will be a necessity. Have you looked at that? Emergency vehicles are going to have a hard time getting through. People in parked cars risk their lives opening their doors. What about people removing their small children from vehicles in such a squeezed space? Just look at the north side of Vancouver. It's a joke. Now we hear that a skate board park is planned for the Pandora 'people's plaza'. You are going to stop critical traffic flow to build a ... skate board park? Who are your constituents. By the way, it is said that Key Stakeholders were consulted. We are 202 tax paying property owners, paying city taxes to the tune of appx. $250k annually. That sounds like key stakeholders. No calls, no letters. And no community association in this area, so what gives?? We would like to not make this personal, but it is angering a lot of people in this city, no matter what your surveys say. There is a lot of spin involved for a few people. You say this is part of an AAA bike trail scheme. Well AAA's are not on Fort or Pandora. As well, AAA's are not going to be the major users of this roadway, except maybe on summer evenings or weekends. At least you have committed to saving the trees. This concerns me: The primary driving force behind this is the mayor. She will not be running in the next election. So what is her accountability or cost? She can do what she likes. It's all too ridiculous.	4/25/2019 12:38 AM
30	The crossing of Bay could be two sets of lights, one at Vancouver and one at Graham which when both were red would allow cyclists to just bike over the road to Vancouver St rather than needing the short section of protected bike lane.	4/23/2019 9:38 PM
31	Don't block off Vancouver at McClure	4/23/2019 5:07 PM
32	Not allowing vehicle traffic on Vancouver st Northbound to reach Pandora is a terrible idea and should not be considered. People need to get accross to Pandora without having to go further downdown and thus dealing with rush hour traffic downtown. This just puts more traffic into the already busy streets.	4/23/2019 12:56 PM
33	What about all he cars and trucks that need to get to the ill-advised new grocery store at Vancouver and Pandora? It is unreasonable to filter all that traffic through Mason and Balmoral--we live there!!!!	4/23/2019 12:38 PM
34	This is a direct route, but it is away from the centre of the Fairfield community on Cook St. If we truly want to connect community we need bike lanes from community business centre to community centre.	4/23/2019 10:29 AM

35	Let's share the road. Why one or the other? We do not have a transportation system that provides another alternative for people who need to use their car to travel outside of the downtown area. There are many good reasons why people use a car. Will there be a light at Meares and Cook Street to make it a safer turn? I will need to travel east to go west and will have to figure a way to safely find a route to get in that direction. The plan as it is now is not a good fit. It is too extreme and focused on cycling rather than other transportation methods that are sometimes necessary. I am a fit senior who supports walking and cycling but I also need my car and a safe way to exit my street. One that makes sense and doesn't have me driving ridiculous routes to go to Langford or other areas west of my resident.	4/23/2019 10:21 AM
36	Until cyclists are licensed and required to complete written and road tests, no discussions should be taking place	4/23/2019 7:56 AM
37	Stop making it impossible for people like myself, who actually live on Vancouver St to drive straight up and down our own street!!!	4/22/2019 1:02 PM
38	by not closing down sections of vancouver street to vehicle traffic as this will funnel traffic to the other already busy main roads (cook/Blanchard) as well as the side streets that are not built for heavy traffic, nor are they maintained properly.	4/22/2019 12:46 PM
39	Remove the plaza at Vancouver and Pandora. The inability to access Pandora from Vancouver northbound or Vancouver from Pandora westbound is not good. Pandora is an arterial road and should be accessible to/from Vancouver. I work in this area and would have to drive further to access Pandora to/from Vancouver. This increases carbon emissions. If you want to restrict northbound traffic, move the plaza north of Pandora to Mason or Balmoral so Pandora is still directly accessible from Vancouver.	4/22/2019 12:13 PM
40	It should be scrapped	4/22/2019 11:41 AM
41	I'm not sure but hope that this construction, future condos in this block and current residential access has been anticipated and considered.	4/21/2019 11:21 AM
42	Take out those blockades. Vancouver Street is hardly busy at any time of day, that's why some of us like to use it. Bikes can ride with the cars, we're not all idiots, and can actually avoid hitting them, if the cyclists would obey the rules of the road.	4/20/2019 10:09 AM
43	Scrap it	4/20/2019 9:16 AM
44	Keep vehicle traffic moving down Vancouver and provide a bike lane on one side of the street.	4/20/2019 9:11 AM
45	I’m still incredibly disappointed that there won’t be bike lanes on Cook St. Anyone who’s bikes south of Pandora on Cook knows how incredibly dangerous it is. The cars get mad at you if you take the lane but drive within centimetres of you if you cycle near the sidewalk. Vancouver doesn’t work as an alternative if you live and/or work east of Cook.	4/20/2019 7:44 AM
46	Leave as is or narrow the boulevard	4/20/2019 6:27 AM
47	Not do it. Bike lanes and calming features need to be more thought out and have realistic goals. This is not. Will be a headache for the people living on those streets.	4/20/2019 4:22 AM
48	I am concerned about the restriction of North-south traffic around McClure/Burdett. It looks like the only access to Christ Church Cathedral School will now be from the North (Meares/Fort) and possibly from Burdett? I’m all for traffic calming around the school, but I am concerned that this design will seriously increase congestion around the school entrance at pickup and drop off in a way that will endanger the kids. Combined with the no left turn from Quadra to Burdett, it looks like it could be quite a mess.	4/20/2019 12:41 AM
49	I get it. I know why this isn't on Cook St. The boat has sailed. A few people are really grumpy and don't want to lose on-street parking or drive a bit slower. But that doesn't make it the right decision, and having heard that the Mayor and Councillor Isitt say that a corridor on Cook is going to happen in the future anyway, I wish there was more bold leadership to give it to us now. So protected lanes the length of Cook from Haultain to Dallas would be the best solution. But as is, protected between Balmoral and Bay, and especially on the short portion that is along Bay, would be better. We know there are going to be fewer cars in the city in the future, so why add so many parking spots?	4/19/2019 6:24 PM
50	Scrap it altogether. Vancouver St. is fine the way it is. I've lived nearby for over 40 years. How long have you?	4/19/2019 7:47 AM

51	I have one very specific suggestion. Please widen Southgate road (even just by a metre more in width, and for a distance of about 20 metres), on the east bound lane of Southgate right at the corner of Southgate and Blanshard. This is near the Beacon Hill Park sign. This change will help the Vancouver St. cycling route. I cycle from 525 Superior St (Capital Park) to home in Saanich every work day. Capital Park currently houses 2 provincial ministries and will soon house 4 ministries (construction of 2nd building is underway). Cycling is heavily promoted at Capital Park (very large bike room and showers). To cycle from Capital Park to Vancouver Street, the cyclist goes along Superior Street, crossing Blanshard and onto Southgate. Then down Southgate to Vancouver. At the corner of Southgate and Blanshard (Beacon Hill park side), the lane becomes very narrow for about 20 metres (not possible for both a bike and car to travel side by side). That section of Southgate Ave creates a deterrent to cycling. Because there is a large grassy space on that corner (beginning of Beacon Hill park), there is room to widen the road by a metre or so at that spot. A further suggestion would be to take a look at Superior Street between Blanshard and Government, on the west bound side of Superior. A bike lane appears about half-way down the block. It would be great if the bike lane could start at the beginning of the west bound lane on Superior at the corner of Blanshard, but I also recognize that there is not the same kind of room to play with - Helms Inn is there, then the side walk, then the road. But if some thought could given to that, that would help. I cycle 7.5 km each way from the Mt. Tolmie area in Saanich, along Richmond, then Fort, then Vancouver, then Southgate/Superior streets to Capital Park. That last stretch near the corner of Southgate and Blanshard is the place where I feel the most vulnerable as a cyclist. Please consider this improvement - lots of bang for the buck as it would really open up that route to cyclists in Capital Park - there are well over a hundred government worker cyclists from that location, with that number only growing. Thanks	4/19/2019 7:35 AM
52	I also think this should connect into a network of designated bike ways in the city. I find is some amazing bike infrastructure in Vic, which I am really grateful to the city for, but there are also seems to be a lack of connection or planning of a city wide bike network. I think more use of existing side streets with way finding for bikes and bike lights provided for busy street crossings would be an important addition to connect to this route	4/18/2019 12:44 PM
53	Would love to see something to make Bay safer, but there's no room.	4/17/2019 11:44 PM
54	See above.	4/17/2019 11:09 PM
55	Separate bike paths	4/17/2019 9:45 PM
56	Think carefully about intersections (as I know you already do).	4/17/2019 9:35 PM
57	Stricter traffic diversions to prevent rat-running routes that pop up for people trying to bypass the neighbourhood by going through it in cars.	4/17/2019 2:31 PM
58	The design needs to be scrapped, and Lisa Helps and her city council need to reconsider their bike lane schemes. Too much money has been spent already on bike lanes (and their infrastructure), which benefit only the tiniest fraction of the taxpayer base here in Victoria.	4/17/2019 10:34 AM
59	No loss of trees! It is disheartening that mature green space and features are being eroded for bike lane construction with seemingly little time/effort to explore creative options. No loss of street parking (maybe lanes in center of road). I am getting older and I have an elderly parent who will not use these lanes and we have no choice but to rely on our vehicle.	4/17/2019 10:25 AM
60	I like the design as is	4/16/2019 10:19 AM
61	Ensure some "bike calming" measures (e.g., roundabout) are taken to make it safer for pedestrians crossing in places where there are hills. Bicycles can get quite a bit of speed going downhill and should be encouraged to slow down a bit in places where their speeds may present hazards to pedestrians.	4/15/2019 11:54 PM
62	I think The project should proceed	4/15/2019 6:13 PM
63	The intersection with vancouver and bay street. There are a lot of cyclists and pedestrians that want to cross here and go left to quadra village via continuing on vancouver st north of bay (more direct). I'm afraid keeping the crosswalk at graham st. will ignore this. I constantly see people jaywalking across between fifth st. and bay and vancouver at bay. If there was a way to make the crossing happen right at vancouver st. it would help a lot.	4/15/2019 4:12 PM
64	All good from my perspective.	4/15/2019 2:50 PM
65	Signage will be extremely important given how many different, unique intersections there are.	4/15/2019 2:42 PM

66	Hopefully Vancouver between Southgate and Park is protected enough. I didn't see any changes to that segment aside from traffic not really being able to come/go north of Southgate. As it is currently I would probably not have my kids ride on the road there due to traffic.	4/15/2019 11:11 AM
67	See answer 2.	4/14/2019 4:37 PM
68	Make the Bay St. crossing safer	4/13/2019 5:10 PM
69	Paint crosswalks across all side streets How will turn works at Pandora? current design does not show safe intuitive way to turn. Perhaps a protected intersection Bollards or curbs are needed between the bike lane and parking The protected turns at yates steeet look wierd, Insufficent width for through and right turns for bikes as well as lake of intuitive waiting area, How will NB vancouver to WB yates work for bikes How ill turn work at fort and vancouver, Current design does not have safe intuitive way for bikes to turn, perhaps a protected intersection Stop bar for SB vancouver st southgate appears to far back, perhaps angle crosswalk more parallel to southgate Separate Ped and bike crossing at Dallas ensure royal athletic design alows bike route to be directed around events rather than through centre perhaps through parking lot slightly raise mclure plaza (~curb height) above street, gental ramp for bikes	4/11/2019 10:10 PM
70	Remove protected bike lanes.	4/11/2019 8:01 PM
71	After cycling on separated bike lanes, I can really tell the difference between them and non-separated lanes (separated by a curb rather than paint). Because of that, I wish that the whole route would have separated lanes rather than using cyclists to impose traffic calming on streets. I find that, regardless of how 'quiet' a street is, there's always people who will rip through them and I don't want to be in their way as a traffic calming device. I'd rather the City use infrastructure than cyclists to achieve this.	4/11/2019 4:23 PM
72	By only using protected lanes	4/11/2019 3:27 PM
73	Stop eliminating parking. It reduces the convenience for locals and tourists to go downtown. It will hurt the local economy.	4/11/2019 8:41 AM
74	Stop with bike lanes focus on better car pooling options and cheeper bus rates	4/10/2019 9:08 PM
75	I don't know	4/10/2019 6:35 PM
76	I would like to see the bike route stay on Jackson with a cross walk at jackson and Finlayson with a button for bike crossing as well. There will be more street parking with the new apt building going in on Jackson so I would like to see wide and well marked bike paths as it's a blind hill as well. There also needs to be something to slow traffic as the bike path crosses Summit as this is a very busy and does not go straight across Summit. The traffic coming down Summit is very fast. It would be great to have a cross walk for children going both directions at 5th and Summit.	4/10/2019 5:04 PM
77	no suggestions	4/10/2019 7:21 AM
78	I bike on the stretch from Meares to Fairfield and it is not what I would consider safe. While the design speaks to traffic calming, it's not clear if this will happen, especially if Vancouver street is used as parking for people going downtown. There's a lot of vehicle movement pulling in/out of the parking, and cars speed through and pass. I don't get how this design will help. I would have protection all the way up to Southgate	4/9/2019 3:34 PM
79	Create more public spaces by extending harris green and closing the RAP section to vehicles.	4/9/2019 2:15 PM
80	Don't know	4/9/2019 9:23 AM
81	I am only looking at the portion from downtown to Bay Street for improving Northern connections. So far I like what I see.	4/8/2019 8:47 PM
82	My greatest concern is that the re-routing of traffic will increase, to some degree, the traffic on Quadra and Cook and wondering if the traffic light timing will alleviate any increased congestion that may occur...?	4/8/2019 6:00 PM
83	I expect there will be inflow (westbound) vehicle cross traffic on McClure between Cook and Vancouver during mornings commute and outflow (eastbound) vehicle traffic along same block during late afternoons. I suggest that prohibition of left hand turns onto McClure Street by vehicles travelling northbound on Cook Street would partially reduce this problem during mornings. Restriction of right hand turns to local vehicle traffic and bicycles only for eastbound vehicles on Burdett Street at Vancouver will reduce the problem in evenings.	4/8/2019 4:31 PM
84	I'd love protected bike lanes the entire length of Vancouver.	4/8/2019 3:54 PM

85	Create bike lanes!	4/8/2019 2:07 PM
86	Would like to see a shared road approach. Thought this was the direction. Now it is not that. It is a bicycle dominant approach. Don't do traffic diversion. Do traffic calming and pedestrian crossings with lights. Much more balanced approach. Much less costly approach. If that doesn't work then could go farther, but pretty sure it would.	4/8/2019 12:22 PM
87	Keep all onstreet parking. DO NOT CLOSE Vancouver at Pandora.	4/8/2019 12:00 PM
88	Not sure	4/8/2019 11:51 AM
89	Eliminating the conflict at Vancouver and Pandora between bicycles/pedestrians and right turning vehicles.	4/8/2019 9:47 AM
90	Please put a stoplight control for cyclists on Richardson st when crossing Cook St. It is very scary having to cross 4 lanes of traffic in order to get to Vancouver st.	4/8/2019 8:41 AM
91	N/a	4/8/2019 6:22 AM
92	Reduce the traffic calming at the intersections. I ride a lot and I am frustrated by how often traffic calming forces me into a lane with a vehicle, with the North Park Village traffic calming a great example. I have ridden that corridor frequently before and since the traffic calming and I feel significantly less safe because of it. Although, the pedestrian crossings are excellent. Try to facilitate less stopping for bikes (e.g. stop signs for streets crossing Vancouver)	4/7/2019 11:09 PM
93	No suggestions.	4/7/2019 10:12 PM
94	Please don't put visually impaired audio signals at intersections from Mears to Beacon Hill Park. It is extremely difficult to live very close to them, and most residential buildings on Vancouver St have very little setback from the street. I would be happy to see Vancouver St shut to traffic at Fort St., and Mears made into dead end blocks on both sides of Vancouver St. Currently the amount of traffic on Vancouver between Rockland and Fort has become very excessive, esp during rush hours when people use it as an alternate to Cook St. That said i personally would be happy to see Vancouver St between Beacon Hill Park and Fort be made entirely into a bike and pedestrian corridor, with traffic focused to Cook. St	4/7/2019 9:52 PM
95	Just keep bicyclists physically separate from cars. Then we will be safe.	4/7/2019 9:12 PM
96	By not going through an elementary school	4/7/2019 8:07 PM
97	Don't know	4/7/2019 8:05 PM
98	I feel uncertain about the inclusion of public-use space at the intersection with Meares ONLY because I am worried about the potential for attracting individuals/groups that would congregate there and make the area unsafe and dirty. However, I do like the idea of more green space and a nice place to walk and of diverting traffic toward either quadra or Cook.	4/7/2019 4:33 PM
99	Move it to cook St, so that cycling can extend from Dallas Road to hillside	4/7/2019 2:14 PM
100	Traffic should be diverted to turn left on Caledonia as currently cars are unable to turn left easily from Balmoral on to Cook due to high traffic	4/7/2019 1:46 PM
101	Traffic should be diverted to Caledonia to go north on cook st due to traffic lights rather than Balmoral. Already difficult for traffic to turn left on cook from Balmoral and traffic blocks all driveways while one car turns every 5 minutes	4/7/2019 1:40 PM
102	More protected bike lanes.	4/7/2019 1:32 PM
103	More protected bike lanes.	4/7/2019 1:18 PM
104	I currently use the entire Vancouver St corridor on a regular basis. I find the section from Caledonia to Pandora challenging currently. The traffic volumes here and the four way stops make it difficult for cyclists. You feel as though you need to keep pace with traffic which is difficult. It would be great to see some separation from traffic along this section. It would also be good to see improvements at the Vancouver/Caledonia intersection, perhaps a flashing green light.	4/7/2019 11:57 AM
105	Not doing it.	4/7/2019 11:49 AM
106	It should not go directly through a public school ground! Not only it it unsafe for the children and the riders it unnecessarily invites more traffic and strangers through the school grounds	4/6/2019 5:30 PM

107	((We live in the 1000-block of Richardson at Vancouver)) The part of the plan that we are concerned about the most is the traffic blocking at Vancouver/McClure. We think this can be removed and still effectively decrease traffic but allow local residents less restrictive options for going northbound. As the plan stands our only avenue of safe escape to go north will be to go south to Fairfield and then turn right/left to get to Quadra/Cook. Travelling to Richardson to Cook to turn left to go north is not safe due to the traffic volume, multi-lane crossing and uncontrolled intersection (i.e. no light). Any future construction work at Vancouver/Fairfield will effectively cut off our only safe exit from the area. Ditto for any accident that should occur at Vancouver/Fairfield. The McClure diversion no longer allows us to get to Rockland (to get to the light at Cook) or Burdett (to get to Quadra). I suppose an alternate solution would be to install traffic lights at Richardson/Cook. There is already a cross-walk there.	4/6/2019 2:28 PM
108	The only improvement would be to make it happen faster, now that the active transportation revolution has begun. However, we recognize that these big changes take time and effort, and we are truly grateful for the progress that Victoria has made. Projects such as Pandora and Fort St bike lanes have been life-changing for us.	4/6/2019 2:21 PM
109	Incorporated more walking paths be considerate of the less mobile members of the community aside from the bike riders. I have many older friends that have just missed being hit by bike riders as they try to cross roads, pathways to get to a safe sidewalk. This plan is inconsiderate of many members of the community	4/6/2019 10:57 AM
110	crosswalk across vancouver at North park.	4/6/2019 10:31 AM
111	Not going through the middle of a school playground, removing two play structures from a low income area school, and endangering those children with bikes going through the MIDDLE OF A SCHOOL GROUND.	4/6/2019 10:07 AM
112	The design concept overly restricts local residential traffic. There are only 2 traffic lights for access onto Cook Street between Fort St and Southgate (at Rockland and Fairfield). With the density in this area, it is important that there be more than one safe egress point onto Cook St northbound. This design precludes that by putting in too many block points in this section. The most difficult aspect is the McClure Street block-off. Removing this would allow local traffic to reach either of the 2 traffic lights to connect with Cook Street. It would also allow more than 1 egress onto Quadra Street for those beyond McClure. If you get a traffic accident at any of these intersections, traffic will be a mess with no other options. THis is especially an issue nearer Fairfield (see Collinson and McClure) that are dead end streets. I know council's approach is very heavily pedestrian and bike oriented, but as a walker who at the moment has significant mobility challenges due to an accident, being able to travel by vehicle is equally important. This design does not reflect this. Don't forget that vehicle drivers pay taxes too! Did you consider taking 1 meter from the very wide boulevard on each side for a dedicated bike lane. It seems this would be vastly cheaper and a more balanced approach.	4/6/2019 9:41 AM
113	Not sure	4/6/2019 7:22 AM
114	A measured rethink with emergency services input, input by city goods and services providers, and seniors/disabled input.	4/5/2019 10:46 PM
115	You didn't actively solicit input from those streets that connect to Vancouver (e.g. Meares, Burdett, McClure, Richardson, Collinson). You only consulted those who are directly on Vancouver. We are affected too! Parking is already a nightmare and this will only make it worse. Since we can no longer use Vancouver to head north from Collinson (say) we will have to use Quadra or Cook. Turning left on Cook is like taking your life into your hands. We won't be able to get to Rockland to turn right up to Cook where there is a light. The decision has already been made. Sigh.	4/5/2019 8:35 PM
116	Don't know	4/5/2019 4:32 PM
117	commitment to some kind of enforcement of cyclists bad behaviors (and vehicles/pedestrians/scooters/skateboarders etc), because these design changes mean nothing if people continue to do whatever they want without consequence	4/5/2019 12:52 PM
118	AAA routes on the section from Fort st to Fairfield st. Also from Pandora to Caldeonia.	4/5/2019 10:07 AM
119	Depends on final details but I'm nit sure I fully get how the non-protected parts are AAA but maybe makes sense if I could see more detail. I worry cars will blaze around me in frustration	4/4/2019 10:21 PM
120	Balance the car, bike and pedestrian as best as possible.	4/4/2019 6:57 PM
121	spend the money elsewhere	4/4/2019 6:32 PM

122	Consistent protected bike lanes over 'shared space' down vancouver would be much better than planning on drivers giving way or slowing down for cyclists over all - either counter flow bike lanes down the entirety of vancouver, or single track down both sides, all the way down Vancouver into beacon hill park would be preferable.	4/4/2019 4:37 PM
123	Don't make it go through a playground	4/4/2019 11:38 AM
124	Ensure car through-traffic is reduced/rerouted to other streets	4/4/2019 10:55 AM
125	School ,bikes and older people have had near accidents many times Recently mother with 2 children were frighten by a racing Taxi Need more crosswalks police etc.	4/4/2019 9:52 AM
126	With benches to meet at and/or rest at with bike racks, every few blocks, away from intersections.	4/4/2019 7:58 AM
127	?	4/4/2019 5:01 AM
128	I'm not sure. I will need to see the exact design to be sure.	4/3/2019 11:38 PM
129	Leave it alone	4/3/2019 7:51 PM
130	Keep this road as a through road. I use Vancouver Street daily to get from work to my child's school to home. Cook is already super busy and backed up. This is a street for locals, but his plan chops up this street. I feel like Fairfield is cut off from Downtown and James Bay. Keep Vancouver a through street.	4/3/2019 7:37 PM
131	Use a different street.	4/3/2019 4:53 PM
132	Protected lanes on Vancouver beyond Pandora and until Caledonia - traffic can be busy on this section L	4/3/2019 4:39 PM
133	Make a bike route on a busier road that needs it. Quadra street to royal oak. Or shelburne really needs a bike lane.	4/3/2019 2:48 PM
134	barrier brw. bike and car lane	4/3/2019 1:41 PM
135	I think it is terribly unsafe to have a route through an elementary school.	4/3/2019 1:20 PM
136	Don't do it.	4/3/2019 12:44 PM
137	n/a	4/3/2019 12:32 PM
138	provide better linkages to the existing trail systems	4/3/2019 12:25 PM
139	Public education so people don't bitch about it. I know this is what the survey is for but I think many people won't see it.	4/3/2019 12:01 PM
140	More traffic calming and further protected bike lanes	4/2/2019 10:28 PM
141	Signage	4/2/2019 9:42 PM
142	Perhaps have the streets used for the bike corridor be changed to one way?	4/2/2019 8:51 PM
143	I would like to see a painted lane only rather than a separated lane as on Pandora. As long as people have space to move, I feel that is adequate.	4/2/2019 7:25 PM

This page intentionally left blank.

Vancouver Engagement Findings - 1C

Engagement Activity Findings - April 2019

Vancouver Street - Open House and Pop Up Engagement Comments (Bay to Dallas Road)

April 2019 - Feedback on Preferred Design Concepts

Engagement Board	Comment
Traffic Calming North Park	Like the design to cross the jog at Bay Street. Same design used in Vancouver and Saanich
Traffic Calming North Park	Widen sidewalk on North Side of Bay at Vancouver and Graham
Traffic Calming North Park	Good idea - Can you put the x-walk east of Vancouver on Bay
Traffic Calming North Park	Yes - please make the crosswalk at Vancouver Street - lots of people going to quadra village
Traffic Calming North Park	Consider water and power for RAP plaza to aid in events.
Traffic Calming North Park	Consider public art in plaza at RAP
Traffic Calming North Park	Consider community paint project at RAP
Traffic Calming North Park	Right in right out at Caledonia and Vancouver
Traffic Calming North Park	Happy about limiting access to Vancouver
Traffic Calming North Park	Like opportunities for recreation at RAP plaza - street hockey and markets
Protected Lanes Downtown	Green paint needed at London Drugs driveway entrances onto Vancouver street - cars constantly roll through here. Illegal lefts enter from the south
Protected Lanes Downtown	Vancouver between Pandora and Balmoral looks too narrow for bike lanes and car traffic with new St. Andrews site development
Protected Lanes Downtown	Make sure there are cut-outs from the protected areas to join car traffic when wanting to make a left turn - eg Balmoral and Vancouver
Protected Lanes Downtown	Provide stop signs at Balmoral Road
Protected Lanes Downtown	Provide stop signs at Caledonia Avenue
Protected Lanes Downtown	Already insufficient parking by london drugs plaza
Protected Lanes Downtown	Prefer to see loading zone relocated from Vancouver on north side of Yates Street to not have to move goods across the street from spot proposed on southside
Protected Lanes Downtown	remove parking on east side of street and retain on west side of street
Protected Lanes Downtown	Downtown needs traffic flow, access / exit to businesses, conservatory, etc. DO NOT CLOSE at Vancouver and Pandora. Also concerns about drug dealers and street problems
Protected Lanes Downtown	The proposed plaza at Pandora and Vancouver is ridiculous. It will only further create problems for the neighbourhood with drug dealers and homeless congregations

Traffic Calming Fairfield	Need signal at Richardson and Cook for NB left
Traffic Calming Fairfield	Need signal at Southgate and Cook for NB left
Traffic Calming Fairfield	YES to plazas like this. They work great in Vancouvers west end and after a few years you forget it was any different
Traffic Calming Fairfield	Need traffic signals on Cook to support left turn
Traffic Calming Fairfield	Why not start with traffic diversion only at Meares and Southgate only?
Traffic Calming Fairfield	I like the traffic calming and love that your adding trees
Traffic Calming Fairfield	less on-street parking to retain boulevards and trees
Traffic Calming Fairfield	concerns about dooring
Traffic Calming Fairfield	concerns about cars passing when cyclists going up hill
Connection to Dallas Rd	separate bikes and pedestrians - don't keep multi-use path
Vehicle Circulation Changes	All for it
Vehicle Circulation Changes	Consider advance left at Caledonia and Cook
Vehicle Circulation Changes	Only space for two cars in NB left from Cook to Caledonia - backs up quick - needs to have more space
Vehicle Circulation Changes	Cook and Caledonia needs a longer left turn lane
Vehicle Circulation Changes	Education required
Vehicle Circulation Changes	I'm onboard
Vehicle Circulation Changes	Pandora bike lane ends going east at Cook Street - where do you go from here as a cyclist?
Vehicle Circulation Changes	Looks great
Vehicle Circulation Changes	Better signage during construction
Vehicle Circulation Changes	Cook Street better
Vehicle Circulation Changes	Sounds like a good plan
Vehicle Circulation Changes	Love it!
Vehicle Circulation Changes	Bicycles to use full lane - like the idea of closing the street is certain locations
Vehicle Circulation Changes	Develop a plan for the closed portion of Rockland - bikelane and park?
Vehicle Circulation Changes	Bikes in boulevards
Vehicle Circulation Changes	provide a SB right turn from Caledonia onto Vancouver to provide access to businesses on Vancouver Street - North Park Street is not a good option
Vehicle Circulation Changes	Single point of failure at Fairfield with McClure and Collinson dead ends

Vehicle Circulation Changes	Consider signal coordination improvements along Cook and Quadra with extra volumes anticipatedd
Vehicle Circulation Changes	Consider traffic patterns of school morning drop off between 8 - 8:45am at Christ Church school
Vehicle Circulation Changes	Protected bike lanes better between Fort and McClure than shared use
Vehicle Circulation Changes	Consider left turn at Burdett from Quadra or a signal
Vehicle Circulation Changes	Consider connecting McClure to Quadra for vehicles
Vehicle Circulation Changes	Consider pedestrian bulb out at NE corner of Farifield
Vehicle Circulation Changes	Consider adding signal for NB left turns at Richardson and Cook
Vehicle Circulation Changes	Quadra and Fairfield feels unsafe for pedestrians. Cars turning north on Quadra from Fairfield never see pedestrians
Vehicle Circulation Changes	Harling lane - concerns people using harling lane as a cut through
Vehicle Circulation Changes	Burdett intersection a challenge to address
Vehicle Circulation Changes	Like the idea of lowering vehicle volumes
Vehicle Circulation Changes	Consider signalized intersection at Cook & Southgate for NB left turns
Public Realm Opportunities	Concerned about noise from a skateboard ramp at Pandora Green
Public Realm Opportunities	I just love the public space your proposing. It brings people and place together and creates connections and community
Public Realm Opportunities	Create a space that allows for connectgion between people
Public Realm Opportunities	Provide a playground at Pandora Green
Public Realm Opportunities	Support for community events at RAP(4/9)
Public Realm Opportunities	Support for play street at RAP (2/9)
Public Realm Opportunities	Support for food trucks at RAP (3/9)
Public Realm Opportunities	Support for water feature at Pandora Green (1/5)
Public Realm Opportunities	Support for public art feature at Pandora Green (3/5)
Public Realm Opportunities	Support for skateboard ramp at Pandora Green (1/5)
Public Realm Opportunities	Support for new trees at McClure Plaza (9/15)
Public Realm Opportunities	Support for new benches at McClure Plaza (4/15)
Public Realm Opportunities	Support for different surface at McClure Plaza (2/15)

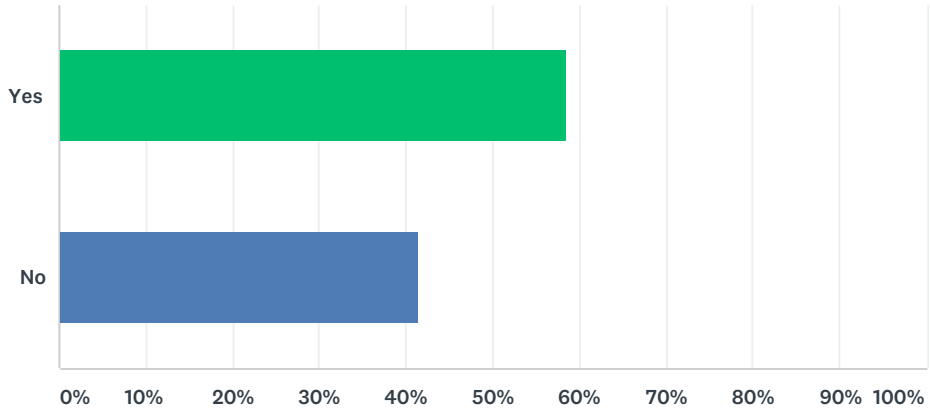
This page intentionally left blank.

Harbour Road Engagement Findings - 2A

Design Survey Findings - April 2019

Q4 The Harbour Road corridor creates a safer and more comfortable connection between the Galloping Goose Trail and the multi-use pathway of the Johnson Street Bridge. The design proposes a two-way protected bike facility on the east side of the street. This design retains on-street parking and can accommodate driveway access to the industrial properties on Harbour Road. Are you familiar with the designs proposed for Harbour Road?

Answered: 191 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	58.64%	112
No	41.36%	79
TOTAL		191

Q5 What do you like about the Harbour Road design?

Answered: 127 Skipped: 89

#	RESPONSES	DATE
1	It's a protected bike lane.	4/30/2019 10:55 PM
2	I like the design, but feel this design should be the norm in general where roadways are heavily used	4/30/2019 10:07 PM
3	It's a real bike path, fully separated	4/30/2019 10:04 PM
4	Better connectivity on and off of the goose and Johnson street bridge	4/30/2019 9:36 PM
5	separated is always better. though headed north on Harbour is pretty good currently but headed south cyclists are squeezed between traffic and parked cars. The connection to the bridge and to the GG on either end is great.	4/30/2019 8:29 PM
6	Another bike lane!	4/30/2019 8:03 PM
7	Practical. Easy to implement	4/30/2019 7:16 PM
8	Cars often speed along this usually calm street. It will be great to be fully segregated from vehicles especially for those with small children.	4/30/2019 7:00 PM
9	ability to connect easily to the bridge	4/30/2019 6:28 PM
10	This design seems to fit well for the area.	4/30/2019 4:55 PM
11	n/a	4/30/2019 4:54 PM
12	Better than nothing.	4/30/2019 4:52 PM
13	That it might finally exist. This was low-hanging fruit, a obvious and easy to fix gap in the regional trail system, and it should have been fixed in the 1990s, not 2019.	4/30/2019 4:33 PM
14	Protected lanes for bikes	4/30/2019 4:14 PM
15	Not having to turn left, from/through harbour, eastward towards the bridge.	4/30/2019 4:07 PM
16	Two-way bike lanes on northeast side of road makes it easier to enter/exit the galloping goose trail.	4/29/2019 3:37 PM
17	no comment	4/29/2019 1:44 PM
18	I like the separation from vehicle traffic.	4/27/2019 10:00 AM
19	It’s great for cyclists	4/27/2019 8:02 AM
20	easier biking southbound from goose to bridge	4/26/2019 1:28 PM
21	It's a needed connection	4/25/2019 3:06 PM
22	Nothing, so far	4/25/2019 12:38 AM
23	Protected lanes (not just paint), as I have regularly had issues with vehicles pulling over and idling in the bike lane as the driver 'checks out' the ships in Point Hope shipyard, not realizing they're in a bike lane.	4/24/2019 11:13 PM
24	It's fine	4/23/2019 5:07 PM
25	Two-way protected bike lanes are a hugely expensive and disruptive solution. Should be able to use normal one way bike lanes. Also every time you do this you narrow the traffic lanes which cannot possibly be safer.	4/23/2019 12:56 PM
26	not my 'hood	4/23/2019 12:38 PM
27	Amalgamation of bike lanes	4/23/2019 10:29 AM
28	Nothing	4/22/2019 1:02 PM
29	nothing	4/22/2019 12:46 PM

30	I like the 2 way protected bike facility	4/20/2019 12:32 PM
31	I'm sure I'd hate it. I hate all the bike lanes. They make it difficult to drive anywhere. But I haven't seen it, and almost never drive there.	4/20/2019 10:09 AM
32	Don’t know about it	4/20/2019 6:27 AM
33	Nothing.	4/20/2019 4:22 AM
34	It's a much better design than what is currently there.	4/19/2019 6:24 PM
35	Nothing	4/19/2019 7:47 AM
36	No comment	4/19/2019 7:35 AM
37	I like the increased safety of the two way protected bike lane	4/18/2019 12:44 PM
38	I think this is a pretty safe area already. I have no concerns riding through here with my kids as-is.	4/17/2019 11:44 PM
39	There are already bike lanes there, any time I have been there (usually weekends) it is quiet and I don't see a need for elevated bike lanes here. I don't know what it is like on week days though.	4/17/2019 11:09 PM
40	What i dont like is that it feels unnecessary. Currently there is very little car traffic on Harbour, compared to some other bike routes, and as a result it feels safe when biking. I get that the idea is to link Bike paths which is slso a good idea	4/17/2019 9:45 PM
41	Both directions on east side creates easy connections.	4/17/2019 9:35 PM
42	That it is coming.	4/17/2019 2:31 PM
43	There is nothing to "like" about this design, nor any of the designs that have already been executed by Lisa Helps and her city council.	4/17/2019 10:34 AM
44	on road parking stays (please keep all of it)	4/17/2019 10:25 AM
45	An obvious choice considering how many bicyclists want to get to the galloping goose trail along Harbour Road.	4/17/2019 12:10 AM
46	I am not well versed in this part of the project	4/16/2019 10:19 AM
47	Clean transition from/to the bridge and to bike lanes on the east side of the bridge.	4/15/2019 11:54 PM
48	protected bike lane/facility	4/15/2019 10:02 PM
49	It’s makes it safer for cyclists	4/15/2019 6:13 PM
50	two ways is good, consistent with the other parts of the network	4/15/2019 4:12 PM
51	Seems straightforward.	4/15/2019 11:11 AM
52	Again, not familiar with the design, sounds good for the description included but then again, no pictoral representation so not a very useful question.	4/14/2019 4:37 PM
53	The connection between the Galloping Goose and the E & N rail trail. It’s a great route but currently it’s pretty disconnected.	4/14/2019 9:01 AM
54	Completes vital missing connection is on correct side of the street separates bikes and pedestrian on this busy section Still allows bike access to bridge deck bike lanes	4/11/2019 10:10 PM
55	Connecting the Goose and Johnson St bridge	4/11/2019 8:01 PM
56	I REALLY like that it's a 2-way lane on the water-side of the street. There's enough traffic coming in and out of the businesses on the other side that it's a bit nerve wracking going along there.	4/11/2019 4:23 PM
57	Protected lane	4/11/2019 3:27 PM
58	Don’t know about it.	4/11/2019 8:41 AM
59	N/A	4/10/2019 9:08 PM
60	I don't know	4/10/2019 6:35 PM
61	not sure, but continued improvements of bike lanes is appreciated.	4/10/2019 7:21 AM
62	Nice ride of bikes	4/9/2019 8:10 PM
63	Protection is good, and the two-way design here mimics what's on the bridge already, obviating the need for a left turn on to the shared path	4/9/2019 3:34 PM

64	good to go, build it.	4/9/2019 2:15 PM
65	Not familiar	4/9/2019 9:23 AM
66	Reduced interaction between bikes and cars	4/9/2019 7:48 AM
67	No comment.	4/8/2019 8:47 PM
68	Most of this section seemed to be pretty straight forward and easily navigable by a variety of bicyclists.	4/8/2019 6:00 PM
69	I love the Goose and this helps me get there.	4/8/2019 3:54 PM
70	n/a	4/8/2019 2:07 PM
71	Keeps flow of cycling traffic to one side of road leading to-from the bridge. No need to cross 2 lanes of vehicle traffic when southbound along Harbour.	4/8/2019 2:05 PM
72	Makes sense connecting to the Goose.	4/8/2019 12:00 PM
73	Don't have to cross Harbour Road multiple times like you do now	4/8/2019 11:51 AM
74	Direct connectivity between JSB and Goose.	4/8/2019 9:47 AM
75	N/a	4/8/2019 6:22 AM
76	I have been opposed to bi-directional bike lanes from the start, and I do not like the Pandora lane at all, but I'm actually supportive of a bi-directional bike lane for Harbour, but only with two caveats: 1) you try to put measures in place to keep pedestrians separated from cyclists (and not walking all over the bridge crossing), and 2) it doesn't cost much. In my view, there is very little need for a big change on this part of the cycling network.	4/7/2019 11:09 PM
77	It all seems fine.	4/7/2019 10:12 PM
78	Not familiar	4/7/2019 9:52 PM
79	Just keep bicyclists physically separate from cars. Then we will be safe.	4/7/2019 9:12 PM
80	N/a	4/7/2019 8:05 PM
81	Bikes	4/7/2019 7:42 PM
82	It makes a lot sense to connect cyclists from the goose to downtown and through Humboldt over to Vancouver	4/7/2019 2:14 PM
83	not familiar	4/7/2019 1:46 PM
84	Connects existing bike lanes and gives access to downtown businesses	4/7/2019 1:40 PM
85	This means I can ride from my home in Victoria, through town and get onto the galloping goose in a safer environment. This will help encourage us to go on more weekend rides and enjoy the goose.	4/7/2019 1:32 PM
86	Protected lanes.	4/7/2019 1:18 PM
87	Excellent idea. This area has very high cyclist volumes and a direct connection to downtown.	4/7/2019 11:57 AM
88	I am unfamiliar with the design	4/6/2019 5:30 PM
89	We like the fact that Harbour Road will become a recognizable part of the Galloping Goose Trail. Currently, Harbour Road is quite safe for cyclists, but the connections to/from the Galloping Goose Trail are not clear to non-locals.	4/6/2019 2:21 PM
90	Nothing it does not take into consideration the less mobile percentage of the population. I fail to understand how the city thinks that it can spend so much money on 1% of the population with total disregard to the rest of the cities population totally ignoring the handicapped and elderly	4/6/2019 10:57 AM
91	connects directly to the shard brdge path	4/6/2019 10:31 AM
92	Does it go through a school?	4/6/2019 10:07 AM
93	Nothing. The road is great as it is. Don’t screw it up by adding a protected lane. I ride it all the time and it is already safe!!!	4/6/2019 7:22 AM
94	Not much as it will limit access to those who for whatever reason can't bike the area.	4/5/2019 10:46 PM
95	Separation between bikes and cars	4/5/2019 4:32 PM

96	protected bike lane	4/5/2019 12:52 PM
97	it completes the AAA network which is lacking in that one little stretch.	4/5/2019 10:07 AM
98	Good!	4/4/2019 10:21 PM
99	Nothing stands out for me	4/4/2019 6:57 PM
100	nothing	4/4/2019 6:32 PM
101	MUCH needed change - this will greatly benefit the 'flow' of cycle traffic and extend the safety and consistency of the goose into the Pandora bike lanes	4/4/2019 4:37 PM
102	Nothing	4/4/2019 11:38 AM
103	connects the goose to downtown	4/4/2019 10:55 AM
104	long overdue	4/4/2019 9:52 AM
105	Safe 2-way separated lanes for cyclists with respect for drivers needing road access and parking.	4/4/2019 7:58 AM
106	I like that the bike friendly areas are getting connected so biking in the city will Be more coherent abf you're not always searching for the next bikelane	4/4/2019 5:01 AM
107	It makes it clearer where to get on and off the bridge and it eliminates a gap in what otherwise is a wonderful low-stress ride.	4/3/2019 11:38 PM
108	Nothing	4/3/2019 7:51 PM
109	Is needed, very busy for Bike traffic	4/3/2019 7:37 PM
110	Much safer at a busy intersection, less having to get on/off bike at the cross walks when riding with my child	4/3/2019 7:06 PM
111	Not familiar	4/3/2019 4:39 PM
112	Not having to cross Harbour Rd. when coming from the Galloping Goose and going on to the Johnson Street Bridge Multiuse path	4/3/2019 4:00 PM
113	Don't know it.	4/3/2019 2:48 PM
114	protected bike lane	4/3/2019 1:41 PM
115	I do not know anything about them	4/3/2019 1:20 PM
116	I've ridden this road many times and it's never been an issue the way it is. I find it very quiet and safe already.	4/3/2019 1:13 PM
117	Takes you onto the Goose from Johnson St. Bridge	4/3/2019 12:48 PM
118	I don't like it.	4/3/2019 12:44 PM
119	I like feeling more protected along that stretch.	4/3/2019 12:32 PM
120	leverages existing trail system	4/3/2019 12:25 PM
121	I like that it better connects the galloping goose to the New Bridge and the Pandora protected lanes. I strongly believe that improving connections between bike lanes is one of the most important aspects of improving bike safety.	4/3/2019 12:10 PM
122	I don't have an opinion.	4/3/2019 12:01 PM
123	Not having to cross the road coming out of the Goose while heading toward town.	4/3/2019 10:39 AM
124	Continuation of the Goose. this makes it feel much safer for cycling with kids.	4/3/2019 10:38 AM
125	Better connection from the Goose to the bridge	4/2/2019 10:28 PM
126	Unknown. Don't use.	4/2/2019 9:42 PM
127	Na	4/2/2019 8:51 PM

Q6 How could the Harbour Road design be improved?

Answered: 114 Skipped: 102

#	RESPONSES	DATE
1	Ban personal vehicles from downtown.	4/30/2019 10:55 PM
2	Spend the money on arterials and heavily used roads that do not already have bike paths; STOP with the cement ... use plants and such; cement absorbs sunlight, increases need air con, is generally UGLY and looks like every mid-west us City. Victoria should do better.	4/30/2019 10:07 PM
3	It honestly looks quite good.	4/30/2019 10:04 PM
4	Harbour road can have high speed commuters and cyclists; ironically the new design may be less safe since there is now an increased risk of more severe head-on bike collision on this stretch. There is nothing to keep people from going quickly so I hope the protected bike lane is as wide as possible to mitigate this risk. I'm also unclear about the plan for heading south off of Johnson street bridge down wharf; as someone who goes down goose into town and wishes to go south on wharf I find cyclists are choosing three ways to go (across ped/cycle lane then dodgy right by swans; over Esquimalt road overpass then joining bike lane at bridge or the route used in construction of the bridge (left from harbour road then into bridge). I guess the point is I'm not sure the new design will accommodate all riders which means I expect cyclists that want to go very quickly to still use harbour road (which should have a traffic calming measure by the way).	4/30/2019 9:36 PM
5	The cross over for cyclists heading to Esquimalt Rd is not well thought out and is ripe for conflicts. I bike this route daily and the majority (in my opinion) of cyclists who head to Esquimalt Rd or road racers - these folks will have an issue having to do a hard S at the bridge to continue South (well, any cyclist would have an issue). I see this potentially creating a conflict with these folks not using the lanes and interacting with cars on the road. The wayfinding and access onto/off of the bridge will be extremely important. Its a high conflict zone for pedestrians, cyclists and trucks entering the dock yard business. Cyclists love (I'm one of them) to whip off of the bridge onto Harbour at high speed currently....	4/30/2019 8:29 PM
6	N/a	4/30/2019 8:03 PM
7	Seems fine - maybe more flower planters?	4/30/2019 7:16 PM
8	Looks great!	4/30/2019 7:00 PM
9	I'm not sure the connection to Esquimalt Road and the bridge roadway will work - many riders prefer to use the marked lanes on the bridge deck rather than the pedestrian walkway	4/30/2019 6:28 PM
10	Design fits the area well as is.	4/30/2019 4:55 PM
11	n/a	4/30/2019 4:54 PM
12	Make a one-way lane on either side of the road and maintain the clear left-turn lane for cyclists to go onto the bridge. Keep parking on outside of bike lanes.	4/30/2019 4:52 PM
13	Looks good as is. Just build it!	4/30/2019 4:33 PM
14	Make sure the connection to the galloping goose from harbour rd doesn't have a stop sign, make the connection as straight as possible, widen it and and improve sight lines by removing shrubbery. Incorporate traffic calming to reduce motor vehicle speeds. The current speed limit is 30 km/h which motor vehicles almost universally ignore. The intersection on the south side of harbour rd with point hope ship and the ramp up to the johnson street bridge has a lot going on today and looks even busier in the design. Motor vehicle traffic coming out of point hope ship often does not stop before turning either left or right onto harbour road. It would be best if traffic going into and out of the shipyard was limited to one intersection (the one further north along harbour rd)	4/30/2019 4:20 PM
15	A bike first light for the bridge like they have in Portland.	4/30/2019 4:14 PM
16	It's great!	4/30/2019 4:07 PM
17	N/A	4/29/2019 3:37 PM
18	Design should only be a bike lane line as is successful in many other parks of Victoria	4/29/2019 1:44 PM

19	by having a separated bike lane on both sides of the road. The road can handle this as there is plenty of space.	4/27/2019 10:00 AM
20	Wider roads! This is a very conjested area already. Trying to exit so roads connected to the proposed route are a nightmare already. I have concerns about cyclists and pedestrian safety.	4/27/2019 8:02 AM
21	Unsure	4/25/2019 3:06 PM
22	Abandon it and all other bike trails. Bike riders are getting along fine, cutting in and out of traffic and soaring down sidewalks with abandon. Talk about a self -entitled lot. I rode a bike all over this city during my youth and stayed away from major thoroughfares. (doh!) I got around swiftly and efficiently. I also realized the vehicles were capable of doing me great harm so I stayed out of the way. Not so today. I applaud the drivers in this city for avoiding collisions with bike riders. I see it everyday, and I am sure you do to. Stop this nonsense.	4/25/2019 12:38 AM
23	Above	4/23/2019 12:56 PM
24	NA	4/23/2019 12:38 PM
25	Not sure it's really necessary, it is a pretty quiet street.	4/23/2019 12:16 PM
26	This is a low priority to redo this route given that bike lanes are already on place. I would suggest that the lanes must be coordinated with the plans of the township of Esquimalt for the bike lanes to meet up with it.	4/23/2019 10:29 AM
27	Referendums should be used	4/23/2019 7:56 AM
28	Drop it	4/22/2019 1:02 PM
29	widen the road itself considerably	4/22/2019 12:46 PM
30	don't know. Don't build more bike lanes. You're just wasting my tax dollars.	4/20/2019 10:09 AM
31	Again don’t know	4/20/2019 6:27 AM
32	Don’t do it. Bike lanes do not need to be on every street especially the terrible concept ones we have going on. Unsafe on so many levels. Waste of taxpayers money.	4/20/2019 4:22 AM
33	I am not clear about what happens at Harbour and Tyee. Will the lane be protected all the way along Harbour to Tyee, or just to the Goose? Will we have to cross over at the pedestrian crossing at 398 Harbour? If protected to Tyee, what will the crossing look like at Tyee and Harbour? Will there be easy to use signals for people on bikes at that intersection? None of this is clear.	4/19/2019 6:24 PM
34	Scrap it	4/19/2019 7:47 AM
35	No comment	4/19/2019 7:35 AM
36	I don't really have any improvements but I would say this would not be my highest priority for a separated bike lane. I actually use this corridor quite often and it is such a quiet street already that I still feel quite safe using the current infrastructure.	4/18/2019 12:44 PM
37	Save money here and put it into a non-5th avenue Hillside/Quadra connector.	4/17/2019 11:44 PM
38	See above	4/17/2019 11:09 PM
39	No comment	4/17/2019 9:45 PM
40	It looks like it could be weird to get from the separated lane on Harbour road, to then turn left onto the Johnson Street bridge on-road bike lane (the connection to the shared bike/walk area looks easy). I'm not sure how I would navigate crossing to the right side of the road there, where oncoming cars have just turned onto the street and others coming from behind.	4/17/2019 9:35 PM
41	Build it sooner.	4/17/2019 2:31 PM
42	This design could be improved if it was scrapped entirely by Lisa Helps and her city council.	4/17/2019 10:34 AM
43	put the lanes in the middle of the road	4/17/2019 10:25 AM
44	please see above	4/16/2019 10:19 AM
45	Many cyclists will want to go on the road portion of the bridge rather than the shared pedestrian/bike section. I would like to see a smoother southbound transition - at the point where the protected two lane cycle track meets up with the cycle track coming from the bridge - that will make it easier/safer for cyclists continuing on to the Esquimalt Rd intersection.	4/15/2019 11:54 PM

46	I cycle this multiple times per week and am very unhappy with the intersection of Harbour Rd and Johnson street, especially when making a left-hand turn off Harbour towards the Johnson St. Bridge. I frequently observe confusion with right of ways with the traffic turning left towards the bridge, and the oncoming traffic turning right towards the bridge. I also frequently notice left hand turn bikes weaving around the pedestrians that crossing. It is quite dangerous. There needs to be an advance left hand turning light/arrow for cyclists and cars turning left.	4/15/2019 10:02 PM
47	No comment	4/15/2019 6:13 PM
48	i think its good	4/15/2019 4:12 PM
49	See answer 5.	4/14/2019 4:37 PM
50	Appears too narrow, should be at least as wide as goose by railyards, very busy with frequent passing especially northbound Connection to multiuse path on bridge apears poorly design, no movement looks intuitive, main flow should be onto multi use path, Design more sperated	4/11/2019 10:10 PM
51	Remove two-way protected bike lane. This is unsafe due to differing speeds and cycling abilities.	4/11/2019 8:01 PM
52	Separated lanes! And if there's room, wide enough bike lanes that passing is possible.	4/11/2019 4:23 PM
53	One-way lanes	4/11/2019 3:27 PM
54	Other countries (eg. Europe- which is super bike friendly) don’t feel the need to put in protected bike lanes- why are we? Educate bikers on how to use the road. Fine them for not signalling and wearing helmets- hold them responsible. If you’re going to make a system for them, they need to be accountable for their safety and following the rules.	4/11/2019 8:41 AM
55	Just stop!	4/10/2019 9:08 PM
56	I don't know	4/10/2019 6:35 PM
57	no suggestions	4/10/2019 7:21 AM
58	Can't think of anything	4/9/2019 3:34 PM
59	do it quicker	4/9/2019 2:15 PM
60	Not familar	4/9/2019 9:23 AM
61	No comment.	4/8/2019 8:47 PM
62	Ensure that the transition off the straight section left towards the bridge is wide enough and easily navigable by many riders at once. I imagine this could be a bit of a choke point if I remember correctly (small and twisty)	4/8/2019 6:00 PM
63	nothing	4/8/2019 3:54 PM
64	n/a	4/8/2019 2:07 PM
65	Not sure how the pedestrian/cycling interface will work at current lift up to bridge from Harbour.	4/8/2019 2:05 PM
66	I feel this is a low priority. I ride through almost daily and hadn't thought it needed improvements, but might as well be done up to standard along with the rest of the routes.	4/8/2019 2:00 PM
67	Flashing lights that inform vehicles entering/leaving industrial properties that cyclists are approaching particular driveways	4/8/2019 11:51 AM
68	Upgrading the land uses around Harbour Road to provide destinations	4/8/2019 9:47 AM
69	N/a	4/8/2019 6:22 AM
70	Make efforts to separate cyclists and pedestrians	4/7/2019 11:09 PM
71	No suggestions.	4/7/2019 10:12 PM
72	Not Familiar	4/7/2019 9:52 PM
73	Just keep bicyclists physically separate from cars. Then we will be safe.	4/7/2019 9:12 PM
74	N/a	4/7/2019 8:05 PM
75	No comment	4/7/2019 2:14 PM
76	not familiar	4/7/2019 1:46 PM
77	Connect to other end (through james bay)	4/7/2019 1:40 PM

78	Looks good to me.	4/7/2019 1:32 PM
79	Not sure.	4/7/2019 1:18 PM
80	Nothing. Looks good.	4/7/2019 11:57 AM
81	Not doing it.	4/7/2019 11:49 AM
82	I am unsure	4/6/2019 5:30 PM
83	Better signage is needed to direct visitors to/from the Galloping Goose, Lochside, and E&N Trails. We frequently encounter visitors who are lost.	4/6/2019 2:21 PM
84	Incorporate walkways that are safe. I personally have almost been hit by bicyclists 3 times while walking on shared walkways....	4/6/2019 10:57 AM
85	planted separation with more trees for shade, its a very exposed and hot area in summer months with litttle shade on that side of the streeet	4/6/2019 10:31 AM
86	Does it go through a school?	4/6/2019 10:07 AM
87	Don’t change it from what it is now. It is perfectly fine	4/6/2019 7:22 AM
88	Rethink taking the fact that bike riders are a minority, and catering to all groups needs.	4/5/2019 10:46 PM
89	I don't not see a need for this. There is little traffic on Harbour Rd and the current configuration is adequate in light of the much higher needs in other areas. Options for traffic calming are appropriate here in light of it being used as a short cut by motorists resulting in frequent high speeds. Speed humps would be a good idea.	4/5/2019 4:32 PM
90	extra signage for cyclists to NOT ride 2 abreast, INCLUDING children	4/5/2019 12:52 PM
91	this is perfect and needs no improvement.	4/5/2019 10:07 AM
92	It’s great!	4/4/2019 10:21 PM
93	I am not sure	4/4/2019 6:57 PM
94	spend the money elsewhere	4/4/2019 6:32 PM
95	Cannot seriously see any improvements, this is spot on :)	4/4/2019 4:37 PM
96	Stop making bike lanes	4/4/2019 11:38 AM
97	please make the lanes wide enough for busy rush hour biking	4/4/2019 10:55 AM
98	Looks good to me.	4/4/2019 7:58 AM
99	?	4/4/2019 5:01 AM
100	Not sure.	4/3/2019 11:38 PM
101	Leave it how it is	4/3/2019 7:51 PM
102	Not familiar	4/3/2019 4:39 PM
103	As the bicycle path across the Bridge and along the Galloping Goose gets busier I feel that pedestrians get a bit crowded out by bicycles. Especially at rush hour. I am both a bicyclist and a pedestrian and am not sure how to resolve this.	4/3/2019 4:00 PM
104	Don't know	4/3/2019 2:48 PM
105	no parking car doors opening into bike traffic	4/3/2019 1:41 PM
106	Do not have a route through an elementary school.	4/3/2019 1:20 PM
107	Don't do it.	4/3/2019 12:44 PM
108	n/a	4/3/2019 12:32 PM
109	N/A	4/3/2019 12:01 PM

110	Harbour Road does not need physical barriers for the bike lanes. There is currently ample space for cyclists, pedestrians, and the limited vehicle traffic that use the corridor. During peak times there are a large number of cyclists that use the road heading north travelling at a wide range of speeds. The existing space allows cyclists to safely pass others. A separated two-way bike lane will drastically reduce the free flow of cyclists heading out of the core during the evening rush hour. Conversely, a cyclist travelling down the hill towards town on Harbour road will unnecessarily be constrained to a narrow two-way bike lane. While travelling down hill cyclists can reach a high rate of speed and are best served with room to maneuver to either pass, or avoid an unexpected situation.	4/3/2019 10:39 AM
111	This corridor is very busy, make sure that the width is sufficient for passing. Also, make it clear that faster cyclists are legally allowed to ride on the road, and not use the separate facility if desired.	4/3/2019 10:38 AM
112	I don't like two way bike lanes in urban areas...too dangerous	4/2/2019 10:23 PM
113	N/a	4/2/2019 9:42 PM
114	Na	4/2/2019 8:51 PM

This page intentionally left blank.

Harbour Road Engagement Findings - 2B

Engagement Activity Findings - April 2019

Harbour Road - Open House and Pop Up Engagement Comments

April 2019 - Feedback on Preferred Design Concepts

Engagement Board	Comment
	I was initiallyvery skeptical of this as a priority, but now my mind has changed and I think it is a good way to get
Design Likes	people to and from the Galloping Goose
Design Likes	Cycle track needs on/off where drivways go to housing (current or future)
Design Likes	Looks great. Just build!!!
Design Likes	Janion plaza needs wayfinding
Design Likes	Wayfinding at GG Trail Head desired.
Design Likes	Provide a more intutitive way for cyclists turning from Harbour Road to JSB. Dotted Line? Paint? Signage?
Design Likes	I like it! Exciting!
Design Likes	Separation
Design Likes	Separate bike lanes from car lanes
Design Likes	Retaining existing bays and truck turning areas (I drive as well as ride my beloved ebike)
Design Likes	Looks great. One of my favourite places to bike.
Design Likes	protected bike lanes w/ low or no impact to parking
Design Likes	Looks great!
Design Likes	Connect 2 way bike trails on Goose and Johnson to cyclists don't have to switch sides on Harbour
Design Improvements	More pedestrian crossings for future development (consider raised)
Design Improvements	Replace stop sign at Galloping Goose with pedestrian controlled traffic light or flashing crosswalk
Design Improvements	Pedestrian/bike crossings to 1) new merridale cidery; 2) check BOSA development plans
Design Improvements	Need 2 more crosswalks at Goose and Johnson
Design Improvements	Encourage rider to go from housing on west to lanes on east
Design Improvements	need signage to help cyclists not get lost
Design Improvements	Less parking/no paving for new development
Design Improvements	Raise the open zones to slow traffic and ensure turning trucks are aware of 2 way bicycle traffic
Design Improvements	Please provide clear and obvious signage. Currently there are no signs indicating how to find E&N trail when coming off JSB heading west. One has to already know how to find it
Design Improvements	Regular cutouts to allow moving from path to dockside
Design Improvements	why not simple traffic calm the street instead?
Design Improvements	Improvements to crossings at Goose and bridge

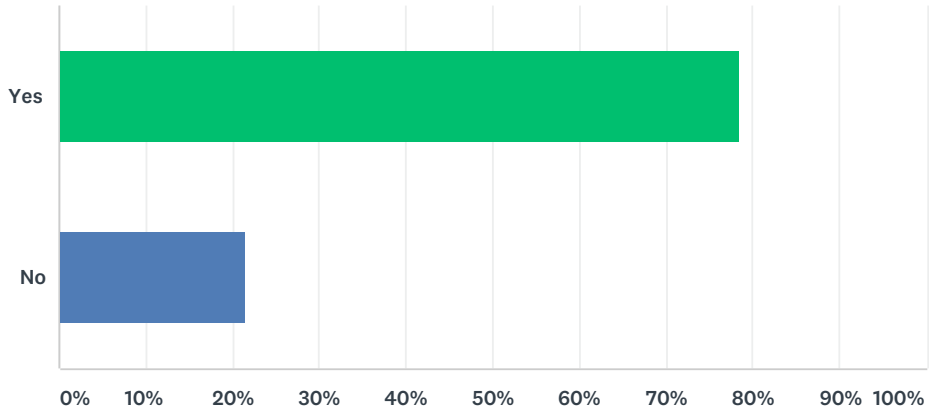
This page intentionally left blank.

Hillside Quadra Engagement Findings - 3A

Design Survey Findings - April 2019

Q7 The Hillside/Quadra corridor will extend the Vancouver Street AAA route through the neighbourhood and to the Saanich border at Tolmie Avenue. The design proposes a shared-use facility from Bay Street along Graham Street, on Vista Heights and then north up Fifth Street. The proposed design includes traffic calming improvements to reduce vehicle speeds and traffic volumes, and will include safer crossings for pedestrians and cyclists at major intersections. The Hillside Quadra route requires a creative design response adjacent to Quadra Elementary school. Are you familiar with the designs proposed for Hillside Quadra?

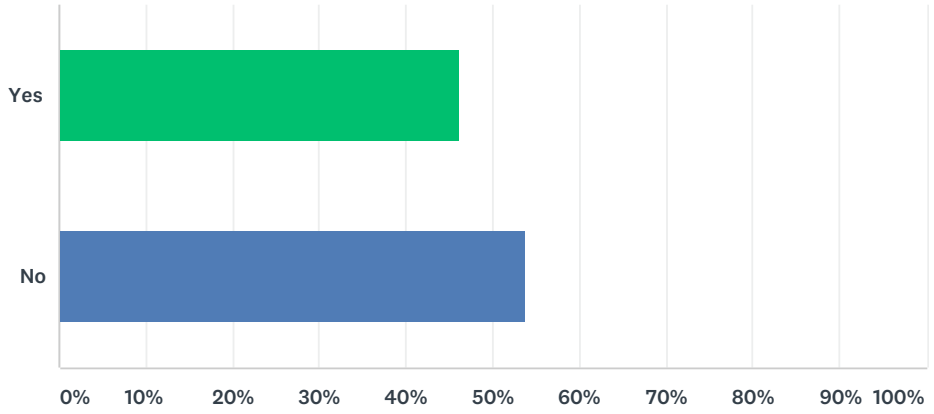
Answered: 204 Skipped: 12



ANSWER CHOICES	RESPONSES	
Yes	78.43%	160
No	21.57%	44
TOTAL		204

Q8 Do you agree that the Graham/Fifth corridor is the best route for this neighbourhood, assuming that a suitable design treatment can be achieved adjacent to Quadra Elementary School?

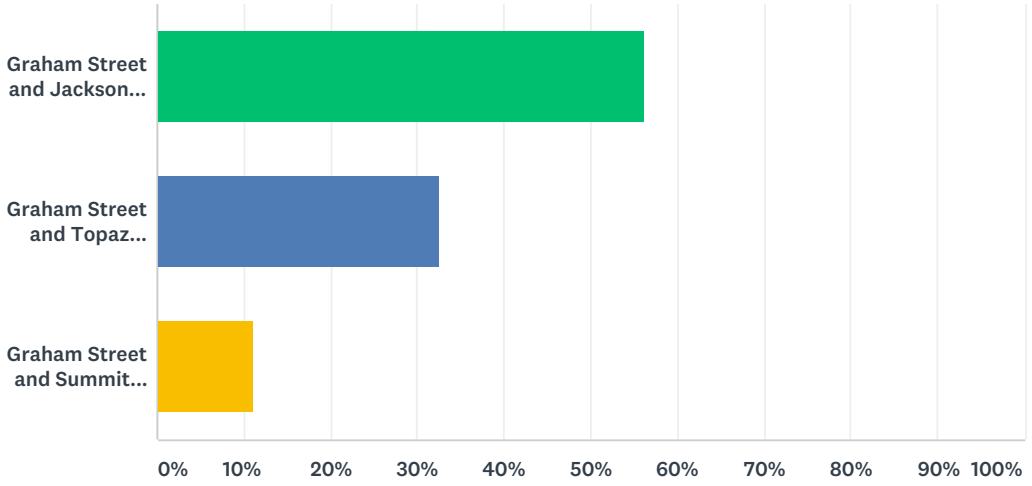
Answered: 188 Skipped: 28



ANSWER CHOICES	RESPONSES	
Yes	46.28%	87
No	53.72%	101
TOTAL		188

Q9 If a suitable design solution is not possible on Graham / Fifth, which is your preferred alternative alignment? (CHOOSE ONE)

Answered: 162 Skipped: 54



ANSWER CHOICES	RESPONSES	
Graham Street and Jackson Street to Tolmie Ave	56.17%	91
Graham Street and Topaz Street, across Quadra, through Topaz Park, and up Yew Street to Tolmie Ave	32.72%	53
Graham Street and Summit Avenue, up Quadra Street and across at Spruce Street, through Topaz Park, and up to Yew Street to Tolmie Ave	11.11%	18
TOTAL		162

Q10 What do you like about the Graham/Fifth route?

Answered: 147 Skipped: 69

#	RESPONSES	DATE
1	Relationship to commercial centres and higher density housing makes biking more convenient to more people--key to encouraging bike use.	4/30/2019 10:07 PM
2	direct, less hilly	4/30/2019 10:04 PM
3	includes the school - this is a great way to encourage kids to bike to school (and for their parents to feel safe letting them). modest elevation gain.	4/30/2019 8:29 PM
4	Easiest topography! (considering this is a route with cyclists in mind, that's definitely the biggest plus. Does it connect to future plans in Saanich?	4/30/2019 7:16 PM
5	Unsure	4/30/2019 7:00 PM
6	not familiar enough to comment	4/30/2019 6:28 PM
7	Seems to be most direct route.	4/30/2019 4:55 PM
8	no opinion	4/30/2019 4:54 PM
9	Happy medium with direct route and less topography than Jackson and less complicated than Topaz Park route.	4/30/2019 4:52 PM
10	Straightforward and easy to follow. Convoluted twisty paths don't serve anyone well and will be ignored.	4/30/2019 4:33 PM
11	The direction covered	4/30/2019 4:14 PM
12	Makes sense but I'm not up there that often.	4/30/2019 4:07 PM
13	it climbs the lowest	4/30/2019 3:52 PM
14	Good topography and no need to cross Quadra. More direct than going through Topaz.	4/29/2019 3:37 PM
15	Least hills, easiest ride	4/28/2019 6:03 AM
16	It's shorter route than the other proposals	4/27/2019 10:00 AM
17	Easy Topography, straight route, most logical, can be done in a save manner for students (go around the perimeter), and keeps it to bikes and pedestrians only which is safer than anything on Quadra, Jackson is way to steep for average bikers which impacts use, bikers go through park currently.	4/27/2019 9:58 AM
18	I don’t. It is a route kids use to walk to school and it runs through the school grounds putting children at risk. As this part of the proposed bike route is very near the border between Saanich and Victoria, a route through our school would primarily be used by people commuting from outside the neighbourhood. Putting our kids at risk for the benefit of people who do not live in the neighbourhood is negligent. I have heard the argument that it’s the flattest and easiest route- really? This isn’t the prairies... I ride all over this city and there are a lot of hills- so please, do not condescend by using the easiest route card.	4/27/2019 8:02 AM
19	Already a neighbourhood street zone with local traffic, changes not too dramatic	4/26/2019 4:33 PM
20	I like it because it is more direct	4/26/2019 1:28 PM
21	It would be easier for a range of bikers - Topaz park is a bit of a hill. It also seems more direct, and stays away from the Quadra traffic	4/25/2019 3:06 PM
22	Nothing	4/25/2019 12:38 AM
23	flatter, more direct than Jackson St	4/24/2019 2:43 PM
24	the topography	4/23/2019 10:44 PM

25	The grade is the least steep of the options. It is the most direct route to Saanich's bike lanes. It gets me directly to Thrifty food. I do not have to cross Quadra. If the Jackson route is chosen, I would continue to use Firth.	4/23/2019 9:38 PM
26	The route is fine until Fifth. Choose Jackson or via Topaz.	4/23/2019 4:08 PM
27	NA	4/23/2019 12:38 PM
28	The possibility of improving bike and pedestrian access to the back of Quadra School. Maybe that will encourage more biking to school.	4/23/2019 10:29 AM
29	Nothing	4/22/2019 1:02 PM
30	nothing	4/22/2019 12:46 PM
31	It goes directly to the school.	4/20/2019 12:32 PM
32	I hate all the bike routes, but I don't drive in this area very much, so can't comment.	4/20/2019 10:09 AM
33	Nothing	4/20/2019 9:16 AM
34	It makes most sense, least hilly	4/20/2019 6:27 AM
35	Nothing	4/20/2019 4:22 AM
36	The importance of the connection to the school is not being heralded enough. This is where bicycle infrastructure should be as much as or more than anywhere else. Bicycle infrastructure should be designed with the thought that 8 year olds can safely get to their school by bicycle.	4/19/2019 6:24 PM
37	nothing	4/19/2019 7:47 AM
38	Avoid busy Quadra street, and a relatively straight north- south connection from Finalyson.	4/19/2019 7:35 AM
39	It appears to me to be the most direct with the least amount of design considerations	4/18/2019 12:44 PM
40	Nothing. It is a terrible, fundamentally unsafe option and will lead to collisions between kids and bikes. I am an avid cyclist and take my kid to/from Quadra by bike every single day. The area is badly congested with cars during drop-off and pick-up every day making it horrible option for cyclists too. Bad option - worst option for everyone. This will lead to more anti-bike-lane rage! It will also spoil the best aspects of the Quadra school grounds.	4/17/2019 11:44 PM
41	Nothing. It is a terrible idea. It is fundamentally unsafe for both kids and cyclists. Fifth avenue behind the school is clogged with parents doing pick-up and drop off twice a day, it would remove multiple playgrounds that quadra kids access, it would remove the access of the upper field to quadra kids. There is no safe way for this route to happen.	4/17/2019 11:09 PM
42	I have biked around Graham, Topaz, Fifth, and Summit. These routes can get pretty hilly. For my part I travel from Humbolt Street along Vancouver to King and Graham to Core Fitness. That route works fine but if I am travelling on to either Hillside Mall, UVIC or Uptown Mall I try to find the least hilly routes. To get to Hillside I get myself to Haultain, bike to Shakespeare, turn left, through the park znd basically right to Hillside/Shelburne area. This is also an excellent route to UVIC. If I am heading to UVIC I carry on along Hillside. Once I hit Sannich there is a separate bkie oath up past Camosun College (and only one hill!) If I want to travel from Graham and King Street to Uptown Mall I ride down Hillside and up Blanchard. Again, I try to Void big hills.	4/17/2019 9:45 PM
43	More direct.	4/17/2019 9:35 PM
44	That it will encourage parents and teachers to consider the safety impacts they have on people when they choose to drive (their kids to) school.	4/17/2019 2:31 PM
45	This question (and other questions in this survey) has been worded to make the survey respondent believe that there must be something to "like" about the proposed route(s). This is a manipulative tactic. Why not let respondents choose for themselves whether or not they "like" or "dislike" these projects at all, before steering them toward a question that presupposes they "like" the proposed route(s)?	4/17/2019 10:34 AM
46	uses streets already with less traffic	4/17/2019 10:25 AM
47	A natural choice. I already use that route when biking north to Fairway Markets at Quadra and Hillside	4/17/2019 12:10 AM
48	it is the most direct and follows the natural route that cyclists are taking already.	4/16/2019 10:19 AM
49	Direct and gradual ascent.	4/15/2019 11:54 PM

50	Less hilly, but I consider this a very minor point.	4/15/2019 10:02 PM
51	This is not a safe route and should not be a consideration.	4/15/2019 2:02 PM
52	Nothing	4/14/2019 6:08 PM
53	I don't like it, it's a safety hazard. It shouldn't even be considered.	4/14/2019 5:07 PM
54	I don't like it. I don't think it should run through a school yard for safety reasons.	4/14/2019 5:02 PM
55	Nothing, it is not a safe solution for children who may be not paying attention to the road and impatient cyclist who may be frustrated by many children on the road. The school will need resources to "police"/ chapparone the children more closely, the cyclist will need patience to navigate quick moving /slow moving children. If a child gets hurt, the City of Victoria should be held responsible for the injury. Not the cyclist,but you (the city) and your bad planning.	4/14/2019 4:37 PM
56	Don’t like route at all, as it is already a busy street and congested.	4/14/2019 3:28 PM
57	It’s a terrible idea and definitely does not put the safety of children first.	4/14/2019 9:01 AM
58	I live in this area and take Graham/Fifth northbound daily! Northbound, I love that it's less steep than Graham and Jackson. Southbound I take the existing route Jackson/Graham route, but the corner of Jackson and Summit is so steep that I have slipped multiple times in wet conditions. The Graham/Fifth route would eliminate this too-steep intersection.	4/13/2019 5:10 PM
59	I like how it's going through a quiet residential street but not sure about all the bike traffic going through Quadra School, where I am not only a teacher there but also an avid cyclist and commuter.	4/12/2019 1:22 PM
60	Flat, Direct	4/11/2019 10:10 PM
61	Jackson is much too steep	4/11/2019 7:09 PM
62	It's direct, it's a really quiet street, and I think it would be great for parents wanting to drop off their kids by bike (and would solve some of the bad parking issues in that neighbourhood as a result of school pick ups/drop offs).	4/11/2019 4:23 PM
63	Not much	4/11/2019 3:27 PM
64	It goes the other direction from the initial two bike lanes.	4/11/2019 8:41 AM
65	Nothing. There is already a very 'public pedestrian' walk way that runs through the school grounds on fifth street. Unlike other public schools, this school is not fenced off or situated at a respectful distance from random people walking by. It has already limited green space for the children to access, how can putting in a bike lane be any better? If anything, it is taking more space away from the children and is potentially putting children's safety at risk as cyclists zip by at all times of the day. Students often will come out for breaks throughout the school hours, not just at the designated recess and lunch times. Extra support staff, to which the school board is already in lack of, will be needed to monitor children when they are outside.	4/10/2019 10:32 PM
66	Less residential parking affected	4/10/2019 9:08 PM
67	I don't know	4/10/2019 6:35 PM
68	away from Quadra elem school . safety of kids are important.	4/10/2019 10:37 AM
69	avoid quadra and avoid crossing quadra	4/10/2019 7:21 AM
70	I don't like it. The kids need the play area without the risk of less careful bike riders.	4/9/2019 8:10 PM
71	It's the most logical route and the flattest. All other alternatives that don't cut through the school are too hilly, and hence not all ages and abilities	4/9/2019 3:34 PM
72	direct	4/9/2019 2:15 PM
73	It link a up with the other bike routes!	4/9/2019 9:23 AM
74	A North/South bike route is necessary, nice to see it being developed.	4/9/2019 7:48 AM
75	I like the fact that it is relatively flat and it is my preferred current route. I admit I avoid the Jackson Street route because of the hill.	4/8/2019 8:47 PM
76	It is the most direct and that's about it	4/8/2019 6:00 PM

77	Continuous travel with no need to cross Quadra. A better topographic profile for sure! I ride current route and it is quite a bit of work, so likely a barrier to many potential users.	4/8/2019 2:05 PM
78	Nothing.	4/8/2019 12:00 PM
79	Takes advantage of a natural bike route on quieter roads	4/8/2019 11:51 AM
80	nothing. putting traffic through a play ground is dangerous and irresponsible. Please don't do it.	4/8/2019 11:03 AM
81	Gentler topography and more direct.	4/8/2019 9:47 AM
82	Graham is the right choice for the route.	4/8/2019 9:27 AM
83	There is slow traffic there. Everyone knows the school is close by.	4/8/2019 8:53 AM
84	N/a	4/8/2019 6:22 AM
85	Nothing. Do not put a bike lane through school grounds.	4/8/2019 3:31 AM
86	Lower elevation gain than Jackson, more direct than Topaz Park	4/7/2019 11:43 PM
87	It's nice that it would be flatter but disrupting the children at Quadra Elementary in any way seems like an accident waiting to happen. Small children and bikes will make for a difficult combo. Quadra is already a very urban school with considerable traffic on 2 sides - it doesn't also need bike traffic going right through it (or even somehow creatively around it). The current Jackson St route is a slog but totally fine.	4/7/2019 10:12 PM
88	I am STRONGLY opposed to seeing the bike route pass through Quadra school. The school already has limited green space in comparison to other schools. A bike lane would divide the green space. I fear a child would be hit. I also think it's awkward to have adults unattached to Quadra school passing through the school grounds.	4/7/2019 9:42 PM
89	Do NOT have the bike lane go through Quadra school A child WILL BE KILLED OR HURT.	4/7/2019 9:12 PM
90	I don't know the details and don't have time to read it all but I am against running a bike lane THROUGH a school	4/7/2019 8:07 PM
91	Everything but going through the school playground	4/7/2019 8:05 PM
92	direct.	4/7/2019 7:42 PM
93	Nothing. It's a horrible proposal if it has any impact on Fifth St and Quadra School.	4/7/2019 7:40 PM
94	The bike lanes MUST NOT cross the grounds of Quadra Elementary. To do so would be lunacy and put incredible stress on the students and staff of this school. What the hell are you thinking?	4/7/2019 6:11 PM
95	It should not go through Quadra elementary	4/7/2019 2:14 PM
96	not very familiar	4/7/2019 1:46 PM
97	Unknown	4/7/2019 1:40 PM
98	I am very skeptical you can provide a safe "creative solution" that involves putting bikes through what is currently the Quadra school playground. Will you be removing the play equipment that is currently in the middle of the street? There is a reason that street was closed to traffic, and bike traffic is no safer than car traffic. A speeding cyclist can kill a child. There are many safe cyclists out there and I am a supporter of bike routes, but there are also some pretty terrible rule-breaking cyclists that speed around with an overblown sense of entitlement. They do not belong in the middle of a school playground! If the children need to cross some sort of bike "street" that cuts them off from the rest of the school field, there will be injuries, and it will be on you.	4/7/2019 1:36 PM
99	Less car exhaust, less vehicle noise, lower speed limit as well as flatter terrain.	4/7/2019 1:32 PM
100	Consideration given to cyclists.	4/7/2019 1:18 PM
101	I live one block into Saanich on Linwood Ave. My family currently uses the Jackson/Graham route multiple times a week. The hill on Jackson street just south of Finlayson is challenging, especially with the speed bumps at the crest. Having the route shifted to Fifth Street would really help in this regard. We often use Fifth Street currently in the evenings when we know the school area won't be busy and it is much easier route.	4/7/2019 11:57 AM
102	Nothing. It's dangerous to send traffic through a school playground with 500 children in it. This plan is irresponsible.	4/7/2019 8:54 AM

103	Absolutely nothing. There is not an end road for cyclists and other users to cross Finlayson at fifth and this proposal will put children's safety at risk.	4/6/2019 5:30 PM
104	This route seems reasonable, but we have less experience in this neighbourhood. We'd like to cycle on Hillside, as we have many medical appointments there, but we usually take the bus, because cycling in this area feels unsafe to us.	4/6/2019 2:21 PM
105	Nothing see comments above. I constantly see bicyclists running stop signs and entering areas without stopping in this neighborhood as I live on Summit ave.	4/6/2019 10:57 AM
106	I don't like it, and in fact think it's dangerous - not only for the children at Quadra Elementary, but for cyclists. The depiction of the "Existing conditions"of the street shows a sidewalk on each side, but there is only one sidewalk - it isn't as wide as depicted. The street is already EXTREMELY congested during drop off and pick up times for school, and it it will be dangerous for cyclists and pedestrians should you use this route. I live on the street so am very familiar with the traffic situation and strongly believe it's an accident waiting to happen. Please choose another route.	4/6/2019 10:55 AM
107	I could actually go to that part of hillside quadra neihbourhood if it was safer to bike there	4/6/2019 10:31 AM
108	The concept of removing play structures from a low income school is despicable.	4/6/2019 10:07 AM
109	Nothing. It's runs through a school and is a terrible idea. Electric bikes traveling through a school at 30km / hour is dangerous. Terrible idea and a lawsuit waiting to happen.	4/6/2019 7:22 AM
110	Not much students safety would be compromised as bike riders rarely abide by the rules. A look on almost any downtown street will show this true if observed over a day.	4/5/2019 10:46 PM
111	I think it is a ridiculous idea. I am a teacher at Quadra Elementary School. We already have over 450 students playing in far too small of an outdoor space. To cut that space off further would be extremely frustrating for both students and staff. Further, there are obviously significant safety issues with having a bike lane go straight through the school grounds. I already feel that having strangers come through the current walking path is unsafe and puts unnecessary strain on supervisors at recess who have to watch both the students and look out for strangers, let alone having cyclists come through at speed. Even if there were a fence, that would not solve the issue of the school field being cut off from the rest of the play space. Is the city going to provide a crossing guard to help students cross between the playground and the field? The supervisors are already stretched extremely thin supporting students with social, emotional, behavioural, and safety issues outside at recess time - they should not have to take on monitoring a bike lane as well. I urge you to reconsider this plan and appreciate the opportunity to provide input.	4/5/2019 7:11 PM
112	Little traffic	4/5/2019 4:32 PM
113	it's away from Quadra traffic	4/5/2019 12:52 PM
114	the school route will be a bit of a mess. use the summit park and topaz park areas to create a better route. Yew st also has the laneway to make it easy to get through.	4/5/2019 10:07 AM
115	It is flatter but I think it is a bad idea to go through a school playground	4/4/2019 6:57 PM
116	nothing	4/4/2019 6:32 PM
117	flat-ish	4/4/2019 5:05 PM
118	More manageable grade for most people - the Quadra school section will be good for both kids and people going to/from the school and dumping right onto a more cycle friendly route	4/4/2019 4:37 PM
119	Fairly direct, less of a hill.	4/4/2019 3:54 PM
120	I like the Jackson street option because the bike lane crosses Finlayson further away from the busy intersection of Quadra and Finlayson. Bikes crossing Finlayson potentially could back up traffic to the intersection. Finlayson is a busy street.	4/4/2019 3:13 PM
121	Nothing	4/4/2019 11:38 AM
122	access to the school	4/4/2019 10:55 AM
123	if the route were to stay on Jackson the crossing on FInlayson and Jackson could be upgraded. It is a natural location for a crossing.	4/4/2019 10:11 AM
124	Going through Topaz Pk without having to cycle along Quadra St.	4/4/2019 7:58 AM

125	I don't like that you're sending cyclists through a school when there is an easy alternative. First, commuting cyclists go fast and five year olds are unpredictable and second you should not be funnelling the general public into a school ground	4/4/2019 5:01 AM
126	The hills are not quite so steep and it is a straight shot - relatively.	4/3/2019 11:38 PM
127	Nothing!!!	4/3/2019 11:01 PM
128	less steep, low traffic volume	4/3/2019 9:22 PM
129	Nothing	4/3/2019 7:51 PM
130	I don’t - steep topography shouldn’t be the first concern - the concern should be student recreation and safety. Playgrounds shouldn’t be eliminated to make a bike route easier. Play and physical exercise of students and safety of students is my preferred option	4/3/2019 7:02 PM
131	Not as harsh of topography while maintaining a direct route.	4/3/2019 4:39 PM
132	I do not like it	4/3/2019 2:48 PM
133	I think it is terribly unsafe to have a route through an elementary school.	4/3/2019 1:20 PM
134	It doesn't go through the school! I think it's ludicrous to have a bike lane splitting up the school play zone and also very dangerous to have children trying to play through a bike path. There is a perfectly good option one block over through Jackson. And an improved crossing at Jackson would also be a great addition.	4/3/2019 1:13 PM
135	I hate everything about it. DON"T DO IT.	4/3/2019 12:44 PM
136	I like that the topography is more bike-friendly than the other routes, and it is more direct.	4/3/2019 12:32 PM
137	Nothing - don't believe a specific route is necessary. There are many possible options existing where riders can disperse and select as desired based on ability. Spending on a specific route seems unnecessary.	4/3/2019 12:25 PM
138	Less elevation change...and I think that having bike lanes running near schools normalizes cycling culture and further encourages children to use bicycles.	4/3/2019 12:10 PM
139	Least car traffic	4/3/2019 12:01 PM
140	Connection with the school and with proposed Saanich infrastructure. minimizing elevation.	4/3/2019 10:38 AM
141	Direct	4/2/2019 10:28 PM
142	TRAFFIC CALMING MEASURES	4/2/2019 10:23 PM
143	Flat	4/2/2019 9:42 PM
144	Graham is fine but fifth street through Quadra Schoolyard is very dangerous. Both for the speed of the bikers as well as having more transient people coming directly in contact with vulnerable youth. As a parent of a child in Quadra school I will fight this connection point.	4/2/2019 8:51 PM
145	I don’t. As a resident of Fifth street on the block directly north of Finlayson, and a parent of a child at Quadra Elementary, I am strongly opposed to this option. The thoroughfare at Quadra is already bustling with children, parents, and staff. I don’t see how a bike lane could be implemented safely there. Putting a bike lane through an elementary school ground is a ridiculous proposal. In addition, the issues at the moment with parking and walking on Fifth (both north and south sides) during drop-off and pick-up mean the streeet is already busy at a potentially dangerous level. I can’t park in front of my own house during these periods. I strongly urge an alternative.	4/2/2019 7:25 PM
146	I dont	4/2/2019 7:10 PM
147	Direct, less challenging	4/2/2019 2:05 PM

Q11 How could the Graham/Fifth design be improved?

Answered: 143 Skipped: 73

#	RESPONSES	DATE
1	Stick with 5th ...	4/30/2019 10:07 PM
2	ensure its restricted to local traffic much like what is proposed for Vancouver. Alternatively, put in completely separated lanes - this would be the best incentive for getting elementary school kids on their bikes as its the safest.	4/30/2019 8:29 PM
3	Light-controlled crossing for Quadra (I didn't see if this is in the plan, apologies!)	4/30/2019 7:16 PM
4	Unsure	4/30/2019 7:00 PM
5	N/A	4/30/2019 4:55 PM
6	no opinion	4/30/2019 4:54 PM
7	Underpass tunnel through Finlayson and Hillside.	4/30/2019 4:52 PM
8	Be sure not to let the loud entitled parent herd from Quadra school distract. A safe usable AAA route is more valuable than their ability to drop their rugrats out of the Range Rover a few feet from the school. Consider enforcing a parent dropoff zone down on Summit and closing that block of Fifth to everyone but local residents and parking-permit-holding school staff.	4/30/2019 4:33 PM
9	Na	4/30/2019 4:14 PM
10	Not sure it's complicated.	4/30/2019 4:07 PM
11	Better separation at the school	4/30/2019 3:52 PM
12	Ensure that there are benches and garbage/recycling containers along the route (for rests and dog walkers).	4/29/2019 3:37 PM
13	The school playground is smack in the middle and the children should be allowed to free play and have safe space so I have no idea how you keep that traffic away from cutting through the school OR cross finlayson safely with a light controlled intersection so close to the quadra lights. It’s got to be Jackson for that reason, because a controlled crossing there would be very helpful	4/28/2019 6:03 AM
14	just ensuring traffic-calming measures are self-enforcing.	4/27/2019 10:00 AM
15	It looks like a great route. Please keep up the good work	4/27/2019 9:58 AM
16	To not use that route- it runs through a school ground! How does the school keep safe and limited access to the play grounds when a bike route runs through it? Who gets sued when a child gets hit by a commuter? Bad, bad, short sighted plan. Please, please don’t do this.	4/27/2019 8:02 AM
17	Include a Woonerf design	4/26/2019 4:33 PM
18	I worry about pedestrians and bicyclist crossings by the school and sports field. I thin that traffic calming for bicyclists is a must.	4/26/2019 1:28 PM
19	na	4/25/2019 3:06 PM
20	Don't do it.	4/25/2019 12:38 AM
21	it looks good as is, through the school is an excellent option . A safe direct link to a school is a worthy objective	4/24/2019 2:43 PM
22	Is it possible to move the bike lane to the east edge of the property so that it would not run between the school and the playing field?	4/23/2019 9:38 PM

23	Choose one of other proposed routes that will not run through an active and very busy school yard! 1. It's fundamentally unsafe. It is a really busy area during school hours. There is no safe way to put a bike lane through. 2. It brings non-Quadra adults through the school-space 3. If it is designated as a bike-lane, the attitude of cyclists will be very different. As a cyclist, if I see a clearly marked bike lane, this is a very different situation compared to riding on a side-walk next to a school. Cyclists would ride through at speed, unless I was a parent at the school. 4. The kids have already lost one field to the portables. This removes access to their favourite recreation space. 5. This would remove the two most popular climbing and only green-playground (Yes, both the 5th avenue playgrounds would be removed) 6. A bike lane carrying on down 5th past the school would be dangerous for cyclists because of the heavy volume of cars during drop-off and pick-up times. It's impossible to get through there, twice a day (during main cycle-commuting times).	4/23/2019 4:08 PM
24	NA	4/23/2019 12:38 PM
25	The bike route has been set at Graham to Jackson St. for years. It is by far the best route to maintain children's safety. Agreed it is a steep but short climb from Summit to the top of Jackson. I am curious to what Saanichs plans are for bike lanes. It may be more appropriate to send a bike lane up Quadra St. and have Saanich meet it and take it through to McKenzie. That would be a straight through route going right through the business centre of Quadra/Hillside. We must do better at coordinating projects as a geographic team in our South Island! I have worked at Quadra School for years and my children went there. I know first hand the bike use the sidewalk gets. When my children were there the population was 250 students. There are now 400. The portables have been built on a field of the school making access to the back field important. I was a proponent of the removal of the fence that separated the playground and the sidewalk. My reasons were that fences did not encourage children to experience the nature of the back field. The fence just encouraged children to remain in the small area of the swingset. With 400 children there now, I am grateful for the better flow with no fence. My experience with bikes has been negative. The children are out four times a day: 20 min before school, 20 minutes at recess, 40 minutes at lunch and 20 minutes after school. All together that is 1 hr. 40 min. That is when I have asked bikers to dismount and walk their bikes through the 400 kids for the short sidewalk that abuts the playground. Very few people comply and walk their bike- but many will slow down and wind their bikes around unpredictable children. Not good enough and injuries will happen. Important to note: other times of day the bike travel is not an issue. I'm also thinking about the travel of cars to drop off and pick up students on the Fifth street turnaround. With 400 students that car volume is substantial. Add to that car volume the 75 staff members who are parking in the parking lot and on Fifth St./ Summit and it's overly busy. To divert that volume a drop off zone could be made along the fence of the back field on Finlayson where there are currently two parking spaces. There could easily be 6 spaces made for drop off only. That would improve safety for bicyclists and students.	4/23/2019 10:29 AM
26	Drop it	4/22/2019 1:02 PM
27	dont do it	4/22/2019 12:46 PM
28	Having "bike slowly or dismount" signs where the kids are playing. The City if Vancouver has some examples.	4/20/2019 12:32 PM
29	don't know	4/20/2019 10:09 AM
30	Scrap it	4/20/2019 9:16 AM
31	Putting the bike lane in through an elementary school playground is not feasible. I am an elementary school teacher and I do not feel it is safe for children to be crossing bikelanes during recess time. The bike lane needs to go around the school not through their property. Also we require every visitor who enters the school property to check in at the office. How will does this affect school security?	4/20/2019 9:11 AM
32	?	4/20/2019 6:27 AM
33	Not do it.	4/20/2019 4:22 AM
34	It should be on Fifth from Kings northward; Fifth has destinations, while Graham does not. I know this may create crossing challenges at Hillside, but I trust the City's transportation engineers can figure out the light timing to make this safe (paint is not enough for crossing Hillside safely; it needs to be a light).	4/19/2019 6:24 PM
35	...	4/19/2019 7:47 AM
36	No comment	4/19/2019 7:35 AM

37	Not sure	4/18/2019 12:44 PM
38	By not doing it. Please, do not do this. Kids are going to get hurt. I cannot walk my bike through this area without having a near-miss with a kid. Some kindergartener is going to have a life-changing (or ending) accident because of a fast (30 km/h) moving electric bike (like the one I ride). You are going to ruin the playgrounds at Quadra (and no, the tiny new one cannot begin to replace the two large playgrounds you plan to remove). DO NOT DO THIS!!! You don't have to push bikes through this corridor. I never see cyclists ride through here: it's insane to try.	4/17/2019 11:44 PM
39	Run it around Quadra elementary either up Quadra itself or through Topaz park and avoid going near Quadra elementary playgrounds and through the 5th street drop off pick-up area.	4/17/2019 11:09 PM
40	Convince saanich to get onside with creating something to connect at the north end! ha!	4/17/2019 9:35 PM
41	Traffic diversions and removal of parking and loading behind the school.	4/17/2019 2:31 PM
42	Please cancel this design and all other bike lane designs. These are pet projects of Lisa Helps and her city council. They do not benefit the vast majority of residents here in Victoria, only the minority who use bicycles.	4/17/2019 10:34 AM
43	Please do not go through school property that changes the use and safety of existing play space	4/17/2019 10:25 AM
44	the most sensitive part is through Quadra school and across to 5th street again. I would be really interested to see an investment in the schools infrastructure where the bike lane cuts through the school grounds.	4/16/2019 10:19 AM
45	Some kind of "bike calming" to slow bikes going southbound down the hill. I've seen bicycles flying through here and forcing pedestrians to come to sudden stops in order to avoid a collision.	4/15/2019 11:54 PM
46	I am VERY opposed to the Graham/Fifth design. I struggle to see an appropriate, creative solution which has cyclists travel through the Quadra School grounds. I am completely opposed to any concept that has children potentially interacting with cycle commuters on or adjacent the school grounds. I think the inherent potential risk is far too high. As someone who has been struck by a cycle commuter traveling through a busy area, and sustained a concussion, I don't see the Graham/Fifth design as desirable. Also, as a medical care provider in this community, I also see the potential for cyclists intersecting with children playing in a school zone as being fraught with risk for potential accidental injury. I also think it is unreasonable to reduce any of the outdoor space for children, at this urban school, which already has limited space. I also feel that this may place additional demand on school yard attendants/supervisors, who first and foremost need to be available to all children on the school grounds, and not monitoring cyclists travelling through the area.	4/15/2019 10:02 PM
47	Connecting a bicycle network through a playground is NOT SAFE. The end of Fifth St. is already a cul-de-sac that already provides traffic calming in this area. A bike corridor would create congestion and increase the risk to children and families using the playground and park.	4/15/2019 2:02 PM
48	Dont run it here. There's already significant traffic on 5th street and it's not a 2 way street, cars already have to pull over to let each other pass. It would run right between playgrounds and fields at the school which could be dangerous for small kids crossing a high speed bike trail. It could be dangerous for cyclists on 5th street navigating parked cars and street traffic and kids on the bike path. If you do run it on the school property cyclists MUST dismount through this section. Much more preferable to use Jackson St.	4/14/2019 6:08 PM
49	It can't be improved, it should be deleted. It's not safe.	4/14/2019 5:07 PM
50	Eliminate this idea, and stick to Jackson.	4/14/2019 5:02 PM
51	Avoid the school please and thank you.	4/14/2019 4:37 PM
52	Not having a bike route go through school yard as it already busy with children playing and more importantly it’s not safe as cyclist speed can through	4/14/2019 3:28 PM
53	A different route should be chosen. A conscientious planning committee would not put a bike lane through the middle of an elementary school play ground.	4/14/2019 9:01 AM
54	A safe way to cross Finlayson and a corridor through the Quadra Elementary schoolyard.	4/13/2019 5:10 PM
55	So far looks good	4/11/2019 10:10 PM
56	Avoid the school! Use Topaz park!	4/11/2019 7:09 PM

57	So long as the cycle route is safe for cyclists AND the school kids, I think it's great. Signs telling cyclists to slow down would be important to avoid running into children if they dart across the cycle path.	4/11/2019 4:23 PM
58	By improving Bay Street crossing	4/11/2019 3:27 PM
59	There is little point when Saanich isn't buying into the bike lanes to continue it from Tolmie. These 'dead end' bike lanes are hazardous for bikers and cars when they are trying to cross busy streets to access them.	4/11/2019 8:41 AM
60	Not having it as an option.	4/10/2019 10:32 PM
61	Keep to main roads	4/10/2019 9:08 PM
62	I don't know	4/10/2019 6:35 PM
63	major traffic slowing	4/10/2019 5:04 PM
64	away from Quadra school	4/10/2019 10:37 AM
65	no suggestions	4/10/2019 7:21 AM
66	It could run along Jackson not Fifth for at least the portion from Tolmie. Running up Jackson, down Summit to the lower area of Fifth running to Bay. Traffic calming on Topaz would be a must as cars are very disrespectful of the neighbourhood as a whole including bike riders and pedestrians. Commuters in cars use it as a cut through.	4/9/2019 8:10 PM
67	Will really depend on the traffic calming. Shared use is always tricky	4/9/2019 3:34 PM
68	way too much parking chaos north of Hillside for 2 blocks.	4/9/2019 2:15 PM
69	It should NOT go through The Quadra El playground and field area. That IS unsafe for the children and the bikers! Ridiculous idea and even if it is a bit cheaper it doesn't take into account the safefy of everyone! Please choose another proposal!	4/9/2019 9:23 AM
70	My kids go to Quadra, and I just don't see a good design option that involves cutting through the schoolyard. It is NOT dead space except for once or twice a day; I overheard a councillor describe it that way. It is overrun with 500 kids before school, at 2 recesses, lunchtime, then after school, and is used by up to 50 kids at a time for phys ed or other curricular activities at any other given time, and then by a similar number by out of school care, until about 5:30 pm. I have spoken to the principal of the school, she said she would be happy to have planners or councillors for coffee so they can see the crowd of kids that use the space currently. I think it's imperative that they become more familiar with the space being used before making any binding decisions.	4/9/2019 7:48 AM
71	I think that a route that skirted around the current playground by going around the far side of the playing field (while avoiding the Garry Oaks) and connected to Finlayson would be great. The crossing of Finlayson could still be at Jackson.	4/8/2019 8:47 PM
72	Keep the 'official route" up Jackson. It has been this way for years and, since you have already had to climb hills to get to Summit, one more, with a nice downhill as a reward is not that big of a deal. Then put the bike and pedestrian cross signal at Finlayson and Jackson. This would further encourage bikers to continue using this route and make it not only safer and easier for them to cross Finlayson and continue on their route, but would encourage student families to park 1 short block farther away from the school, lessening traffic congestion at the school and on either section of Fifth St, and giving a safe crossing for those families. It would then also alleviate a RIDICULOUSLY short 'block' at the potential Fifth/Finlayson crosswalk idea....which will create a HUGE backup of traffic, specifically those cars travelling east on Finlayson. Cars trying to get across Quadra at that intersection will be very irate if they can't get through on 1 light change because they have to stop for the pedestrian crossing!! as per several conversations at City Hall Saturday, I felt the 2 designs to take the route through the Quadra school yard were poorly thought out, particularly the one showing the route crossing between the 2 play structures! Who did we pay to come up with that sillyness :-(While having a bike route interact in some way with a school is fundamentally a great idea for the obvious reasons, I don't consider the multitude on constraints and concerns present at this location condusive to a viable and safe solution for all. All the experiences I have had with a variety of aged children at this location suggests at least 50+% of the bikers feel entitled and don't take kindly AT ALL to children darting out "in their way". Many are thoughtful and slow down, however, I don't think we should be encouraging further numbers of bikers through here thus increasing the concern for accidents. Too many near misses already !!	4/8/2019 6:00 PM

73	Graham/Fifth have many parked cars on them, which makes passing oncoming vehicles challenging. I know reducing on-street parking is a non-starter, but it would make the route more attractive.	4/8/2019 2:05 PM
74	Don't bother. What a waste of time on a route no one will take. Trying to tell people to just share a side street is silly, it's not really a bike route and people will take the main streets anyway.	4/8/2019 12:00 PM
75	Bridge to cross Finlayson!	4/8/2019 11:51 AM
76	reroute the traffic. do not send the traffic through the school. kids will get hurt.	4/8/2019 11:03 AM
77	Traffic diversion and calming options.	4/8/2019 9:47 AM
78	I strongly support the route continuing from Graham onto Jackson. Jackson already has considerable bike traffic, and preserving this aspect of the neighbourhood would be good. In addition, the route is more direct than the Quadra School diversion. Jackson has many young families on the street, and a bike route would be a good way of keeping car-traffic speeds low. As it is, many drivers use Jackson as a shortcut, which reduces the safety of the neighbourhood for pedestrians, cyclists, children, etc.	4/8/2019 9:27 AM
79	not using Fifth St between Summit and Finlayson Rds.	4/8/2019 8:46 AM
80	The decision to put a bike lane through a school ground is not safe for many reasons. Safety of children in their play area should be at the forefront. This is a terrible plan	4/8/2019 6:22 AM
81	Don’t go through quadra school grounds. A child will be hit by a cyclist.	4/8/2019 3:31 AM
82	Why not go straight on Fifth? What is the reason for doing on Graham at all? The fewer turns the better.	4/7/2019 11:09 PM
83	Leave the route as it is on Jackson St. Some traffic calming measures on Jackson could be introduced.	4/7/2019 10:12 PM
84	Maintain current route along Jackson Street. It's adjacent to Fifth, so facilitates families biking to the school. There is an incline, however I rarely see folks having to walk the route. I manage it while pulling a trailer with two kids; my 5 year old is also able to it.	4/7/2019 9:42 PM
85	See above	4/7/2019 9:12 PM
86	To not go through the playground of Quadra Elementary school. This should be commen sense as students would be running across the bike lanes to get to playgrounds which is already limited space because of the two portables on site.	4/7/2019 8:05 PM
87	No use of Fifth St, which is congested by school drop off/pick up traffic and access to the Quadra School staff parking. Please reconsider. The school has 460 students. Cutting through the school yard would be a reckless endangerment of children, even with fences, signage, gates, etc. There is no design you could use that would be safe or accommodating for our students. Also, Fifth St is congested at commuter times due to the lack of drop off areas for the school. There are many kids being picked up and dropped off at the turnaround at the end of Fifth. Also our only staff parking is right there, which further complicates this plan. In addition, the bike lane would mean that many members of the public would be using the school grounds with no association with the school. This is another safety hazard. Schools should feel safe and comfortable for kids. Furthermore, there is no way that our staff can police the crossing of a bike lane. Kids run between the playground and the back field/garry oak meadow all the time. We have many young students who would not have the understanding to cross safely without an adult. This is an extremely unsafe proposal. Find another route, even if it’s less direct or costs more. The safety and comfort of children is more important than the cheapest and most direct bike route. I am very supportive of bike routes, but this is a ludicrous plan. Quadra is a special school with many vulnerable kids and kids with special needs. Please don’t take away from the positive experiences that these kids have.	4/7/2019 7:40 PM
88	Do not go through the school grounds of Quadra Elementary	4/7/2019 6:11 PM
89	Detour around Quadra Elementary School	4/7/2019 2:14 PM
90	not very familiar	4/7/2019 1:46 PM
91	Unknown	4/7/2019 1:40 PM
92	Ensure that road markings are visible so drivers understand and don't honk at me.	4/7/2019 1:32 PM
93	Not sure.	4/7/2019 1:18 PM

94	Traffic volumes in this area aren't bad currently. My two suggestions are: 1. Having a crosswalk or flashing green light at Finlayson/Fifth. It is very difficult to cross at this location currently, especially in the mornings. 2. Making Fifth have the priority at Topaz so that cyclists don't need to stop at this intersection. The parked cars on Topaz sometimes make it difficult to see cars coming down the hill.	4/7/2019 11:57 AM
95	Not doing it.	4/7/2019 11:49 AM
96	Direct the bike traffic along another route. Place fences and bike gates at the entrances to the existing sidewalks on fifth street to slow down cyclists who may still use that route. Depending on signage or speed bumps is ineffective and puts the children who use the play ground at risk.	4/7/2019 8:54 AM
97	Install a crosswalk/ lighted bike crossing at Jackson and have the path diverted up Jackson	4/6/2019 5:30 PM
98	Don't do it	4/6/2019 10:57 AM
99	Choose a different route. I don't believe it can be designed to make it safe for kids/pedestrians/cyclists and vehicles. It's far too congested as is - we need less traffic on this street - not more. Visibility when coming out of our driveways is already challenging.	4/6/2019 10:55 AM
100	what about improvements to reduce traffic volumes here and Haultain as a connecting part of the network	4/6/2019 10:31 AM
101	Not taking play equipment from a school that will not be able to get similar play equipment again. That school has already lost one field area, don't take anything more from them!	4/6/2019 10:07 AM
102	Don’t do it. Jackson is fine. More and more people are riding e-bikes and can manage the hill with ease	4/6/2019 7:22 AM
103	Drop the plan it isn't safe.	4/5/2019 10:46 PM
104	I think it is a ridiculous idea. I am a teacher at Quadra Elementary School. We already have over 450 students playing in far too small of an outdoor space. To cut that space off further would be extremely frustrating for both students and staff. Further, there are obviously significant safety issues with having a bike lane go straight through the school grounds. I already feel that having strangers come through the current walking path is unsafe and puts unnecessary strain on supervisors at recess who have to watch both the students and look out for strangers, let alone having cyclists come through at speed. Even if there were a fence, that would not solve the issue of the school field being cut off from the rest of the play space. Is the city going to provide a crossing guard to help students cross between the playground and the field? The supervisors are already stretched extremely thin supporting students with social, emotional, behavioural, and safety issues outside at recess time - they should not have to take on monitoring a bike lane as well. I urge you to reconsider this plan and appreciate the opportunity to provide input.	4/5/2019 7:11 PM
105	By doing something else	4/5/2019 4:32 PM
106	commitment to enforcement of proper behaviour of all vehicle types and pedestrians	4/5/2019 12:52 PM
107	needs consultation with the school to be successful.	4/5/2019 10:07 AM
108	If the bike route goes through the playground of Quadra school the cyclists should be required to dismount and walk the length of the school property. I was clipped by a cyclist who was riding on that sidewalk so imagine what that sort of hit could do to a child.	4/4/2019 6:57 PM
109	spend the money elsewhere	4/4/2019 6:32 PM
110	i don't think any option that includes going through the middle of a school lplayground will be safe	4/4/2019 5:05 PM
111	Once again it would be good to have fully protected bike lanes and not rely on people doing 'the right thing' to have the concepts work.	4/4/2019 4:37 PM
112	The challenge is 500 students/parents coming and going from 8:15 am - 9:00 am and at the end of the day 2:30 - 3:15pm in addition to the 75 staff that come and go. I don't know how you can effectively calm this scenario. If looking and planning the bike transportation route in hopes in grows in use in the years down the road, that will only complicate an already congested area.	4/4/2019 3:54 PM
113	It CANNOT go through Quadra Elementary. It is unsafe for the children and uses up some very much needed play space. Quadra has the least amount of play space in Victoria with one of the highest school populations. School grounds should be safe. Our kids deserve better.	4/4/2019 3:13 PM
114	Without it	4/4/2019 11:38 AM

115	Getting the social license to take away a school playground (already very small) for transportation might not be possible. Summit/Yew is a better choice, as it still brings students close to Fifth and the school, but it has less topographical challenges. Also, connecting to Topaz park is a win, as there will be a bike skills park there sometime soon (I hope). Another option would be to use a lane on Quadra to have an extension of a protected bike lane to get kids to school, thereby leaving Fifth street free for parents that use it to drop off kids. Having a crossing at fifth and Finlayson may be challenging, due to the proximity of Quadra. Having Jackson or Yew as the option makes more sense, as there is already a crosswalk.	4/4/2019 10:55 AM
116	Some of my concerns and observations: I understand that there is no traffic sampling of the 5th street drop-off location at Quadra Shcool. Therefore we have no idea of the volume of traffic that occurs there in the morning. I feel that a collision between a cyclist and a vehicle or student would be inevitable given the chaos that goes on there every morning. Some kind of gate to slow cycling traffic through the school would create difficulties for bikes with trailers and the newer style long-wheelbase cargo bikes and defeats the intent of a AAA bike route. Any solution that involves removing 5th street as a drop-off/pick-up area for Quadra school is unacceptable. The extra drop-off traffic that would shift to Quadra street would turn the front of the school into gridlock every morning. Jackson is already the designated bike route and while not ideal because of the hill, it does work. Jackson and Finlayson would be a much better place to have a lighted crossing for bikes. Once the proposed route crosses into Saanich it encounters multiple hills and quite a meandering route, so the climb up and over Jackson street is in character with the rest of the route. Quadra school is stuffed to capacity and the kids need to use every inch of green space available, putting a bike route thought the middle of their playground seems like a terrible idea. It comes down to practicality; tying to mix vehicle drop-off traffic, bikes, pedestrians and playing children is just asking for accidents, and I don't see any workable saluting to safely integrate the different modalities.	4/4/2019 10:11 AM
117	Again, benches and bike racks for meeting for rides, and socializing pre-and post-rides, and good place for snack break for kids.	4/4/2019 7:58 AM
118	Use Jackson abf pit a pedestrian controlled cross walk at Jackson abf finnlYson	4/4/2019 5:01 AM
119	Not sure	4/3/2019 11:38 PM
120	Don't do it	4/3/2019 11:01 PM
121	ensure the path kicks cyclists onto a right hand turn onto a bike lane on quadra street in front of the school. Ending at Finlayson and trying to turn left is dangerous	4/3/2019 9:22 PM
122	Keep bikes away from playgrounds	4/3/2019 7:51 PM
123	Don't put a bike lane through my child's school yard! There must be another route that is safer !	4/3/2019 7:38 PM
124	I do not believe there is a suitable design that allows the bike lane to go through an elementary school. I think it would be irresponsible to add that kind of traffic in a place where young children play unpredictably to have cyclists going high speeds. It is even more irresponsible to allow unauthorized visitors on school grounds, it is unsafe in too many ways to even be considered.	4/3/2019 7:06 PM
125	Don't go through quadra elementary	4/3/2019 7:02 PM
126	No suggestions	4/3/2019 4:39 PM
127	This is a terrible idea. Please come observe outdoor recess times at Quadra Elementary before rushing into this decision. Approximately 450 children play in this space and the two playgrounds that would need to be removed/relocated are both used year-round by local families. One playground is older but the other is relatively new and removing/replacing would be a large unnecessary cost. I do not think the area can support the increased cycling volume an official path would bring. Is the city prepared to pay for one or two additional outdoor supervision staff at each recess time to facilitate students crossing from the blacktop to the field? The school district certainly does not have the available resources to do so. Parking on 5th street is also a constant issue - a quick survey of residents would reveal that. Removal of residential parking for bike lanes in this particular area would only aggravate the issue. Again, consultation with the staff and families of this school is ESSENTIAL before rushing into yet another poorly-executed bike lane design.	4/3/2019 3:11 PM
128	This route does not need a bike lane. I am a cyclist and use this route often. It is easy to ride safely along these side streets. Please don't waste money by creating bike lanes where they aren't needed. Choose a busier street like shelburne where it is actually dangerous for cyclists to be on the road with cars.	4/3/2019 2:48 PM

129	I think it is terribly unsafe to have a route through an elementary school.	4/3/2019 1:20 PM
130	It can't break up the already small school property. If it can be made on either side of the school then ok, but I don't agree with taking anything away from the kids.	4/3/2019 1:13 PM
131	It could be improved by not happening.	4/3/2019 12:44 PM
132	How about building a tunnel underneath the Quadra school playground, or a bridge overtop?	4/3/2019 12:32 PM
133	Definitely do not put a bike route through a playground.	4/3/2019 12:25 PM
134	No input.	4/3/2019 12:01 PM
135	I'm interested to see how the crossing will look at Finlayson and Fifth, as Quadra is very close.	4/3/2019 10:38 AM
136	No parking on one side and more traffic calming features	4/2/2019 10:28 PM
137	It could go through Jackson Street instead	4/2/2019 10:23 PM
138	By NOT putting a bike lane directly through Quadra Elementary school. The satellite photos being used in the articles discussing the proposal are out of date. The ground are VERY different today, and the pedestrian walkway that is in the talks for being turned into a bike lane is directly through the playground - there is playground equipment on both sides of that path. There are young kids running around this entire playground - some as young as 4 when they start kindergarten. Bikes can get to very high speeds. This is an accident waiting to happen. I feel genuinely disappointed in our City for even considering this to be a good idea. Please ignore the satellite photo and go and see the property for yourselves. Don’t take the playground away from kids. Don’t put them at risk.	4/2/2019 10:13 PM
139	Not through school please. Already dangerous with drop offs, etc. More traffic congestion at Quadra and finlayson with a crosswalk back up too	4/2/2019 9:42 PM
140	No this will not work. Unless the city is willing to install speed bumps on the path & provide the school with security	4/2/2019 8:51 PM
141	I am a proponent of re-touting through Topaz Park. There is an existing crosswalk at topaz and Quadra that could be utilized. With the plans for Topaz not yet begun, it seems an ideal time to work the bike lane into the new plans. The crosswalk at Yew St is already existing as well. We can try-route this path along this route and it will be safer for everyone.	4/2/2019 7:25 PM
142	By being routed to one of the other options	4/2/2019 7:10 PM
143	Use the east side of the field at Quadra to run the path rather than down through the middle of the playground area.	4/2/2019 2:05 PM

Q12 What creative design ideas do you have for the area adjacent to Quadra Elementary School?

Answered: 134 Skipped: 82

#	RESPONSES	DATE
1	It is important that we do not replicate the drivers' mindset "I own the roads" with the same minset in cyclists. Particularly in residential neighbourhood and school zones, transportation is secondary to the shared space with kids, seniors, local residents. Highway-like straight corridors for bikes should be avoided in favour of curves and swerves that encourage more of an "amble" rather than race in such areas.	4/30/2019 10:07 PM
2	Whats the concern here? parents dropping their kids off by car? a separated lane on either side to protect cyclists and provide a buffer for pedestrians/car passengers to cross safely (much like floating bus stops).	4/30/2019 8:29 PM
3	Nowhere else to add in a miscellaneous comment but PLEASE build a better bike lane on Gorge Rd! Way more needed than an any improvements to Harbour Rd (which is already quite pleasant to ride on)!	4/30/2019 8:03 PM
4	Create designated cycling path so that there is clear visual difference between spaces. Keep it as far as possible from playground areas? Possible winding could help control speeds, but one would imagine that the proximity to Quadra on one side and the hill on the other approach (combined with knowing that it's a school!) would do that to begin with. I really, really hope that a solution can be reached - this is absolutely the best route in terms of practicality and topography!	4/30/2019 7:16 PM
5	Unsure	4/30/2019 7:00 PM
6	Unsure	4/30/2019 4:55 PM
7	no opinion, not my neighbourhood.	4/30/2019 4:54 PM
8	Design strategy A is better because kids won't have to cross over the bike lanes to get to the play area.	4/30/2019 4:52 PM
9	See above re closing that dead-end block of Fifth to all parent drop offs - make it residents and School District staff (with parking permit for the lot) ONLY.	4/30/2019 4:33 PM
10	Food garden, fruit trees, berry bushes	4/30/2019 4:14 PM
11	None	4/30/2019 4:07 PM
12	Create a tree-fort type of a playground (with netting) so that the kids could be in the lower canopy of existing trees and out of the way of cyclists. Might be space to create more covered bike parking as well.	4/29/2019 3:37 PM
13	Tunnel!	4/28/2019 6:03 AM
14	I think we just need to do the needful. Ensure cyclists safety. I heard families concerns with a bike lane behind the school, they are afraid that a person on a bike might hit their child. The alternative to having their child hit by a car is a no-brainer. I don't know why people favour their children being near cars over being near bicycles. I suggest we do the right thing and ignore those silly comments. People are so stuck in car culture that they don't even understand the consequences.	4/27/2019 10:00 AM
15	Have the route go around the perimeter with a garden border to keep kids away from edge and to make a pleasant ride	4/27/2019 9:58 AM
16	A playground- as it is now.	4/27/2019 8:02 AM
17	design to reduce temptation to cross bike lanes only in designated places. Maybe bike racks.although I prefer them as close to the school entrances as possible. benches on both sides of the bike lanes?	4/26/2019 1:28 PM
18	Tons of cyclists already commute north-south along Cedar Hill Rd (south of Hillside), to Haultain, to Walnut, to Chambers, and then to Cook or Vancouver St. It would be very helpful to at least paint cyclist stencils onto those roads to designate them as cycling routes.	4/26/2019 8:55 AM

19	na	4/25/2019 3:06 PM
20	None. Not my neighbourhood. Ask the people who live there not the entitled who pass through on bikes.	4/25/2019 12:38 AM
21	Fifth Street sees a lot of vehicle traffic accessing Quadra school; using the Fifth St Alignment, cyclists will have to navigate vehicle traffic in addition to the 400+ children who attend the school. The Jackson Street Alignment would give cyclists a less congested and safer route. Victoria cyclists are used to some varied topography; Jackson seems like a "win-win" for both cyclists and the school's students. The only idea I can think of to make Fifth St safer is to fence in the public bike/pedestrian pathway in the area it borders with the school yard, possible with a mini-crosswalk at each end? This would make it more difficult for a bicycle and a child to collide.	4/23/2019 10:44 PM
22	see above	4/23/2019 9:38 PM
23	No, I don't have any ideas. Calling the area adjacent to our school is not even close to correct. I don't want a bike lane to run through right through our school yard.	4/23/2019 4:08 PM
24	Ideas for that 1 hr and 40 minutes that the kids deserve to be safe. 1. Traffic fences on Fifth where riders have to dismount and walk through the gates to cross through the 500 feet. When they are closed for the 1 hr. 40 you dismount- the other times they are open. Staff would be happy to open and close the gates. 2. Move the bike lane to the far side of the upper field, skirting the field at the back fence. That could join up with Jackson St. again. 3. Move the bike lane to between the Fifth st. fence of the back field and the playground structures. Then kids running to the playground with wild abandon will be safe and kids going to the back field will be the ones to watch for bikes.	4/23/2019 10:29 AM
25	repurpose one of the sidewalks on quadra. On one side of the street cyclists. on the school side of the street pedestrians.	4/22/2019 12:46 PM
26	Planters and bike skills features :)	4/20/2019 12:32 PM
27	don't know	4/20/2019 10:09 AM
28	Leave it as is	4/20/2019 9:16 AM
29	Keep it very separate from the school with a larger buffer	4/20/2019 6:27 AM
30	Nothing.	4/20/2019 4:22 AM
31	Has a path along Josette and newly paved along the east side of the field there been considered as a route, with a protected lane along Finlayson for a bit (connecting to the school and to Josette)? What are the opportunities to discuss this new alignment with SD61?	4/19/2019 6:24 PM
32	More children playing in the way of bikes	4/19/2019 7:47 AM
33	No comment.	4/19/2019 7:35 AM
34	Clearly posted slow speed limit around the elementary school with the installation of one of those speed monitors that display how fast people are going. Not sure if you could fine people for riding to fast through these zones but that would be important as well. Also, If there was such a thing as speed bumps for bikes that could be helpful.	4/18/2019 12:44 PM
35	Many parents are concerned about this design. You are choosing to use the term adjacent as if this lane will run beside the school, however, the lane will be running through the playground area - essentially cutting it in half. Unfortunately, this short-sighted design could eventually lead to accidents where students could wind up getting hit by cyclists. And then further to that, will eventually limit the children's use of the upper playground and field area - the field Quadra Elementary School used to have beside the school was unfortunately sacrificed due to the construction of portables. Putting a lane THROUGH (not adjacent to) the school grounds is not a very good idea.	4/18/2019 11:27 AM
36	There is no creative way to make this a safe option. DO NOT DO THIS! It's bad for cyclists and bad for the kids. I will do everything I can to stop this option - and I'm an avid cyclist! Please please please, do not be stubborn. Send the bikes any other way around. Do not do push a bike-lane through 5th!	4/17/2019 11:44 PM
37	There is no creative way to make this bike lane safe adjacent to Quadra Elementary and leading up to Quadra Elementary along 5th street. Diversion is the best answer to this issue.	4/17/2019 11:09 PM
38	Allow it to exist as a green space. Victoria does not need to keep developing more construction-related projects.	4/17/2019 10:34 AM
39	elevate the bike lanes	4/17/2019 10:25 AM

40	tunnel under the playground along 5th OR follow the south and east edge of the soccer field	4/17/2019 12:10 AM
41	none initially. But something that seriously considers the safety of the children at the school and is not a huge distraction for students.	4/16/2019 10:19 AM
42	None. I do not know this area well enough to make any helpful proposals.	4/15/2019 11:54 PM
43	I have voiced an opinion as above, and am not in favour of cyclists traveling through the Quadra Elementary School.	4/15/2019 10:02 PM
44	None	4/15/2019 6:13 PM
45	There is no creative, or safe way to put a bike path around playground equipment. With the addition of two portables on the school's primary field, 450 students use the area behind the school to play, including the city field adjacent to the school. Installing safety measures in the playground to make it safer for bicycles to transit through will not prevent an accident. Increase traffic through the school playground also increases the risk of a child getting seriously hurt.	4/15/2019 2:02 PM
46	Nothing related to transportation... increase playground and natural play space in area.	4/14/2019 6:08 PM
47	None. It's not safe and can't be made safe.	4/14/2019 5:07 PM
48	None. Not a good plan to run this path through a school yard.	4/14/2019 5:02 PM
49	Avoid the school, pls and thank you.	4/14/2019 4:37 PM
50	Remove or move crosswalk from Sommerset street to Jackson street so cyclists and pedestrians can have more choices for alternate routes whether walking or cycling.	4/14/2019 3:28 PM
51	Leave it as is. It’s an elementary school play ground. These children are 5-11 years of age. Their play should not be interrupted by watching out for cyclists.	4/14/2019 9:01 AM
52	Currently I ride or walk along the sidewalk between the school and the playground equipment. Even though I go very slowly, I worry about hitting the children darting around. There are far fewer kids just to the east of the playground equipment in the grass strip that runs alongside the fields. Perhaps this strip could be used, or the path could be re-routed along the outside edge of the playing field.	4/13/2019 5:10 PM
53	Put bikes to the west and playground to the est keep a clear visual but not physical distinction between the 2 wrap the plaground on the sidewalks and streets trees on the west side (no sidewalk needed on that side) and have through pedestrian and bikes on the east. Perhaps planting down the middle, low shrubs, tall grasses to separate the playground from the pedestrian and bike path Have slight curves in the bike path to encourage lower speeds	4/11/2019 10:10 PM
54	I'm not sure which area you mean. The field? I think this should be left alone.	4/11/2019 4:23 PM
55	You pay planners to be creative. They should earn their tax dollars	4/11/2019 3:27 PM
56	An overpass?! Unless there is a fool proof plan to keep the littlest members of our community safe (students at that school) there is absolutely no logic in putting a bike lane there.	4/11/2019 8:41 AM
57	Running it COMPLETELY around/away from the school property or not at all.	4/10/2019 10:32 PM
58	Possibly switch locations with SJ Willis/ turn field into fenced in dog park!!	4/10/2019 9:08 PM
59	none	4/10/2019 6:35 PM
60	I would suggest staying away totally from Quadra Elementary as there is already too much traffic there.	4/10/2019 5:04 PM
61	bike only accessible from 6:pm to 6:am or better yet do not put bike lane in the middle of the Quadra school	4/10/2019 10:37 AM
62	why is being close to a school such a big deal. its public space	4/10/2019 7:21 AM
63	It should be used for children to play away from the traffic on Jackson and Quadra. It should not be used for anything else. I believe the safety and enjoyment of the children that attend Quadra elementary school takes precedence over ANY other thing. How heartless to want to take away the recreation area from children in a less than privileged neighbourhood. Shame on you!	4/9/2019 8:10 PM
64	The proposal to use school areas, which there is a lot of precedent for, is the best approach, can't think of any better.	4/9/2019 3:34 PM

65	Put a 2 way bike lane adjacent to either fence, fence it in, and have speed bumps for cyclists on either side. Use green paint for these speed bumps. Must ensure kids are not at risk. Another alternative is run the 2 way bike path to the west of the west fence at the playground (i.e., to the west of the fence that is to the west of the sidewalk).	4/9/2019 2:15 PM
66	Go around it somehow, crazy idea to go through it. Tge staff at Quadra have many more issues to deal with without wondering about tge children's safety at recess and lunch!	4/9/2019 9:23 AM
67	I think if there were any way the bike path could go up Josette and then around the edge of the field, that would be acceptable. I also think they need to consider other issues than collision; though that is a big concern. My kids go to that school, and I don't think I'd like to see any more of a mix of public and private space there. I don't like the idea of strangers being encouraged to walk or bike through that space, and I know that currently if an unfamiliar adult is occupying that space while kids are there, school staff will approach that person and ask who they are and what they are doing there. I think inviting the public into a schoolyard is not appropriate. Many of the kids there have disabilities, some of these are physical, some are intellectual, some are sensory. There are crossing guard positions that the school currently needs to staff for the intersection at Finlayson and Quadra, I think the current plan will likely require more staff to patrol the bikeway as well. I can see on a map how appealing the straight line through Fifth is, but I think the folks making the decision are not familiar with how that space is used, and need to see what it's like at 8:30 in the morning, and need to speak with the principal to understand the risks of putting a bikeway there before they commit.	4/9/2019 7:48 AM
68	As above or perhaps the playground area could be relocated. One of the play structures is definitely due for replacement. As well there could be traffic calming for the bicycles to make sure they travel slowly through the area.	4/8/2019 8:47 PM
69	I do not feel there is a good solution for running a bike route through a very busy (500 students) school playground. There are other places in our city where cycling/walking paths run adjacent to school grounds and work well(Oak Bay High),but not directly THOUGH one. So WRONG on so many levels. Families who bike to and from school would not be able to do so any more easily with a bike route on Fifth St. Offering $$ to help with additional play structures at the school is a cheap "buy us off" tactic. The school has a good variety of structures and natural play spaces already. Finally, I heard at city hall that the route decision is NOT FINAL, yet all printed material I looked at, maps and questions on this survey would lead one to believe that the routing IS DECIDED.....???? SO, WHICH IS IT REALLY??!! Truth and transparency is paramount and I am not feeling like this is the case.....I hope that I am wrong	4/8/2019 6:00 PM
70	Separated lane for this small area? Keep the cyclists out of the parent's way a bit more.	4/8/2019 2:05 PM
71	Why even bother. It's irrelevant if the bike route makes it way to Tolmie. This is just wrecking a neighbourhood for the sake of a line on a map.	4/8/2019 12:00 PM
72	Public art, fountain, picnic area	4/8/2019 11:51 AM
73	put up fences and bike gates to have cyclists get off their bikes to slow them down	4/8/2019 11:03 AM
74	Using a multi-use path design on east side and provide a signal at Finlayson.	4/8/2019 9:47 AM
75	I strongly support the Jackson St option over the Quadra option. A bike route through a school seems neither safe nor appealing.	4/8/2019 9:27 AM
76	Better playground and more space for kids! Don't make a bike Lance close or by the school. You are waiting for accidents to happen! Strongly disagree!	4/8/2019 8:53 AM
77	N/a	4/8/2019 6:22 AM
78	Leave it alone.	4/8/2019 3:31 AM
79	Fencing the corridor through the playground with signed crossing for pedestrians or re-routing cycle route around school yard perimeter.	4/7/2019 11:43 PM
80	None. I don’t think it’s possible to guarantee no impact to the school playground and/or to the children who play there. It seems unfair to put the route through the school when a perfectly good route exists up Jackson.	4/7/2019 10:12 PM
81	Jackson Street route!	4/7/2019 9:42 PM
82	NONE. DO NOT put the bike lane through Quadra school	4/7/2019 9:12 PM
83	Find a different street for the bike lanes that is NOT through the elementary school.	4/7/2019 8:05 PM

84	Avoid the school area entirely. There is nothing you can do to make this plan safe for the kids. Please see above comment.	4/7/2019 7:40 PM
85	Stop trying to be "creative" and stick to thoroughfares already in place.	4/7/2019 6:11 PM
86	None	4/7/2019 1:46 PM
87	None	4/7/2019 1:40 PM
88	Please do not do this. It is not "adjacent" to Quadra school it is currently the middle of their playground! There are even play structures on the street at the moment where your line is drawn o maps. My creative idea is to keep speeding cyclists far away from kindergarteners before someone gets hurt. Use another route. There is no way any sort of crosswalk or stop sign will work. It's quite clear that cyclists break rules all the time, and children do too, so there is no safe "rule" you can make that will actually work. Cycling is important but please the safety of our children is more important.	4/7/2019 1:36 PM
89	- Characterize it as a way to help kids bike to school safer, with a partial connect to a new bike rack. Optics might be helpful with that. - Turn the sidewalk on the left into a shared pathway. Perhaps widen a bit as long as it won't hurt the trees. Alternatively, make that a dismount and walk your bike section. - Widen the sidewalk to the West (move fence a bit) to widen in a direction away from the trees and playground.	4/7/2019 1:32 PM
90	Not sure	4/7/2019 1:18 PM
91	Having the bike lane between the playground equipment and the soccer field is likely best. Some separation between the playground with some bushes and flower gardens would likely be enough. I don't anticipate this is going to be a very busy area for cyclists so I don't think it is going to be a big challenge to have the bike lanes go through here.	4/7/2019 11:57 AM
92	Bike gates as above, more green space between the existing play grounds.	4/7/2019 8:54 AM
93	I do not believe that there is any type of creative solution for inviting more traffic through an active school grounds, which itself is ever decreasing due to the addition of portables to make room for the growing local population. I cannot foresee any other outcome than a serious accident involving a cyclist and automobile or worse a small child	4/6/2019 5:30 PM
94	More play areas for the school and or community Shared garden plots	4/6/2019 10:57 AM
95	My creative designs include play areas and gardens for the kids at Quadra to utilize - and do not include plans to encourage more traffic going through a school playground.	4/6/2019 10:55 AM
96	reducing or eliminating the parking lot, moving parking to on street with passes for teachers if needed, moving ball courts closer to the school and adding more greenery for the playground, then adding a bike and walking path separated by low fencing to keep balls in the yard and the public out during school hours. Adding additional bike racks along the fence for students to lock up. The school and city could look into grants or partnerships with organizations helping to add green space and trees to urban schools, such as tree canada, evergreen and seeds: https://treecanada.ca/blog/green-school-grounds-are-beneficial-for-childhood-development-and-learning/	4/6/2019 10:31 AM
97	A. PLAY. GROUND.	4/6/2019 10:07 AM
98	None. It’s a bad idea	4/6/2019 7:22 AM
99	Let's look at ideas that allow children to have a safe place for road hockey' and sports that build team spirit lacking in our young who work solo on computer games, etc.	4/5/2019 10:46 PM
100	Reduce parking on Quadra St to allow for protected bike lanes.	4/5/2019 4:32 PM
101	take space from the school and build a corridor	4/5/2019 12:52 PM
102	needs to be fenced off from the school to avoid children as hazards.	4/5/2019 10:07 AM
103	I think it is a mistake to have elementary students (4 years old to 11 years old) interacting with the public when they are at school playing with their friends not aware that bikes and 'strangers' are coming and going beside them. I think it could open up an opportunity for someone to target a student for conversation. Families won't want their children talking to the general public when at school. There are over 400 children at Quadra and to introduce the public into their play space could be problematic for their safety and the safety of the cyclist who is knocked over when a child runs into them. Choose another route.	4/4/2019 6:57 PM
104	a park for kids	4/4/2019 6:32 PM

105	choose a different option	4/4/2019 5:05 PM
106	Maybe a bicycle skills park for use + parent/child bicycle parking lockup areas? If bike/child interaction is a potential concern build a grate covered tunnel (or similar) so children can pass under the bike lane portion into the rest of the field/park	4/4/2019 4:37 PM
107	I believe there would need to be a gate-like area if this route were to go ahead, forcing cyclists to dismount. Open to other ideas also as it will be challenging to provide calm travel route from north of Summit on Fifth Street.	4/4/2019 3:54 PM
108	I think Jackson is a perfectly reasonable street to use instead. The grade is high but people ride the bike to become more fit, right? If some wrong-headed person decided that Quadra Elementary was the only was to go the lane should be along the far side of the playfield. It should be fenced with 10 feet high fencing so no riders have easy access to children.	4/4/2019 3:13 PM
109	Playgrounds	4/4/2019 11:38 AM
110	If using Fifth street through the school is determined to be the best option, it is vital that the City offers a significant amenity package to the school to make up for taking away playground space that is already at a premium. I am very supportive of safe cycling routes, for students especially, and even I am hesitant on this option. There is enough drama about bike lanes without pitting kids against cyclists, which is what this is likely to turn into.	4/4/2019 10:55 AM
111	Something bright & fun that QES students can help design and therefore feel some pride & ownership for their (ongoing) involvement.	4/4/2019 7:58 AM
112	Use Jackson	4/4/2019 5:01 AM
113	Have the students create art in the bike lanes and have clear pathways for walking and cycling. Work with the school to teach them to do traffic counts and learn about safe cycling rules of the road.	4/3/2019 11:38 PM
114	None, leave the kids playground alone!!!!	4/3/2019 11:01 PM
115	path along the edge of the property? Move the playground?	4/3/2019 9:22 PM
116	None	4/3/2019 7:51 PM
117	Use another route, it is not worth the risk	4/3/2019 7:06 PM
118	None	4/3/2019 4:39 PM
119	I don't. The area doesn't need a bike lane. Make a lane on cook, quadra or shelburne. Thanks	4/3/2019 2:48 PM
120	I think it is terribly unsafe to have a route through an elementary school.	4/3/2019 1:20 PM
121	At very best it could go along the far side of the school field but then the field would be much smaller and it's probably already one of the smallest in the district :(So then maybe redo the field again to extent it closer to the playgrounds.	4/3/2019 1:13 PM
122	Don't put a bike lane thru the elementary school playground. How about not doing anything and letting bikes ride on sidewalks.	4/3/2019 12:44 PM
123	a bike cafe!	4/3/2019 12:32 PM
124	nothing is required.	4/3/2019 12:25 PM
125	I don't really understand what the issue is. Appropriate barriers and good road-crossing skills should do the trick.	4/3/2019 12:01 PM
126	Have a speed limit running through the school, and/ or blinking lights indicating when kids are outside to make sure users area aware to use caution. Integrate art projects with the safety measures to improve the school yard.	4/3/2019 10:38 AM
127	Car free zone	4/2/2019 10:28 PM
128	I don't know how this will work with children crossing to play ground.	4/2/2019 10:23 PM
129	If you absolutely must put in a bike lane in this area, use any residential street in the area. Jackson st makes the most sense. Not a heavy traffic area. Please stay away from the playground	4/2/2019 10:13 PM
130	A bridge overtop of the whole area.	4/2/2019 9:42 PM
131	This will not work. Use JACKSON	4/2/2019 8:51 PM

132	None.	4/2/2019 7:25 PM
133	I cannot think of an idea that works given the complex and frequent needs by students and community members . Having spend much time there with kids playing g and few bikes going though, there are always concerns and run ins between kids and bikes.	4/2/2019 7:10 PM
134	I think the path should go on the east side of Quadra field, separated by a fence. It can't go through the middle of the playground area, kids cross back and forth over this multiple times a day. Balls are flying around, it would not be safe for anyone - kids or cyclists.	4/2/2019 2:05 PM

This page intentionally left blank.

Hillside Quadra Engagement Findings - 3B

Engagement Activity Findings - April 2019

Hillside Quadra - Open House and Pop Up Engagement Comments (Bay to Dallas Road)

April 2019 - Feedback on Preferred Design Concepts

Engagement Board	Comment
Alignment Consideration	use Vancouver Street north of Bay - less topography - closer to shopping centre
Alignment Consideration	consider removing parking on the west side (2h) to allow more space for cars/cyclists turning right from Hillside to Graham
Alignment Consideration	Bike lane in current configuration will not work on elementary school playground. If it has to be here it needs to be a dismount zone for cyclists. But how to monitor that?
Alignment Consideration	Need crossing at Tolmie
Alignment Consideration	Bus shelters near school - route #8
Alignment Consideration	Look at Ryan Park near Oaklands School - multiuse path works
Alignment Consideration	Fifth Street looks best
Alignment Consideration	Get bus stop closer to the school and add bus shelter
Alignment Consideration	Glasgow might be a better route to school and N/S connection
Alignment Consideration	I like the Fifth/Graham route. Ped crossing at Fifth and Finlayson would help to access the transit stop
Alignment Consideration	With growth in e-bike use, Jackson Street isn't such a problem
Alignment Consideration	Fifth Street is best for cycling route
Quadra School Design Opportunities	Clear sightlines to identify uses
Quadra School Design Opportunities	Can we widen sidewalk at Josette place and add a protrected path around path around edge of school field?
Quadra School Design Opportunities	This should be an easy fix - Strategy A is simple and obvious
Quadra School Design Opportunities	Cyclists dismount and walk their bike during school hours
Quadra School Design Opportunities	Let's make the city safe. People should come first, keep us in mind.
Quadra School Design Opportunities	Is this crossing at Fifth Street too close to Quadra/Finlayson intersection? How would this impact the morning commute?
Quadra School Design Opportunities	Excessive speeding on Finlayson! Crosswalk at Fifth would increase speeding past Jackson Street.
Quadra School Design Opportunities	Cars doing pick up drop off seems like way more of a safety hazard than bikes
Quadra School Design Opportunities	Not IF but WHEN somebody gets hurt - children are unpredictable with their movement

Quadra School Design Opportunities	Explore design strategy A with separated (fence) bike path - trees may need removal
Quadra School Design Opportunities	Disagree with the idea of more public access through the school site
Quadra School Design Opportunities	I like the idea of kids being able to safely ride to school. I did that when I as a kid and my own children walked. It was great.
Quadra School Design Opportunities	30 minutes required by school policy for drop off for ages 4-6. Parking on Fifth Street is very hard
Quadra School Design Opportunities	There isn't a problem - don't do anythin
Quadra School Design Opportunities	Consider diversion for auto through traffic - that would help keep the area safe for kids, neighbours and people riding bikes
Quadra School Design Opportunities	Where traffic control at Fifth and Finlayson? No room at Fifth from Finlayson to Tolmie.
Quadra School Design Opportunities	Slow cyclists through movements - 50% of cyclists respectful, 50% not
Quadra School Design Opportunities	Less public access through site. Gates for bikes
Quadra School Design Opportunities	How about route the bike lane around the perimeter of the park?
Quadra School Design Opportunities	This is an extremely unsafe idea. The safety of 500+ children should trump a bike lane
Quadra School Design Opportunities	Can the bike lane be shifted to the east side of the property to avoid kids?
Quadra School Design Opportunities	Too many toddlers running through
Quadra School Design Opportunities	Cyclists need a safe path of travel; kids need a safe place to learn and play. Directing cyclists to travel through a school ground is dangerous for children. Bike gates should be installed in the current configuration.

This page intentionally left blank.

Related Letters, Emails, Petitions - 4A

Correspondence to the City - April 2019

Rob Gordon

From: Engagement
Sent: May 23, 2019 10:14 AM
To: Monica Dhawan
Cc: Ryan Shotton
Subject: RE: Vancouver/Pandora

Yes, thanks Monica.

From: Monica Dhawan
Sent: May 22, 2019 2:47 PM
To: Engagement <engage@victoria.ca>
Subject: FW: Vancouver/Pandora

Hiya, are you still collecting feedback on the Vancouver cycle design?

Thanks,
Monica

From: Personal info
Sent: Wednesday, May 15, 2019 4:11 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Vancouver/Pandora

Dear Mayor Helps and Council: Personal info

As a resident of 1015 Pandora Ave I have watched with great sadness, frustration, and anger, the gradual transition of my beautiful neighborhood from a welcoming entry boulevard leading towards the downtown core, into a rapidly declining eyesore.

Band-aid efforts to help this now challenged neighborhood have not been able to address the social problems with any lasting success.

Now the suggested plan set before us at the Open House on April 23rd, is to undergo further short-sited efforts to improve "Community Spirit" by developing a skateboard facility, with areas to congregate on the grass and benches. Really?

Have any of the City Hall decision makers spent any real time in this neighborhood – I mean over a period of 24/7?

Do you really think this latest idea is going to help with the drug-addiction, indiscriminate open bathrooms, uncomfortable walking along the streets, garbage dumping, profanities and homelessness? I am surprised you haven't installed a shopping cart lane along Pandora while you're at it.

I am afraid the hundreds of new residents about to descend on the neighborhood into the new buildings nearby are not going to be too happy. Giving the McDonalds a facelift is not going to do it.

As your website states "Great neighborhoods are the result of committed citizens, careful planning and financial investments" In my opinion on this matter, you have a failing grade in the careful planning.

Please, please, address the real issues of my neighborhood and stop attempting to cover-up the problems with costly gentrification plans as a force and for revitalization while all it does and will do is encourage further displacement of homeless individuals arriving at our city.

Thank you for this opportunity “to collaborate in helping to shape the plans for my neighborhood”

Sincerely,
Personal info

Pandora Ave

Rob Gordon

From: Engagement
Sent: May 22, 2019 5:23 PM
To: Personal info
Subject: RE: Bike lanes - downtown bike parking + sign up for updates

Dear Personal info

Please excuse the delay in responding to your email – this somehow got missed.

There are places like the Bay Centre where you can pay for a monthly membership to have access to secure parking and change rooms. The City also has standard bike racks in every parkade, visible to the security desk and/or parking attendants. As a part of the Zoning Regulation, staff with private land owners to support the design and installation of new bicycle shelters and storage rooms inside or adjacent to new buildings when they are constructed. We have also been recently contacted by a person who would like to start a valet bike parking as a business in the downtown core and he was exploring locations around Johnson Street or Courtenay Street. I am not sure where this is at or if he decided to pursue the idea, but I can see this being helpful for those who don't have access to a secure space for longer downtown visits.

Part of our goal is to introduce bike parking corrals with each of the AAA routes so that we have more "eyes on the street" in places where cyclists are, helping to deter and reduce thefts. We work closely with VicPD on installing bait bikes each year and identify locations for new racks.

We are glad to hear that you are cycling more often – the Wharf and Humboldt AAA projects will be completed this summer and construction on Vancouver street will start in late 2019.

Kind regards
Sarah

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria
250-361-0482
swebb@victoria.ca

From: Personal info
Sent: April 19, 2019 9:25 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes - downtown bike parking + sign up for updates

Hi there,

Thank you so much for making it safer to move around the city by bike. My bike use has increased hugely this year, and a big part of that is feeling protected from vehicle traffic on some of the main corridors.

I find the biggest barrier for riding downtown, now that there are safe corridors, is the lack of a secure bike lock up. Are there any plans for this?

Could you please add me to the distribution list for bike lane updates?

Thanks very much,
Personal info

~~
How beautiful a day can be when kindness touches it.

Rob Gordon

From: Engagement
Sent: May 21, 2019 4:27 PM
To: tsaracuse@bc.anglican.ca
Subject: RE: Feedback Re: Traffic Calming on Vancouver Street

Good day Bishop McMenamie,

Thank you for getting in touch with the City of Victoria and sharing your letter outlining some of the concerns for the planned traffic calming on Vancouver Street.

First and foremost, we would like to highlight the City's shared concern for the safety of vulnerable persons (children and elderly) around the 'Precinct', including those utilizing the services offered by the Christ Church Cathedral and Christ Church Cathedral School.

The intent of the project is to improve road safety for those choosing to cycle or walk. A key ingredient to providing a safer street environment for vulnerable road users is to reduce vehicle speeds to less than 30 km/hr and reduce cut-through traffic in the neighbourhood. The traffic diversions proposed are intended to meet these objectives while at the same time balancing vehicle circulation needs and capacity thresholds on adjacent streets.

The Christ Church 'Precinct' provides unique community services and as such requires design treatments to accommodate its circulation needs. The comments you have provided are well timed and your voice in the matter is very much of great importance. Here are a few considerations related to the issues you have raised.

1. **Overall Safety** – reduced traffic volumes and vehicle speeds are paramount to improving pedestrian and cycling safety on Vancouver Street adjacent to the precinct. Other planned safety improvements in the Precint include introducing a new pedestrian crossing at Burdett and Vancouver.
2. **Emergency Vehicle Access** – All proposed traffic diversions will be accessible to emergency vehicles in all directions. Flexible bollards and dimensional provisions (turning radius movements; widths etc) will be applied to all designs.
3. **Left turns at Quadra & Burdett** – Based on recent feedback from the community, a four way stop is being considered at Burdett and Quadra Streets to facilitate the left turn off Quadra towards Vancouver. Other design interventions are also being investigated. Regardless of the treatment type, we appreciate what you are suggesting is ensuring a safe left turn for motorists into this segment Vancouver Street from Quadra Street.
4. **Road Width** – To encourage slower vehicle speeds, wide roads are discouraged. An ideal width for a shared use environment with parking on both sides ranges from 8 to 10m. Vancouver Street is currently 9.75m wide providing enough space for parking on both sides while accommodating slower vehicle speeds (<30 km/hr) and lower vehicle volumes (~1000 vehicles / day). Burdett is a wider street (~12m with parking on both sides). Opportunities for new on-street parking and assessment of the current parking composition will be assessed through upcoming detailed design work. There are many streets in Victoria with parking on both sides of the road and gaps at driveways, this is a typical yield condition road for motorists. The result of these configurations is slow moving traffic and increased sharing of the available space.
5. **Overall Vehicle Circulation** – The proposed southbound directional closure at Meares Street and full closure at McClure Street are intended to reduce traffic volumes and accommodate the circulation needs for local residents, business and services. Motorists will still be able to access all segments of Vancouver Street from Cook and Quadra. The typical route used for accessing destinations on Vancouver Street may have to be adjusted once changes are in place. The City would be happy to work with the Precinct community to educate motorists of new travel options and circulation patterns once the project is completed in 2020.

6. **Pick and Drop off zones** - There is currently a time restriction for on-street parking on the west side of Vancouver Street. Following the traffic calming improvements, the on-street parking is able to be maintained full time. There is an opportunity for the City to designate some parking stalls adjacent to the school zone for pick up and drop-off purposes. Burdett Street will also be assessed for time-limited school zones to facilitate the pick up and drop off needs of the Precinct.

In summary, your recommendations and insights are in absolute alignment with the iterative design process and a number of your suggestions can be accommodated through upcoming revisions.

Staff will be presenting a recommended design concept to Council in June for approval to move forward to detailed design through the Summer months. Following approval, City staff would like to meet with some representatives from the 'Precinct' to discuss pick up and drop off needs and parking composition / time restrictions to inform detailed design drawings.

Once again, many thanks for you acute observations and design recommendations. We look forward to working with you further to ensure the project accounts for your broader mobility needs and enhances the safety for all road users.

From: Tara Saracuse <tsaracuse@bc.anglican.ca>
Sent: May 13, 2019 3:21 PM
To: Nick Armstrong <NArmstrong@victoria.ca>
Cc: Engineering Email inquiry <eng@victoria.ca>
Subject: Feedback Re: Traffic Calming on Vancouver Street

Dear Nick,
Cc: To Whom it May Concern at the Engineering Department

Please find attached a letter from Bishop Logan McMenamie of the Anglican Synod of the Diocese of British Columbia regarding the Vancouver Street Traffic Calming project.

One of our representatives, Ed Hayley, spoke to you at a recent Open House, and indicated that you may be helpful in receiving our feedback. We have addressed this letter broadly in case you find it suitable to pass it on to another person or department. Please keep us apprised if you do pass it on.

We hope that the City of Victoria will receive our feedback and suggestions with care and consideration.

This letter has also been forward to the Engagement Team.

Peace,
Tara

ANGLICAN DIOCESE OF BRITISH COLUMBIA

Renewed Hearts, Renewed Spirits, Renewed People
in the diocese of islands and inlets

Tara Saracuse
Executive Assistant, Bishop's Office
Anglican Diocese of British Columbia

o: 250 386 7781, ext. 250
tf: 1 800 582 8627
tsaracuse@bc.anglican.ca
bc.anglican.ca

We acknowledge that for thousands of years the Coast Salish, Nuu-chah-nulth, and Kwakwaka'wakw peoples have walked gently on the unceded territories where we now live, work, worship, and play. We seek a new relationship with the first peoples here; one based in honour and respect, and we thank them for their hospitality.

This email is intended solely for the person or entity to which it is addressed and may contain confidential and/or privileged information. Any review, dissemination, copying, printing or other use of this email by persons or entities other than the addressee is prohibited without consent of the sender. If you have received this email in error, please contact the sender immediately and delete the material from any computer. This message does not necessarily constitute an official representation of the Diocese of British Columbia. If you no longer wish to receive emails from this sender, please "reply" to this email and write "Unsubscribe" in the subject line. Emails sent and received by this address will be retained indefinitely after transmittal and accessed only in the event of a formal complaint or investigation.

Rob Gordon

From: Engagement
Sent: May 21, 2019 10:54 AM
To: Ryan Shotton
Subject: FW: Support for 5th Street alignment

-----Original Message-----
From: Personal info
Sent: May 18, 2019 2:50 PM
To: Engagement <engage@victoria.ca>
Subject: Support for 5th Street alignment

I support the 5th Street alignment proposal for the Vancouver St. Infrastructure project.

Personal info

Rob Gordon

From: Engagement
Sent: May 21, 2019 10:53 AM
To: Ryan Shotton
Subject: FW: A cyclist vision for the future

-----Original Message-----
From: Personal info
Sent: May 19, 2019 7:15 AM
To: Engagement <engage@victoria.ca>
Subject: A cyclist vision for the future

Let's build the bikeway on 5th St to provide direct access to Quadra Elementary

Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic (5th St near Quadra School and Vancouver St near Christ Church Cathedral School)

Thank you for advancing the process of getting our city safe, social and green!

Sent from my Huawei Mobile

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:36 AM
To: Ryan Shotton
Subject: FW: Vancouver street bike lanes

-----Original Message-----
From: Personal info
Sent: May 18, 2019 11:23 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver street bike lanes

I support the AAA bike lane project for Vancouver street. As an avid commuting cyclist, these upgrades have made me feel safer cycling in town!

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:36 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bikeway

-----Original Message-----
From: Personal info
Sent: May 18, 2019 11:15 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bikeway

Have been cycling in VICTORIA for almost 40 years and am huge fan of protected bike paths on Pandora and Fort . Recommend use 5th street option in design for Vancouver zest Bikeway and include protected bike lanes near both Quadra elementary and Christ Church schools to keep kids safe in drop off areas. Personal info Rockland Avenue.

Sent from my iPad

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:36 AM
To: Ryan Shotton
Subject: FW: Support for 5th St Bike Lanes to support Vancouver St Bike Lanes

From: Personal info
Sent: May 17, 2019 7:39 PM
To: Engagement <engage@victoria.ca>
Subject: Support for 5th St Bike Lanes to support Vancouver St Bike Lanes

I support the following:

1. Building the bikeway on 5th St to provide direct access to Quadra Elementary
2. Designing the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

I used to bike Vancouver Street regularly (lived on Vancouver near Bay) and always felt it could be safer and better managed! Thank you!

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:35 AM
To: Ryan Shotton
Subject: FW: comments on Vancouver St Bikeway

-----Original Message-----
From: Personal info
Sent: May 17, 2019 5:10 PM
To: Engagement <engage@victoria.ca>
Subject: comments on Vancouver St Bikeway

Hi,

First - I'm a big supporter of improving the Vancouver st corridor. The city presently is sorely missing a safe N-S bike route. Our family lives in Fernwood. We use the Pandora and Fort St bike lanes quite a bit, mostly to access shops downtown.

Here are my thoughts on the options being considered:

1. for the part N of Hillside, I think it makes the most sense to use 5th St - I already use this street and it seems the flattest option (more folks will use it), and will give safe access to the students attending Quadra Elementary.

2. in consideration of students - I was looking at the options for Christ Church School - there is a compelling argument to build a dedicated bike lane very near the school. Keeps it safe for the kids when there are all the crazy parent drivers rushing around during pickup and dropoff times.

Lastly ... BIG THANKS for taking action on the bike infrastructure. Lots is getting done. I'm happy to see my tax dollars go to these type of initiatives (and, I vote for people who support these initiatives !)

Regards,

Personal info

Victoria

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:34 AM
To: Ryan Shotton
Subject: FW: Bike lanes on 5th St.

From: Personal info
Sent: May 17, 2019 3:48 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on 5th St.

1. Hi,
2.
3. As has been suggested, I support building the bikeway on 5th St to provide direct access to Quadra Elementary - for numerous reasons I'm sure already mentioned.
4.
5. In addition however, this allows Parents and kids safe access to school. This will encourage more bicycles and fewer cars and demonstrate with action, positive modeling to early years, that the community values responsible transportation and environmental choices.

   Regards,
   Personal info

   PS – The courageous progress this city has made to date, in terms of cycling alone, is enormously progressive and impressive!
6.

Personal info

This message is intended only for the designated recipients and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient, or acting on their behalf, please notify the sender immediately and delete this e-mail from your system. Please consider the environment before printing this email.

Rob Gordon

From: Timothy Hewett
Sent: May 17, 2019 4:16 PM
To: Personal info
Cc: Sarah Webb; Ryan Shotton
Subject: RE: Feedback on bikelanes - Vancouver Street 17 May 19

Good day Personal info thanks for writing to the City to share your design insights. Sorry to hear that you were unable to make it out to the past engagement activities.

The planned cycling improvements for Vancouver Street are intended for those who are interested in cycling more but have safety concerns. The design concepts we have shared with the public include traffic calming to create a shared use cycling environment through the neighbourhoods of North Park and Fairfield and one-way protected bike lanes through the busy portion of downtown (Balmoral to Meares Street). Best case design practices suggest reducing traffic volumes to less than 500 vehicles per day and reducing speeds lower than 30 km/hr. Our target traffic volumes to facilitate a safe shared use cycling environments are under 1000 vehicles per day with a design speed of less than 30 km/hr. Traffic diversions are instrumental in accomplishing these design objectives which include directional closures to minimize cut-through traffic and reduce vehicle speeds. The retention or addition of on-street parking is always a common key message heard from the public which we try to accommodate when feasible.

Vancouver Street has indeed become busier in the past years. The street is classified as both a collector and local road which was never intended to function as an arterial – that is the nature of Cook, Quadra, Blanshard, and Douglas. The majority of traffic is cut-through traffic – not local traffic. The project objectives are to provide access to Vancouver Street but not throught Vancouver Street so this corridor can be safe for a broad range of cyclists including young and old, experienced and new and more pleasant for pedestrians.

We are planning to provide refined design concepts to Council in June which reflect the past 8 months of engagement feedback.

As always, thanks for your comments.

Have a great long weekend.

Tim.

From: Personal info
Sent: May 17, 2019 3:47 PM
To: Timothy Hewett <THewett@victoria.ca>
Subject: RE: Feedback on bikelanes - Vancouver Street 17 May 19

Hi Tim

I would like to add some feedback to the discussion of the Vancouver Street bikeway. Having been a regular user of Vancouver Street from Cook Street to Pandora for the past 15 years during peak hours, and I think I can offer some comments that should be of use as a reasonable voice of experience.

I earlier commented on the preference of Vancouver over Cook Street which I am relieved to hear was finally adopted. Great! While I was not able to attend a public feedback session I wanted to provide you with some feedback now.

First, I have never encountered real issues on this route as a cyclist or on occasion when I have driven on it. There isn't a problem with speeding or traffic volume, so we should not be treating this street as if these were problems.

I am not at all in favour of doing more than what is required minimally to allow for the co-existence of bicycles and moving cars on Vancouver Street. There has been suggestions of adding traffic calming "features" and as I understand it, changing Vancouver Street to one way for a section (unless I am mistaken).

I would like to make clear I am not at all in favour of making Vancouver Street one way, as I presume this would be the most significant argument for this is a way of preserving parking on one side of the street. I do understand that parking is an increasing concern in the downtown area, but I don't think that saving parking on Vancouver in the area between Meares and Fairfield is the way to do it. There are no businesses along this stretch, so what exactly is the compelling argument for parking spaces? I strongly suspect its level of popularity has more to do with being the inner rim zone of downtown unmetered and therefore free parking.

I am not a big fan of the long stretches of hard curbs to the bike lanes. While there may be some level of added safety attached to this approach on high traffic volume streets like Fort and now Wharf, I would see this as being unnecessary and in a sense would add an unattractive element to Vancouver. On this route, less is more.

Hope this is helpful.

Personal info

Rob Gordon

From: Engagement
Sent: May 13, 2019 4:05 PM
To: Ryan Shotton
Subject: FW: Vancouver St. improvements

From: Hall, Stuart <Stuart.Hall@cathedralschool.ca>
Sent: May 13, 2019 10:12 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver St. improvements

Good morning,

Thank you very much for your detailed response. I am reassured that you are keeping the drop-off and pick-up volumes at the school in mind as you design these changes. Rockland, Burdett, and McClure as well, are all narrow residential streets and my concern about congestion on those streets remains. We would not want the frustration of local residents directed toward the school parents and look forward to learning about any mitigation of the potential congestion on these streets that you have planned.

I really appreciate the consideration you are giving to the Burdett intersections at Quadra and at Vancouver. It appears these would improve safety for pedestrians. Your suggestion of a cross walk at Burdett and Vancouver would certainly encourage active pedestrian use, as long as you take into consideration the poor visibility afforded to drivers cresting the hill from the south. I am sure your design and engineering team has this in mind.

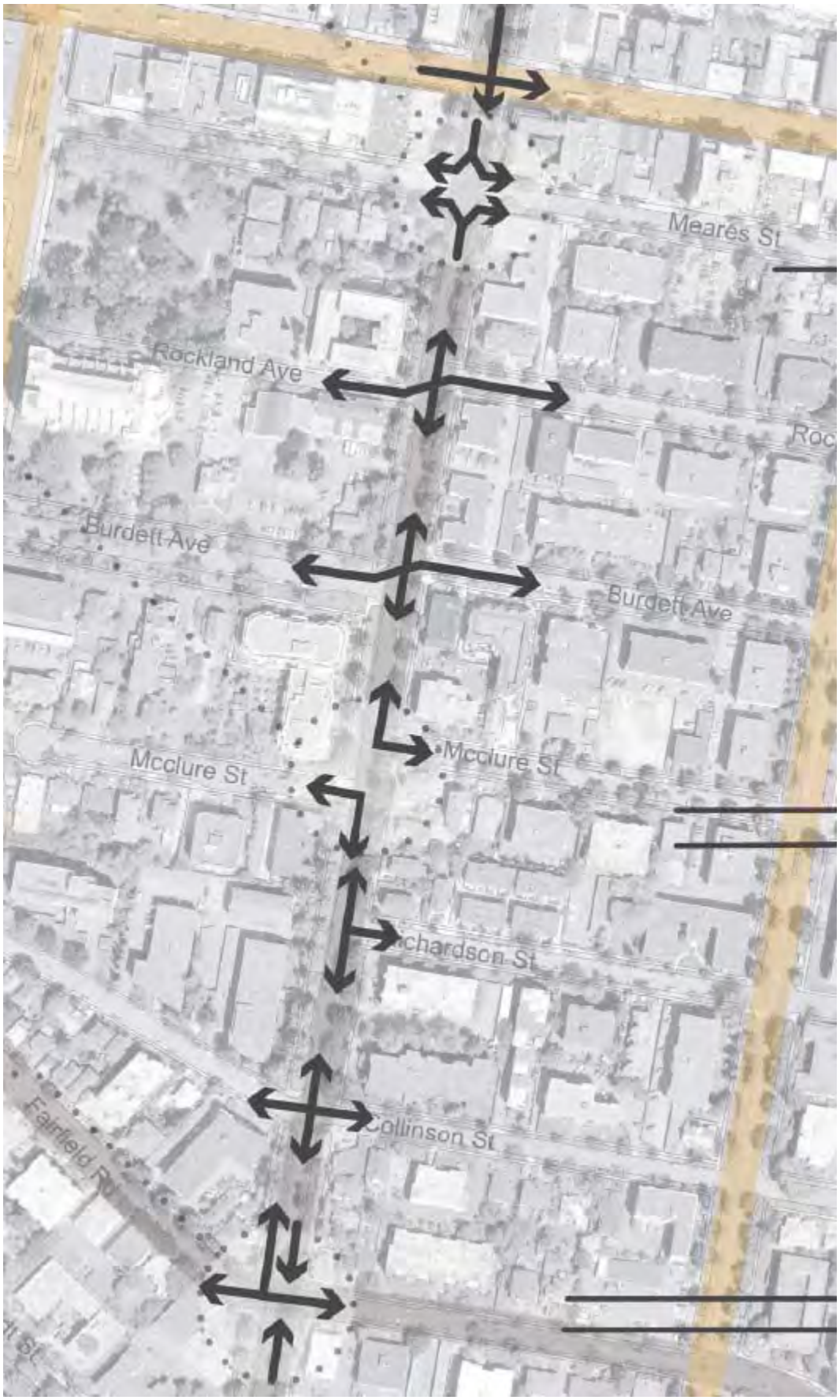
I certainly would not want to slow down your design process but I would appreciate being kept in the loop regarding new developments and designs near the school.

Thank you and have a great week.

Stuart Hall
Head of School
Christ Church Cathedral School
912 Vancouver Street
Victoria, British Columbia
Canada, V8V 3V7
Tel: (250) 383-5125
Fax: (250) 383-5128
www.cathedralschool.ca

On Mon, May 13, 2019 at 9:09 AM Engagement <engage@victoria.ca> wrote:

> Dear Mr. Hall,
>
> Thank you for your letter voicing your support and design concerns for the Vancouver Street project.
>
> Staff are reviewing all insights, comments and suggestions that came through the recent engagement activities and are consolidating feedback on the proposed designs that will be shared with Council this quarter.
>
> The City is aware of the importance of pick up and drop off areas at Christ Church Cathedral School (912 Vancouver Street) and have developed a proposed design to reflect suitable circulation opportunities for parents and visitors to the school.
>
> A traffic calming feature at Burdett was considered although this would have had a greater impact on circulation to and from the school and is the reason why the diversion is proposed at McClure. This allows the City to provide a new pedestrian crossing at Burdett to service the school. An additional benefit of the traffic calming features is that more on-street parking will be available on the west side of Vancouver Street (currently not permitted through the day).
>
> As you have indicated, the left turn from Quadra to Burdett is not permitted due to the safety issues associated with the poor sightlines for north bound vehicles on Quadra Street. Staff agree that it would be highly desirable to permit the southbound left turn From Quadra to Burdett. The design team is looking at a number of design ideas including potentially a four way stop at Quadra and Burdett to improve the safety at this intersection and provide additional circulation options to this segment of Vancouver Street from Quadra Street. Parents coming from the north might find using Cook Street the most convenient as right turns are much easier from Cook Street to Rockland, Burdett or McClure Streets.
>
> Regarding traffic volumes, thank you for your estimates on the number of vehicles doing pick up and drop off. The target traffic volumes are 500 – 1000 with likely closer to 1000 vehicles per day for this segment of Vancouver Street. Design speeds are proposed at 30 km/hr to make the area safer for those walking or cycling.
>
> Thanks again for your observations and suggestions as they are spot on with many of the discussion we are having to provide convenient access to the businesses, residents and services along Vancouver Street while maintaining the traffic calming goals to make walking and cycling safer.


Mearès St
Rockland Ave
Burdett Ave
Burdett Ave
Mcclure St
Mcclure St
Collinson St

Hello Mr. Armstrong,

I am the Head of School at Christ Church Cathedral School located at 912 Vancouver St. As a school that promotes environmental awareness, has a 'Green Team' of students, participates in ABC (anything but cars!) days and bike to work week, we are in full approval of the City's move toward more sustainable and liveable neighborhoods. Having a quieter street in front of our school will be a real plus from our perspective. However, I do have some real concerns about the proposed design for Vancouver St. between Meares and McClue Streets.

We have 190 students at our school and in spite of efforts to promote greener transportation to and from school, many still choose to drop off and pick up their children by car. I would suspect there are at least 100 cars coming to the school in the morning and another 100 leaving in the afternoon. In addition, there is the Christ Church Cathedral right behind the school and many people use the school parking lot or the church parking lot off Burdett for weekend services and events. My understanding is that the planning department would like to see the traffic on Vancouver St. in the affected area reduced to 500 cars daily. I am quite certain that between the school and the Cathedral we will comprise more than half that quota.For any families who have to drive from the west shore or down from the north, instead of coming along Vancouver to the school they will be required to go up to Cook and then down either Rockland or Burdett. Both these streets are quite narrow and usually bordered on both sides by parked residents' cars. I am wondering about the impact that funneling our commuters down those two streets will have on the quiet nature of those streets.

The school is also in the early stages of a process that will determine if we need to expand our capacity. If we did expand to potentially double our current capacity, this would further exacerbate traffic congestion on Rockland and Burdett west of Cook St.

The corner of Quadra and Burdett is already a dangerous intersection for both drivers and pedestrians. Drivers headed south on Quadra continue to make illegal left turns onto Burdett, endangering both other drivers and pedestrians. Drivers coming off Burdett attempting to cross Quadra or turn left onto Quadra also have the difficulty of not seeing what is coming up the Quadra hill from the south. The fact there’s a playground at that corner makes this all the more serious as children are in the area. My concern here is these dangers will only be compounded as more drivers will be looking for shortcuts to get to the School and Cathedral rather than drive the extra (albeit short) distance to Cook St. or they will choose to exit the school/cathedral then go west along Burdett to Quadra, adding traffic to that intersection, rather than north along Vancouver. Might a 4-way stop at the corner of Quadra and Burdett help eliminate some of these concerns?

Thank you for taking the time to consider my comments. If you could let me know you’ve received this, I would appreciate that.

Sincerely,

Stuart Hall
Head of School
Christ Church Cathedral School
912 Vancouver Street
Victoria, British Columbia
Canada, V8V 3V7
Tel: (250) 383-5125
Fax: (250) 383-5128
www.cathedralschool.ca

Rob Gordon

From: Sarah Webb
Sent: May 13, 2019 7:58 AM
To: Ryan Shotton
Subject: FW: Vancouver St. improvements

Response below for sending please,
Thanks
Sarah

Dear Mr. Hall,

Thank you for your letter voicing your support and design concerns for the Vancouver Street project.

Staff are reviewing all insights, comments and suggestions that came through the recent engagement activities and are consolidating feedback on the proposed designs that will be shared with Council this quarter.

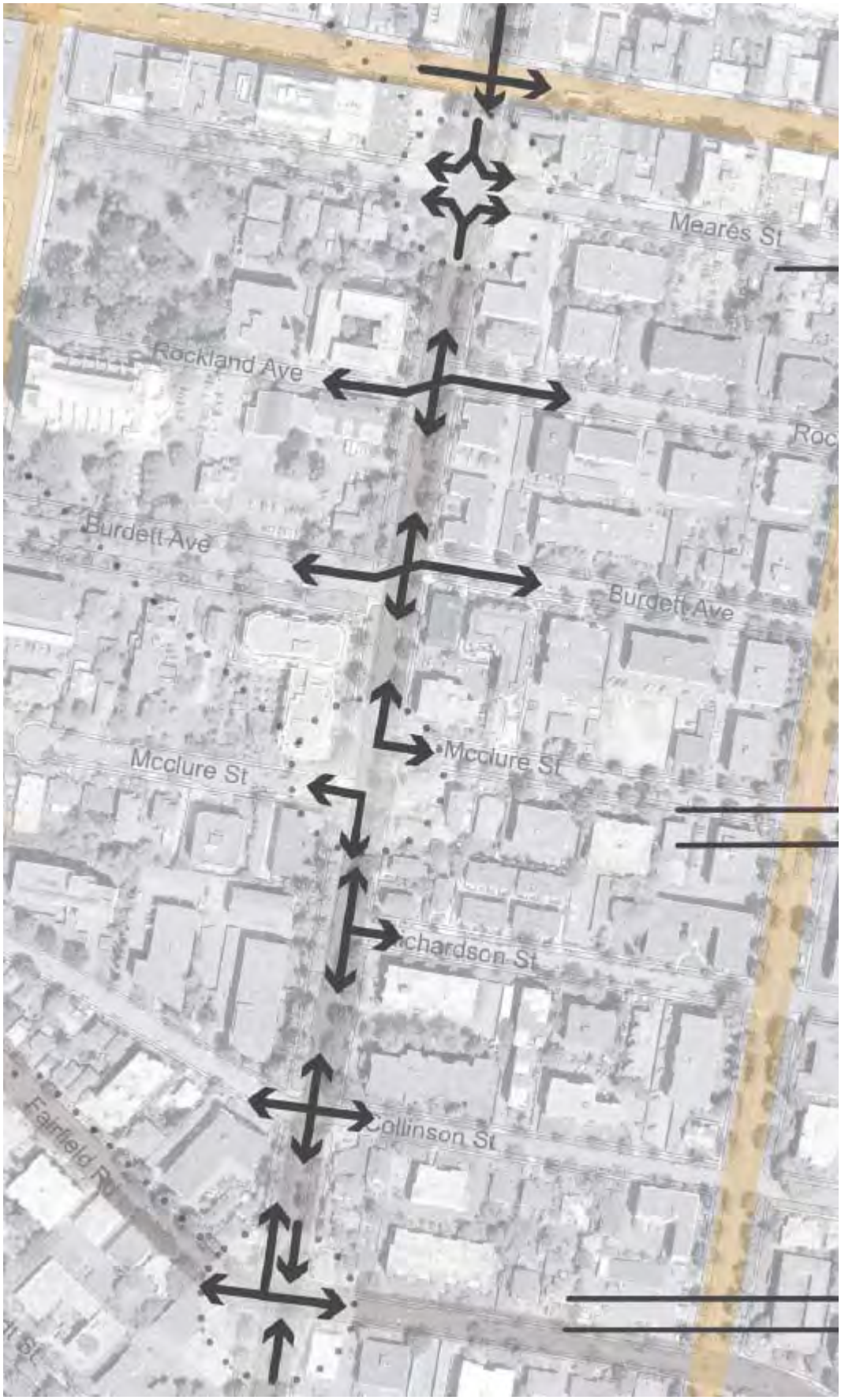
The City is aware of the importance of pick up and drop off areas at Christ Church Cathedral School (912 Vancouver Street) and have developed a proposed design to reflect suitable circulation opportunities for parents and visitors to the school.

A traffic calming feature at Burdett was considered although this would have had a greater impact on circulation to and from the school and is the reason why the diversion is proposed at McClure. This allows the City to provide a new pedestrian crossing at Burdett to service the school. An additional benefit of the traffic calming features is that more on-street parking will be available on the west side of Vancouver Street (currently not permitted through the day).

As you have indicated, the left turn from Quadra to Burdett is not permitted due to the safety issues associated with the poor sightlines for north bound vehicles on Quadra Street. Staff agree that it would be highly desirable to permit the southbound left turn From Quadra to Burdett. The design team is looking at a number of design ideas including potentially a four way stop at Quadra and Burdett to improve the safety at this intersection and provide additional circulation options to this segment of Vancouver Street from Quadra Street. Parents coming from the north might find using Cook Street the most convenient as right turns are much easier from Cook Street to Rockland, Burdett or McClure Streets.

Regarding traffic volumes, thank you for your estimates on the number of vehicles doing pick up and drop off. The target traffic volumes are 500 – 1000 with likely closer to 1000 vehicles per day for this segment of Vancouver Street. Design speeds are proposed at 30 km/hr to make the area safer for those walking or cycling.

Thanks again for your observations and suggestions as they are spot on with many of the discussion we are having to provide convenient access to the businesses, residents and services along Vancouver Street while maintaining the traffic calming goals to make walking and cycling safer.



Hello Mr. Armstrong,

I am the Head of School at Christ Church Cathedral School located at 912 Vancouver St. As a school that promotes environmental awareness, has a 'Green Team' of students, participates in ABC (anything but cars!) days and bike to work week, we are in full approval of the City's move toward more sustainable and liveable neighborhoods. Having a quieter street in front of our school will be a real plus from our perspective. However, I do have some real concerns about the proposed design for Vancouver St. between Meares and McClue Streets.

We have 190 students at our school and in spite of efforts to promote greener transportation to and from school, many still choose to drop off and pick up their children by car. I would suspect there are at least 100 cars coming to the school in the morning and another 100 leaving in the afternoon. In addition, there is the Christ Church Cathedral right behind the school and many people use the school parking lot or the church parking lot off Burdett for weekend services and events. My understanding is that the planning department would like to see the traffic on Vancouver St. in the affected area reduced to 500 cars daily. I am quite certain that between the school and the Cathedral we will comprise more than half that quota.For any families who have to drive from the west shore or down from the north, instead of coming along Vancouver to the school they will be required to go up to Cook and then down either Rockland or Burdett. Both these streets are quite narrow and usually bordered on both sides by parked residents' cars. I am wondering about the impact that funneling our commuters down those two streets will have on the quiet nature of those streets.

The school is also in the early stages of a process that will determine if we need to expand our capacity. If we did expand to potentially double our current capacity, this would further exacerbate traffic congestion on Rockland and Burdett west of Cook St.

The corner of Quadra and Burdett is already a dangerous intersection for both drivers and pedestrians. Drivers headed south on Quadra continue to make illegal left turns onto Burdett, endangering both other drivers and pedestrians. Drivers coming off Burdett attempting to cross Quadra or turn left onto Quadra also have the difficulty of not seeing what is coming up the Quadra hill from the south. The fact there’s a playground at that corner makes this all the more serious as children are in the area. My concern here is these dangers will only be compounded as more drivers will be looking for shortcuts to get to the School and Cathedral rather than drive the extra (albeit short) distance to Cook St. or they will choose to exit the school/cathedral then go west along Burdett to Quadra, adding traffic to that intersection, rather than north along Vancouver. Might a 4-way stop at the corner of Quadra and Burdett help eliminate some of these concerns?

Thank you for taking the time to consider my comments. If you could let me know you’ve received this, I would appreciate that.

Sincerely,

Stuart Hall
Head of School
Christ Church Cathedral School
912 Vancouver Street

Victoria, British Columbia
Canada, V8V 3V7
Tel: (250) 383-5125
Fax: (250) 383-5128
www.cathedralschool.ca

Rob Gordon

From: Engagement
Sent: May 8, 2019 10:42 PM
To: Ryan Shotton
Subject: FW: Bike route proposal

From: Personal info
Sent: May 8, 2019 3:49 PM
To: Engagement <engage@victoria.ca>
Subject: Bike route proposal

To whom it may concern,

I was able to attend the recent consultation and information session regarding the proposed bike route to Tolmie.

We are a cycling family whose children attend Quadra elementary. We need to voice our complete opposal to the proposed route which would run through Quadra school grounds.

This opposal is due to the following concerns:
-reduced play area
-segmentation of the school grounds
-would promote greater community access to our school grounds during all hours increasing traffic and risk
-most importantly would put our children at risk through possible collisions with bicycles, and increased vulnerability due to greater increase in community usage

We would support any alternative route that does not cross school grounds, however our preferred route is the Graham/jackson/Tolmie route.

Thank you,
Personal info and family

Rob Gordon

From: Engagement
Sent: May 8, 2019 9:53 AM
To: Ryan Shotton
Subject: FW: Quadra Hillside Proposed Bike

From: Personal info
Sent: May 8, 2019 9:44 AM
To: Engagement <engage@victoria.ca>
Subject: Quadra Hillside Proposed Bike

Good day,

I am writing to voice my opinion **against using Fifth street** as a connector for the greenway bike path (the path connecting Graham street through to Saanich). I have many concerns about this choice, but of most importance is the safety of the student population at Ecole Quadra school. I would like to know what kind of plan has been set forth by your committee, the city council, or whoever is on the decision making board on this subject, for when a student gets seriously injured(or worse) or a cyclists is hit by a car during the impossibly busy drop off and pickup times. I am curious if this will be the only thing that truly diverts this decision and I am scared and frustrated that it will have to come to that.

I understand that the topography on Jackson street is less favorable to cyclists, but I believe that this is not an argument as the rest of the bike paths throughout the city encounter large hills and difficult terrain. Also there is no thoroughfare at fifth street, it comes to a dead stop at Finlayson, where Jackson street would allow for a continuous pathway. It would be even better if a crosswalk were put at that intersection, but I am certain these issues have been thought out.

My second concern revolves around the use of the words All Ages and Abilities. I believe that using this title and those words is purposefully misleading, and that you are taking advantage of the current climate surrounding inclusivity. These ideas are important to people who have worked very hard to make inclusion into our community a vital part of any new addition. By using this type of language in your proposal you are muddying the waters and misdirecting people who have the communities best interest at heart, and I believe that it is fully intentional on your part. While I am certain that there is an attempt to make pathways accessible to all different types of abilities this thoroughfare will be a **commuter pathway** during the busiest times at the school. I can see that outside of these times that pathway **might** be used by the families and cyclists as an AAA type of pathway, but before and after school/work it is a commuter pathway, which will unnecessarily add more congestion to the road and increase the likelihood that someone will be seriously injured.

These decisions are difficult to make, but increasing the traffic through an active school ground already encroached upon by portables, having lost much valuable play space around the school, is **absolutely not the right decision.** It is astounding to me that it is even being considered, someone's child is going to be hurt, and that will be on your hands. I hope that the people considering these choices have children and can for one minute consider how you would feel if your child was senselessly injured due to poor city planning. These children are aged 4 – 11 and should not have to be worried about being run over during their playtime at their school.

I am happy that representatives have been present a various times and places in order to hear the many concerns of families of this neighbourhood and school. I am hopeful that you have heard the serious concerns of the 450 families whose children attend the school, and will take our thoughts and suggestions to heart.

Rob Gordon

From: Engagement
Sent: May 7, 2019 11:30 AM
To: Ryan Shotton
Subject: FW: Letter regarding Vancouver/Pandora Street Closure idea

---

From: Chris Kask <Kask@vcm.bc.ca>
Sent: May 6, 2019 3:32 PM
To: Engagement <engage@victoria.ca>
Subject: Letter regarding Vancouver/Pandora Street Closure idea

Please see attached,

Chris

Chris Kask | Chief Financial & Operating Officer
Victoria Conservatory of Music | *Breathing Music Into Life*
T: 250.386.5311 | E: kask@vcm.bc.ca
A: 900 Johnson Street, Victoria, BC V8V 3N4 Canada | vcm.bc.ca

Rob Gordon

From: Engagement
Sent: May 7, 2019 11:30 AM
To: Ryan Shotton
Subject: FW: Ecole Quadra PAC Official Response re: Hillside-Quadra Connector

From: Heather Stober Personal info
Sent: May 6, 2019 3:58 PM
To: Engagement <engage@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Ben Isitt (Councillor) <BIsitt@victoria.ca>; Marilyn Campbell <mlcampbell@sd61.bc.ca>; jwatters@sd61.bc.ca; dmcnally@sd61.bc.ca; nduncan@sd61.bc.ca; tferris@sd61.bc.ca; Hentze, Angie <ahentze@sd61.bc.ca>; eleonard@sd61.bc.ca; rpainter@sd61.bc.ca; Paynter, Rob <rpaynter@sd61.bc.ca>; awhiteaker@sd61.bc.ca; Quadra PAC <quadra.pac@vcpac.ca>
Subject: Ecole Quadra PAC Official Response re: Hillside-Quadra Connector

Good afternoon,

Please accept the attached letter as the official École Quadra PAC response to the proposed Hillside-Quadra bike route through our school grounds.

We appreciate the opportunity to provide our input. City staff have been available, friendly, and informative.

Please confirm that you have received this letter.

Thank you,

Heather Stober (on behalf of École Quadra PAC)

Rob Gordon

From: Engagement
Sent: May 3, 2019 3:08 PM
To: Ryan Shotton
Subject: FW: 2019 Cycling Network Projects – Hillside / Quadra connection – Feedback submission

From: Personal info
Sent: May 3, 2019 12:37 PM
To: Engagement <engage@victoria.ca>
Subject: 2019 Cycling Network Projects – Hillside / Quadra connection – Feedback submission

Please accept these comments in relation to the above –related matter.

- The issue of selecting the appropriate bicycle route for the Hillside / Quadra connection is a matter of significant personal interest to me. I am a resident on Wicklow Street, Personal info , and I use the Jackson Street bicycle corridor 5 days a week, pretty much 12 months a year, to bicycle to work in downtown Victoria. Also, my Personal info old children attend Quadra Elementary School, so their safety is obviously a concern as well.,

- I'll say at the outset that my biggest bicycle safety concern on this route is not crossing Finlayson or Hillside (with the new lights), but rather Bay, when heading southbound. After using the Graham St. cross walk at Bay, one must either walk their bike up the sidewalk to the where Vancouver St. continues, or bike the wrong way on the east bound bike lane to get to vancouver. The former method is too slow, the latter is illegal, so instead I often turn right on the King St. dog's leg off southbound Graham and come up Vancouver to Bay, which means I have to turn left across Bay in rush hour traffic. That means a long wait for a suitable gap and/or turning when only the inside eastbound lane is free, which freaks out motor vehicle drivers in the outside lane and often causes them to slam on their brakes. So whether the City of Victoria ends up putting the route down Fifth or Graham, the Bay Street crossing needs attention.

- The Jackson Street Hill is a slog. After 2 years of up and down it every day, I have actually come to enjoy it – it's my daily "cardio sprint", and so I would prefer keeping this route, personally. However, I can see that it could be a major disincentive to bikers who take the route only occasionally, or are not in good shape, or who have miles to go up to Gordon Head, etc., so I think common sense weighs in favour of Jackson, subject to my next concern. (Going up and down Jackson every day is also hard on derailleurs , chains and brake pads over time).

- As a parent of small children at Quadra, I am very concerned about bikes whizzing through the middle of the school playground. I simply cannot imagine how busy commuters will be able to bike through the middle of a school yard at acceptable bicycle commuting speeds without putting children (and themselves) at risk. Then there is the added consideration that Fifth is chock-a block congested with cars dropping off kids before and after school. You are going to need some very clever engineering here to design a safe and efficient bike lane through this

area. I'm not sure it's possible without 8 foot high chain link fences on either side of the bicycle corridor or some other such extreme measues.

- I am strongly opposed to the Topaz Park / Yew St. route. As I live on Wicklow, this will be too far out of my way, and I'll end up going up Jackson or some other way or (shudder) having to bike along Quadra every day.

- (This next one doesn't concern me, as I live on Wicklow, but I also realize this is not a City of Victoria issue *per se,* but rather a Saanich / CRD issue) From a broader perspective, I worry that the route kind of "peters out" so to speak when it hits Cook and Quadra. I'm not sure how cyclists who want to get further north can do so without encountering a lot of hills and zigzags, and I get the impression that they just blast up Blanshard instead. I know that that's "Saanich's problem", but what's the point of building a beautiful "Active Transportation Network" if it disintegrates into nothing at the Saanich Border? There needs to be some serious thought on the Saanich side of Tolmie on what they are doing to create viable bicycle commuting routes that link into yours, as that will greatly increase the latter's utility for commuters who live beyond Victoria's city limit. Perhaps this is a matter to press Saanich with at the CRD level or informally?

Thank you for considering my submission.

Personal info

Call
Send SMS
Call from mobile
Add to Skype
You'll need Skype CreditFree via Skype

Rob Gordon

From: Alannah Rodgers
Sent: May 3, 2019 1:56 PM
To: Ryan Shotton
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

Do you mind providing Monica with one or two lines we've been using typically to respond to emails from the public re: 2019 bmp? Many thanks!

From: Monica Dhawan <mdhawan@victoria.ca>
Sent: May 3, 2019 1:54 PM
To: Alannah Rodgers <arodgers@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

I'm good with being the one to respond and saying it's been shared with Council and included in public feedback (if that's true – please confirm)

If you think a more detailed response is needed, please draft one and I can send it.

Thanks,
Monica

From: Alannah Rodgers
Sent: Friday, May 03, 2019 1:49 PM
To: Monica Dhawan <mdhawan@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

Hi Monica – I've shared with Sarah and Ryan in Engagement. Wasn't sure if it was best to have a response from Mayor & Council. Otherwise I am happy to draft a response.

From: Monica Dhawan <mdhawan@victoria.ca>
Sent: May 3, 2019 1:48 PM
To: Alannah Rodgers <arodgers@victoria.ca>
Subject: FW: Proposed Vancouver Street Bikeway (Cycling Network)

Hi Alannah,

Will you be coordinating a response to this? Just wondering if I need to share with anyone else, engagement or Sarah Webb?

Thanks!
Monica

From: Personal info
Sent: Thursday, May 02, 2019 1:04 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: info@victoriadra.ca; Alannah Rodgers <arodgers@victoria.ca>
Subject: Proposed Vancouver Street Bikeway (Cycling Network)

Mayor Lisa Helps and Councillors:

Last evening about 20 local residents participated in a walking tour of the proposed Vancouver Street Bikeway. The tour was organized by the Downtown Residents Association (DRA) and led by staff from the City of Victoria's Engineering Department. Seven residents from our building (Pacific Monarch, 1015 Pandora Street) joined the tour.

We support the proposal to provide a bikeway along Vancouver Street and the City's objective to reduce potential conflicts between cars, bikes and pedestrians. However, I am are writing to you on behalf of my husband and other residents who share our concerns about the proposal to close a section of Vancouver Street just south of Pandora and create a public plaza.

This area of Pandora Street, especially between Quadra and Cook, already experiences problems with people living on the street with drug and alcohol related issues and their tendency to gather in public spaces. A plaza would only add to the existing issues with noise, garbage and safety concerns. Our building of thirty apartments is seeing the departure of long term residents who are moving as a result of the street-related noise and public safety.

The proposed plaza would also require that northbound traffic on Vancouver Street be redirected to the secondary road along the Pandora parkway for access to Cook or Pandora. We fear an increase in traffic on the access road would cause further safety concerns as the road is narrow and includes well-used parking along both sides. Reducing street parking along this road is not the answer. An alternative solution should be considered.

We appreciate that DRA organized yesterday's tour, but we note that this event was the first time that we were made aware or consulted about the project. City staff commented that consultation has been underway since the summer of 2018 but we and most people on the tour noted that they had never been notified and were not aware of the proposal. We would certainly have participated earlier in the process if we had learned about it sooner.

We understand that this project will be before Council in the near future and hope that our concerns are considered and addressed. Please keep us informed as the project proceeds.

Yours truly,

Personal info

Rob Gordon

From: Engagement
Sent: May 2, 2019 3:54 PM
To: Personal info
Subject: RE: Vancouver Street

Dear Personal info

Thank you for getting in touch with the City of Victoria and providing your comments regarding the proposed changes to Vancouver Street.

We appreciate you taking the time to express your concerns about potential congestion on Cook Street and a desire to maintain the existing vehicle circulation patterns.

The design concepts were informed by the feedback the City heard from the community in the summer and fall of 2018. For background, the traffic calming approach has been proposed in Fairfield and North Park neighbourhoods as an alternative to constructing protected bike lanes for the full extent of the project. Introducing protected bike lanes would enable the vehicle circulation patterns to stay the same, however, a significant amount of on-street parking would be impacted in these neighbourhoods. If the bike lanes were to be installed on the boulevards, there would be fewer impacts to parking, but new impacts to the boulevard trees (either reduced lifespan or in many cases, required removal of trees). The traffic calming approach allows us to keep motor vehicle access to Vancouver Street but reduce the amount of cut-through or non-local traffic.

The City of Victoria recognizes the importance of an inclusive, accessible transportation network. This means space for cars, trucks, buses and commercial vehicles. Staff understand that many people are not able to or do not want to bicycle. Part of the focus of these infrastructure investments are to improve safety so those who can and want to ride more often, can do so, freeing up space for others to drive.

Your email has been received and will be shared with Mayor and Council later this spring as a part of all of the input we have received on the project.

Should you have any further questions, please do not hesitate to call Sarah Webb at 250-361-0482.

From: Personal info
Sent: May 2, 2019 9:26 AM
To: Engineering Email inquiry <eng@victoria.ca>
Subject: Vancouver Street

I have looked at the proposed Vancouver Street traffic calming and intersection improvements through North Park and Fairfield and protected bike lanes from Balmoral to Meares. I have to admit that some of these details seem a little vague. However, I understand the concept is to reduce vehicle traffic and improve bicycle traffic. As a person with a disability, we are not all so fortunate as to be able to toss away our cars and hop on bikes or walk long distances to where we need to go. I fear that the desires of cyclists are trumping the needs of the elderly and disabled. The traffic flow suggestions on Vancouver Street are going to force a major amount of vehicle traffic onto Cook which, when viewed yesterday at about 1:00 pm, was already three blocks long heading north. As you are well aware, Cook Street is a major road that individuals use to access Dallas Road. I can't imagine what the traffic congestion will look like when Vancouver Street has been "adjusted". Will the merchants on Cook Street actually be happy when people stop coming to the Village to shop because traffic is just too ridiculous?

I hope you can reconsider the Vancouver Street traffic calming measures. I think the inclusion of a bike lane on Vancouver would work well, but we still need to use that street as a way to reduce vehicle traffic on Cook.

Thank you for your attention.

Personal info

Rob Gordon

From: Engagement
Sent: May 2, 2019 2:06 PM
To: Ryan Shotton
Subject: FW: Vancouver and Pandora neighbourhood.

From: Monica Dhawan
Sent: May 2, 2019 1:28 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: FW: Vancouver and Pandora neighbourhood.

FYI and sorry for not getting this in sooner. Should I let them know their feedback has been included?

Thanks,
Monica

From: Personal info
Sent: Friday, April 26, 2019 2:22 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: Personal info
Subject: Vancouver and Pandora neighbourhood.

We attended the Open House regarding the latest plans for Vancouver St. where we saw the proposed provision of 2 or 3 'street plazas', one of which would be constructed at the Pandora/Vancouver intersection.

A potential usage suggested for the Pandora Ave. plaza was the creation of a skateboard zone, with areas to congregate on grass and benches. This is apparently an attempt to develop more of a "community spirit"??.

We are already forced to endure the 'community spirit' that currently exists on the median of the 900 Block of Pandora,- spirit that often spills over onto the median of the 1000 Block. The new normal on the 900 Block median has again escalated to include permanent camping and tenting, in addition to the other undesirable/dangerous behaviours.

We don't need/want MORE areas for people to hang out in our already challenged neighbourhood! Remember the garden boxes located in front of Our Place? They were soon broken and barren because people chose to use them as places to sit, urinate, throw garbage and store/hide things.

Not only has our neighbourhood been saddled with these unsightly and unsettling activities, but in addition we are exposed to the constant and often ear piercing noise of all the 7AM to 5PM (or later) construction which, we've been told can be expected for the next 6 years at least.

Our concern, as residents at 1015 Pandora, is the potential for increased noise and problems associated with members from the homeless and drug addicted community who will undoubtedly view this installation as an opportunity to spread their own version of community spirit.

Regards
Personal info
-1015 Pandora Ave

Rob Gordon

From: Engagement
Sent: May 2, 2019 2:06 PM
To: Ryan Shotton
Subject: FW: Vancouver Street

From: Monica Dhawan
Sent: May 2, 2019 1:26 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: FW: Vancouver Street

FYI

-----Original Message-----
From: Personal info
Sent: Friday, April 26, 2019 12:08 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Vancouver Street

Dear Mayor and Council,
I hope you will reconsider you proposed actions to make Vancouver Street car-unfriendly. Painted bike lanes will suffice.
Cheers,
Personal info
Victoria

https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fdigital.timescolonist.com%2Fepaper%2Fiphone%2Fhomepage.aspx%23_article696a9737-03b0-457c-9bb7-2f90249d47e8%2Fwaarticle696a9737-03b0-457c-9bb7-2f90249d47e8%2F696a9737-03b0-457c-9bb7-2f90249d47e8%2F%2Ftrue&data=02%7C01%7Cmayorandcouncil%40victoria.ca%7Cd2cb5948deb1493a44c408d6ca7a889f%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C636919024956926356&sdata=IA%2FxcSGnmHJf%2FPFmD8yxuxMY634dwT%2FS8TV0PG%2Bs5hc%3D&reserved=0

Sent from my iPad

Rob Gordon

From: Timothy Hewett
Sent: May 2, 2019 1:51 PM
To: Ryan Shotton
Cc: Sarah Webb; Richard Adam; Christine Brinton
Subject: RE: Vancouver Street

Hey Ryan, can you add to the mix of related letters. We will likely need to draft some themed responses as we are likely to see more.

Thanks and let us know how we can help.

From: Richard Adam <RAdam@victoria.ca>
Sent: May 2, 2019 1:24 PM
To: Christine Brinton <cbrinton@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: RE: Vancouver Street

This one's Sarah's group.

From: Christine Brinton <cbrinton@victoria.ca>
Sent: May 2, 2019 12:20 PM
To: Richard Adam <RAdam@victoria.ca>
Subject: FW: Vancouver Street

Hi Rich,
Would this be something you would respond to? Or Sarah?

From: Personal info
Sent: May 2, 2019 9:26 AM
To: Engineering Email inquiry <eng@victoria.ca>
Subject: Vancouver Street

I have looked at the proposed Vancouver Street traffic calming and intersection improvements through North Park and Fairfield and protected bike lanes from Balmoral to Meares. I have to admit that some of these details seem a little vague. However, I understand the concept is to reduce vehicle traffic and improve bicycle traffic. As a person with a disability, we are not all so fortunate as to be able to toss away our cars and hop on bikes or walk long distances to where we need to go. I fear that the desires of cyclists are trumping the needs of the elderly and disabled. The traffic flow suggestions on Vancouver Street are going to force a major amount of vehicle traffic onto Cook which, when viewed yesterday at about 1:00 pm, was already three blocks long heading north. As you are well aware, Cook Street is a major road that individuals use to access Dallas Road. I can't imagine what the traffic congestion will look like when Vancouver Street has been "adjusted". Will the merchants on Cook Street actually be happy when people stop coming to the Village to shop because traffic is just too ridiculous?

I hope you can reconsider the Vancouver Street traffic calming measures. I think the inclusion of a bike lane on Vancouver would work well, but we still need to use that street as a way to reduce vehicle traffic on Cook.

Thank you for your attention.

Personal info

Rob Gordon

From: Engagement
Sent: May 2, 2019 1:18 PM
To: Ryan Shotton
Subject: FW:

You're saving these, right?

From: Sarah Webb
Sent: May 2, 2019 9:06 AM
To: Engagement <engage@victoria.ca>
Subject: FW:

For records
Sarah

From: Personal info
Sent: May 2, 2019 9:05 AM
To: Lisa Helps (Mayor) <LHelps@victoria.ca>; Ben Isitt (Councillor) <BIsitt@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>
Subject:

Hello Mayor Helps and Councillor Isitt,

I appreciate Council's efforts to encourage active transportation in Victoria by building biking networks. My family does our best to do our daily commute to work and daycare by bike.

I am writing to express my strong opposition to the Fifth Street Alignment proposed as part of the Hillside-Quadra Project. I do not want bike lanes passing through Quadra School, where my kids will attend. That the bike lane would bisect the grounds creates an unacceptable level of risk to children and cyclists. As a parent, I fear an accident and, as a biker, I would not be comfortable biking through a school playground. In addition, Quadra School already has comparatively less green space than other downtown schools and a bike lane will further limit that space. Crossing Finlayson at Fifth is also less ideal, given its proximity to Quadra, than the alternatives.

My concerns are consistent with those already identified to the City by the Quadra School PAC and Community Association.

I favor the Jackson Alignment or Topaz Park & Yew Alignment. I bike Jackson (with my kids) and see lots of others do it too. If some bikers find the incline too difficult, it's not asking them too much to dismount and walk their bikes for less than a minute.

Thank you for your consideration,

Personal info

Rob Gordon

From: Alannah Rodgers
Sent: May 2, 2019 1:15 PM
To: Ryan Shotton; Timothy Hewett; Sarah Webb
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

FYI – Ryan if you could save this in our records and let me know if you'd like to proceed in a response.

Thanks,
Alannah

From: Personal info
Sent: May 2, 2019 1:04 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: info@victoriadra.ca; Alannah Rodgers <arodgers@victoria.ca>
Subject: Proposed Vancouver Street Bikeway (Cycling Network)

Mayor Lisa Helps and Councillors:

Last evening about 20 local residents participated in a walking tour of the proposed Vancouver Street Bikeway. The tour was organized by the Downtown Residents Association (DRA) and led by staff from the City of Victoria's Engineering Department. Seven residents from our building (Pacific Monarch, 1015 Pandora Street) joined the tour.

We support the proposal to provide a bikeway along Vancouver Street and the City's objective to reduce potential conflicts between cars, bikes and pedestrians. However, I am are writing to you on behalf of my husband and other residents who share our concerns about the proposal to close a section of Vancouver Street just south of Pandora and create a public plaza.

This area of Pandora Street, especially between Quadra and Cook, already experiences problems with people living on the street with drug and alcohol related issues and their tendency to gather in public spaces. A plaza would only add to the existing issues with noise, garbage and safety concerns. Our building of thirty apartments is seeing the departure of long term residents who are moving as a result of the street-related noise and public safety.

The proposed plaza would also require that northbound traffic on Vancouver Street be redirected to the secondary road along the Pandora parkway for access to Cook or Pandora. We fear an increase in traffic on the access road would cause further safety concerns as the road is narrow and includes well-used parking along both sides. Reducing street parking along this road is not the answer. An alternative solution should be considered.

We appreciate that DRA organized yesterday's tour, but we note that this event was the first time that we were made aware or consulted about the project. City staff commented that consultation has been underway since the summer of 2018 but we and most people on the tour noted that they had never been notified and were not aware of the proposal. We would certainly have participated earlier in the process if we had learned about it sooner.

We understand that this project will be before Council in the near future and hope that our concerns are considered and addressed. Please keep us informed as the project proceeds.

Yours truly,

Personal info

Rob Gordon

From: Timothy Hewett
Sent: May 1, 2019 3:13 PM
To: Christine Brinton; Vicki Costello
Cc: Alannah Rodgers; Ryan Shotton; Sarah Webb
Subject: Help typing up notes.

Hey Christine and Vicki – thanks again for helping out with typing up the comments received during the 2019 bike projects engagement activities.

I have made up some spreadsheets to enter the comments into (see attached). They are primarily set up for the comments boards specific engagement questions. We also have comments on other boards related to vehicle circulation and design concepts which Alannah and I can address.

For the purposes of now we would be looking for help on the comment boards which are at our desks when you want to grab them to get started. I estimate this will take an hour or two to complete.

Pop by anytime so we can discuss further and thanks again for your support.

Tim.

Timothy John Hewett
Interdisciplinary Planner, MSc, RPP, MCIP

Engineering and Public Works, Transportation
City of Victoria

1 Centennial Square, Victoria BC V8W 1P6
T 250.361.0306 **C** 250.884.8562

Rob Gordon

From: Sarah Webb
Sent: April 30, 2019 4:30 PM
To: Ryan Shotton
Subject: RE: Comments, Patrick Lanman, 1020 View St

Here is the response you can send:

"Dear Personal info

Thank you for getting in touch with the City of Victoria and sharing the digital comments from Sean Patrick Lanman of the Strata Council located Personal info 1020 View Street.

This correspondence will be added to the public record as input received for the Vancouver Street project. No date has been confirmed for the report to council, however, it will likely be this quarter. We can add you to our email distribution list for information alerts related to this project so that you can keep posted on progress. Should Personal info to explore cycling ridership rates, the City's mobility targets, infrastructure funding approaches and insights gathered on the design so far, he can visit www.victoria.ca/cycling to learn more. If you have any further questions, please do not hesitate to contact Sarah Webb at 250-361-0482 in the Engineering & Public Works Department."

From: Ryan Shotton <rshotton@victoria.ca>
Sent: April 30, 2019 9:23 AM
To: Sarah Webb <swebb@victoria.ca>
Subject: FW: Comments, Patrick Lanman, 1020 View St

Not sure if you have the hard copy or not….

From: Engagement <engage@victoria.ca>
Sent: April 29, 2019 3:13 PM
To: Ryan Shotton <rshotton@victoria.ca>
Cc: Bill Eisenhauer <beisenhauer@victoria.ca>
Subject: FW: Comments, Patrick Lanman, 1020 View St

Bill, I've copied you on this one as it is addressed to you but it's for Ryan to handle.

From: Personal info
Sent: April 29, 2019 12:37 PM
To: Engagement <engage@victoria.ca>
Subject: Comments, Patrick Lanman, 1020 View St

Hi Bill,

I attended the "engagement event" on April 23 as our two condo towers abut the full block of Vancouver Street between Yates and View..

Our strata council chair could not attend, but asked if I would take his comments along, based on what he had read in the Times Colonist. I did provide a hard copy to one of the City staff present but he advised me to submit via this "engage"

email address, so please check that Patrick's comments have been recorded. If you need to validate the comments I've provided Patrick's address.

Would you also please tell me when this matter will next be on the City agenda? I heard someone referring to a May 1 or 2 meeting but cannot find it on the City website.

Thanks,
Personal info
1020 View Street

****

(the following is from Sean Patrick Lanman, Strata Council Chair and Owner Personal info ***1020 View Street)***

I'll keep to point form my concerns in this matter. I could go on for hours on this subject, as I know most of us could. So here goes:

1. **Ensure that NO trees are removed along the Vancouver Street corridor during and after the construction of the bike lanes.** Vancouver Street is iconic with it's treed boulevards, it would be a grave insult to the city to remove them. The trees are an effective carbon sink and sound 'calming' element. Isn't that part of what the whole bike lane issue is about?

2. **No park benches along the route.** Victorians walk along Vancouver St. to their destination. Sitting on a bench on Vancouver St. is not a destination. The benches will invite the homeless to camp out and relax. Witness the benches out front of the CRA offices on Vancouver between Johnson and Pandora and the benches on Rockland between Vancouver and Quadra.

3. **No reduction in parking on Vancouver St.** Parking is already strained to the limit and will be even more of a critical demand once the condominium developments adjacent to the Vancouver St. bike route, and the additional business and retail components are complete. The city is fostering a policy of a less than 100 percent parking requirement in multi-unit developments. We know, being representative of a 202 unit development that even with 100 percent parking, we still are challenged for parking for our residents.

4. **Blocking off Vancouver at Pandora to encourage diversion of traffic**. This is counter-productive. First, look at Pandora. Who would benefit the most from a park like extension into the street? Not the taxpayers. Right now the area is over-run by homeless and is not a destination area for citizens to go and relax. Access to the forthcoming Save on Foods on Pandora will be severely limited for those travelling north on Vancouver Street, i.e. the majority of new and existing condominium home owners. As an aside, should the access through Pandora be cut off, residents in Regents Park on View and Vancouver will have to access a north route by turning left at View and Cook, which is virtually impossible at the best of times. There is no light nor crossing stripes to control the flow of traffic north and south on Cook at this intersection.

5. **Blocking off traffic at McLure to encourage diversion of traffic** will effectively turn that quiet street into a traffic artery east/west to divert traffic to Cook or Quadra.

The city is hell-bent on implementing an AAA biking policy: All Ages and Abliities, with the goal being 25% + use of bikes by 2038 and beyond. First off, since when are we to predict the future of transportation 20 years down the road, and by doing so, so exacerbate the current transportation crisis? The plans for this Vancouver Street biking corridor will put greater traffic pressure on Quadra and Cook streets, for a start, and will measurably slow traffic through those corridors. Secondly, this slowing of traffic will be greatest at peak hours, morning and late afternoon as it currently is on Vancouver Street. So we are about to go to the expense of changing up working traffic patterns to accommodate an increased traffic flow for approximately 2 hours in 24? Currently, vehicles and bike traffic are able to get through the areas with little to no disruption in flow.

This whole bike lane model is based on an idea that citizens are going to abandon their cars and take to bikes to go to and from work.
Uh-huh. How far will those workers have to travel by bike, from the suburbs, to their jobs in downtown Victoria? Where is the further commitment to offset vehicular traffic with additional bus service?

Has anyone in planning for this bothered to observe the bike traffic along the bike corridor on Fort Street? I cross Fort Street at least twice a day and to see more than two bikes on the corridor from Cook to Quadra is an exception. It seems

to be no problem for bike access along Johnson and along Yates, so why was Fort so disrupted by this? Has anyone from the city tried to park or pullout on Fort Street during busy traffic flows? Has anyone in the city seen what difficulty there is for bus traffic stop and go? And what about emergency traffic throughput along this corridor? Access to businesses on the north side of Fort for suppliers? It goes on. And this will have to be addressed should a similar corridor situation be considered for Vancouver Street.

Cook Street, Vancouver Street and Quadra Street don't seem to be witnessing a lot of bike traffic. Those bikes that are using the streets and moving along quite well.

It is said that during September to December 2018, existing condition assessments were undertaken with 'key stakeholders'. We are, as mentioned previous, a 202 unit (202 taxpayers @ roughly $1200 city taxes per suite per = $242,000 per annum) two tower condominium
development bordering View Street, Yates Street and for one block along the east side of Vancouver. It think that qualifies us as 'key
stakeholders' in this regard. It would be interesting to know who the resident or personal stakeholders were in this discussion, because we weren't invited or consulted.

I would say, that to do with bikes, get them off of the sidewalks. This is epidemic. And it is not those with impediments or ability challenges that are blasting along the sidewalks. It is capable and equipped cyclists who are doing this, along with a number of homeless on lock-broken green rental bikes (in case the city hasn't noticed). Talk about a hazard to pedestrians.

As to pedestrians, it was reported that the impetus for traffic calming is to reduce the number of vehicular / pedestrian collisions on city streets. Here's a radical, and cheaper suggestion. Re-educate the walking public to look both ways before crossing and to not so rampantly jaywalk along main streets. I cannot count the number of times I have observed people dodging in and out of moving traffic, or, more often, stepping off a sidewalk to cross a street, headphones plugged in and not even glancing left or right before proceeding. It is scary.

In Conclusion

It is all well and good to desire to have everyone joyfully riding through Victoria on bikes. But that is not the reality. People are more often than not used to having a car for their transportation needs. We are not Amsterdam or Copenhagen. We are a country with vast open spaces and people who are used to traversing those spaces in vehicles. For the past 100 years, our cities were designed around the use of the automobile. This has to be realized and dealt with. Within the span of making the bike lanes and upsetting the current order, the city is not going to change the habits of the majority of the citizenry. That is not it's mandate, nor should not be. The mandate of the city is to attend to the needs of the city through judicious use of taxpayers dollars for the taxpayers benefit, security and well-being. It is highly unlikely that those seeking to currently benefit from the changeover to bike lanes comprise a majority of citizens and their needs.

You cannot seek to increase the population of the downtown core without considering and planning for greater strain and demand for
vehicle access and parking. To not address this is folly. To seek to put barriers up to this reality is further folly. We don't know what the city or the world will be like in 20+ years and it has been proven time and again that to attempt to predict this is invariably foolish. We have enough challenges dealing with today.

Patrick

Rob Gordon

From: Timothy Hewett
Sent: April 30, 2019 8:51 AM
To: Mike Van Der Laan; Devon Cownden
Cc: Sarah Webb; Joaquin Karakas; Ryan Shotton
Subject: RE: Att: Director, Community Planning

Thanks for forwarding on this letter Mike. I had a good 15-20 minute conversation Personal info who would like to see an urban playground.

Definitely a tricky design exercise and so all ideas should be put on the table to refine as we continue the discussions with the Mayors task force for the 900 block.

I have catalogued the letter with the other engagement feedback.

Thanks for forwarding on.

Tim.

From: Mike Van Der Laan <mvanderlaan@victoria.ca>
Sent: April 29, 2019 2:22 PM
To: Devon Cownden <DCownden@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>; Timothy Hewett <THewett@victoria.ca>; Joaquin Karakas <JKarakas@victoria.ca>
Subject: RE: Att: Director, Community Planning

My bad – Andrea Hudson is acting Director…

From: Mike Van Der Laan
Sent: April 29, 2019 2:18 PM
To: Devon Cownden <DCownden@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>; Timothy Hewett (THewett@victoria.ca) <THewett@victoria.ca>; Joaquin Karakas <JKarakas@victoria.ca>
Subject: RE: Att: Director, Community Planning

Hi Devon – this letter is addressed to the Director, Community Planning Persona I info might expect a response from Alison.

I have cc'ed members of the project team to collectively determine the best way to respond to the letter.

Thanks,
Mike

Mike van der Laan
Transportation Planner, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 778.350.3158

From: Community Planning email inquiries
Sent: April 29, 2019 2:05 PM
To: Mike Van Der Laan <mvanderlaan@victoria.ca>
Subject: FW: Att: Director, Community Planning

Hi Mike,

We received this letter with regards to the Vancouver street bike lanes and the public meeting on April 23. Are you able to look into it and respond as appropriate?

Thanks,

Devon Cownden
Planning Secretary
Sustainable Planning and Community Development
1 Centennial Square
Victoria, BC V8W 1P6
Phone: 250-361-0283
Email: dcownden@victoria.ca

From: Personal info
Sent: Monday, April 29, 2019 12:20 PM
To: Community Planning email inquiries <CommunityPlanning@victoria.ca>
Subject: Att: Director, Community Planning

Dear Director, Community Planning:

If I've taken the time to write, all I ask is that you take the time to read, please, before forwarding to your public relations department.

I attended the engagement event on Tues April 23, Vancouver Street Bicycle Lanes. I am a strata council member and engaged citizen and taxpayer. Our property, 1010 and 1020 View, fronts on View St but abuts Vancouver Street for the entire block from Yates to View. I would have thought our strata council would be notified of upcoming meetings given that there are 202 owner/taxpayers and residents in our two towers adjacent the subject area but I only found out via online Times Colonist.

I was disappointed in staff at the event trying to persuade me that the space taken up by two single direction bicycle lanes and two painted or built curbing/barriers was the same as that taken up by a single two-way lane and its single barrier. They also tried to tell me that this decision was made as the only way to maintain the existing curbs. I pointed out that both statements were not true, and why. They were eventually more honest about avoiding extra expense of intersection modifications etc. and we had a much better discussion.

The proposed Pandora Plaza area is an interesting experiment. What concerns me is the planners earnest belief that building a gathering place there will attract substantial numbers of residents of nearby new condo developments.

People will not want to exercise their pets or children on any grassy areas that may hide needles or drugs or human excrement. Parents of young children will not want to picnic or play while the drug-dependent and the mentally ill flail about, yell loudly, shoot up, nod out, pee in corners, etc just across the way. The only way this makes sense is if someone has proven that bringing "normal" social behaviours into an area will discourage anti-social behaviours over time. If that's the case, please show us the 5-year follow-up studies and we'll try to be patient.

I fully support a playground just like the new installation behind the courthouse, as that is a wonderful facility and well-used by both daycares and families. But please consider building a sculpture wall, fountain wall, hedgerow or something similar to screen the youngest from the awful reality of life on Pandora and Vancouver. Someone at the engagement event actually said that observing those goings-on "would provide a teaching moment". Perhaps, but not really the purpose of a relaxing and playful family gathering place, is it?

Last night I was up from 3 to 4 am, reporting to Victoria Police and Ambulance then watching from my window. A strong young man on the corner of View and Vancouver was out of his mind, jumping as if on a pogo stick, waving, striking things, including his own face, and yelling loudly while running up towards Yates and falling over things as if he was blind. He ended up banging on and repeatedly running into the glass doors at the lobby of our building at full speed. I had the window open and could hear and see it all. The police officer tried to calm him and did a great job which took time and patience. He'd apparently done heroin but, as the police and ambulance determined, there was an additional drug causing this bizarre behaviour and he'd done too much. In addition, he'd misplaced both his backpack with all his work stuff and his friend's longboard. If this had happened during the day or early evening, when families were in the Pandora Plaza it would have terrified children.

My point is that you cannot build an amenity in the middle of all the social services and circle of friends that attract this clientele to the Johnson/Vancouver/Pandora area and then just hope that the problems resolve somehow. We will need additional police, paramedics, social specialists and bylaw officers to help change our area as the incident I've described is just one of many that are now spreading out along Vancouver Street, including more tagging than ever before.

And putting in a skateboard park would be a big mistake if you don't have a way of locking it off in the evenings. Unless you've lived in a high-rise next to a skateboard park you'll have NO idea how loud those wheels smashing repeatedly can be, and how late into the evening, as the sound reverberates up the sides of the towers. With more and more young families moving into condos they will have to get child-sized earplugs to get the little ones to sleep. We all keep windows open as we don't have air-conditioning as they do in some other large urban centres. The AC would help screen out street noise but it is not permitted in our building or in many other condos. Those of us living downtown embrace a certain level of street noise, but yelling and crashing skateboards in the middle of the night should not be acceptable behaviours in any residential area.

Thanks for listening,

Personal info

-1020 View Street

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:50 AM
To: Ryan Shotton
Subject: FW: Cycling Network Engagement Update

From: Sam Vekemans Personal info
Sent: April 23, 2019 2:38 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Network Engagement Update

Thanks,

The next idea is to have a bicycle repair station at Janion Plaza, although for a fully equipped station, a water fountain is needed.
I think that a bicycle repair station should be next to the water fountain at the silly looking TCT/The Great Fail pavilion, along with a bench.
The reason a water fountain is needed next to a repair station is to be able to wash your hands after working on the Bike.

Thanks
Sam

On Tue, Apr 23, 2019, 12:08 PM Engagement <engage@victoria.ca> wrote:

> Hi Sam,
>
> Thanks for your follow up emails. We've shared your comments with the transportation team as they plan on how to best communicate to all users how to navigate what are sure to become busy hubs filled with lots of people. Thanks again for taking the time to provide your feedback.

From: Sam Vekemans Personal info
Sent: April 19, 2019 4:09 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Network Engagement Update

hi again,

I see benches were now installed, awesome!

Here's what could work for cyclists heading to the bridge from Wharf street. The solid green filled in lane could be done all the way to through the intersection, and on the road, and over the bridge and then under the bridge and onto the right hand turn to the galloping goose. And actually having the words 'To Galloping Goose' printed directly on the Bike lane so to make it clear that cyclists don't need to take the Multi-use path side of the bridge, and can still get to the galloping goose.

Thanks,

Sam

On Wed, Apr 17, 2019, 11:53 AM Sam Vekemans Personal info wrote:

> Thanks, great to learn that there will be more trees added, and benches installed and signage on both sides of the bridge. And for the information Maps, specifically there needs to be 3 Maps. A local area map (from Yates to Harbour road on ramp) a regional map (showing from Mile 0 to the Saanich Municipal Hall - showing all access to the Bike routes. And a regional map showing from Sooke to Bamberton Park to Swartz Bay to Mile 0.
>
> These 3 Maps are needed to help visitors understand the area. (They can also take a photo of it on their phone - maybe encouraged to do so, for reference)
>
> Thanks,
>
> Sam
>
> On Wed, Apr 17, 2019, 10:16 AM Engagement <engage@victoria.ca> wrote:
>
> > Hi Sam,
> >
> > Thanks for your email. Additional signage, benches and trees will be added to the Janion Plaza, but as for a water fountain we're unaware of a plan to install one at this location as of right now. As part of the cycling engagement we've recently done around Harbour Road we've heard there is a need for signage on both sides of the Johnson Street Bridge to help people navigate the area, so we'll be looking at opportunities to add information for people wherever appropriate. Thanks again for your email.

From: Sam Vekemans Personal info
Sent: April 16, 2019 3:55 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Network Engagement Update

Yesterday I noticed that there are some bike racks installed in front of the Janion Building, thank you very much for adding them as they were needed. Will there be more fixtures added to this area? What fixtures will be added? And is there plans to include a 3 sided information map showing historical information and the local area map & the regional map? And will there be a water fountain?

Thanks,
Sam

Sam Vekemans
Lead Organizer,
Bike Across Canada Route Network
Victoria (Songhees), BC Canada

Skype: 'Sam Vekemans'

On Mon, Apr 15, 2019 at 2:26 PM Engagement <engage@victoria.ca> wrote:

> Greetings,
>
> City of Victoria staff have been out in the community over the past two weeks sharing designs for safer walking and cycling infrastructure on **Vancouver Street** and **Harbour Road** and collecting feedback on **Hillside-Quadra** route options and design requirements.
>
> More than 500 people have attended open house events, information stations and design workshops so far this month. If you haven't yet had a chance to provide feedback, we invite you to the following public events:

EVENT	DATE AND TIME	LOCATION
Hillside / Quadra route: public information stations	Tuesday April 16 and Wednesday April 17 from 2:30pm – 4:30pm	L'Ecole Quadra Elementary
All projects – Public Open House	Tuesday April 23, 2019 from 4:30pm – 6:30pm	City Hall, #1 Centennial Square
Hillside Quadra Neighbourhood Action Group – Walk About	Saturday April 27, 2019 from 10am – 12pm	Meet at corner of Hillside and Graham Street – focus on alignment from Hillside to Finlayson
Vancouver Street: Downtown Residents Walking Tour	Wednesday May 1st from 5:30pm – 7:00pm	Meet at corner of Pandora and Vancouver – focus on downtown portion of Vancouver Street project.

If you are unable to make it in person, please visit our website at www.victoria.ca/cycling to review the proposed design concepts and participate in the on-line survey before April 29, 2019.

The best design solutions come from the insights, experience and ideas of neighbours, commuters and people who use these corridors. The feedback from the public gathered this month will help inform the recommended designs that will be presented to Council later this spring. Detailed design is anticipated for the summer and construction starting in the fall. Please feel free to share this email with friends, neighbours, staff and commuters who might be interested.

If you would like to be removed from this distribution list, please respond with subject "REMOVE FROM LIST". Thank you for your time.

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:44 AM
To: Ryan Shotton
Subject: FW: Support for proposed changes to Vancouver Street

---

From: Sarah Webb
Sent: April 23, 2019 11:55 AM
To: Philip Bellefontaine <pbellefontaine@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: RE: Support for proposed changes to Vancouver Street

Adding to engage for our records – thanks for sharing

Sarah

From: Philip Bellefontaine <pbellefontaine@victoria.ca>
Sent: April 23, 2019 11:29 AM
To: Sarah Webb <swebb@victoria.ca>
Subject: FW: Support for proposed changes to Vancouver Street

FYI

Philip Bellefontaine
Assistant Director – Transportation
Engineering & Public Works
City of Victoria
1 Centennial Square, Victoria, BC V8W 1P6

T 250.361.0418 **C** 236.464.0634

From: Personal info
Sent: April 19, 2019 8:28 AM
To: Councillors <Councillors@victoria.ca>; Philip Bellefontaine <pbellefontaine@victoria.ca>; PW Workflow <pw@victoria.ca>; Engineering Email inquiry <eng@victoria.ca>; Bill Eisenhauer <beisenhauer@victoria.ca>
Subject: Support for proposed changes to Vancouver Street

Dear Victoria City Council,

As a James Bay Resident I am writing to you in support of proposed changes to Vancouver Street as reported by the Times Colonist today.

In particular, I am pleased to see proposed changes to the Vancouver-Southgate intersection. My youngest son currently attends Sir James Douglas, and the dangerous nature of this intersection in particular makes me reluctant to

allow him to bike or walk to school. There are other streets on the east side of Beacon Hill Park he could take, but the volume and speed of traffic at around 8am makes the journey unsafe. Street parking for cars on various roads also means there is less visibility and less room.

So, the proposed pedestrian crossing at Oliphaunt is also great news, and will provide me with peace of mind when he is out and about.

The protected bike lanes from Balmoral to Meares are also to be welcomed, from my perspective. Traveling north on Vancouver by bike, Fort Street represents a barrier, with the beginning of heavier city traffic.

Linking the Vancouver route with the new Dallas bike path is also welcome news. Right now there is no safe way for children and families to travel east-west on bike between James Bay and Fairfield. Any infrastructure that prioritizes local residents, gets us out of our cars (which are a safer mode for transportation at the moment, given the lack of cycling infrastructure) is just great.

Sincerely,

Personal info

Superior Street (V8V 1V1)

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:44 AM
To: Ryan Shotton
Subject: FW: Vancouver St. Greenway

Lots of action on the bike lanes after the event last night. I'll continue to forward to you individually if that works?

From: Sarah Webb
Sent: April 23, 2019 11:36 AM
To: Philip Bellefontaine <pbellefontaine@victoria.ca>; Ross Kenny <rkenny@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: RE: Vancouver St. Greenway

Thanks – we will include this in the engagement summary as well

---

From: Philip Bellefontaine <pbellefontaine@victoria.ca>
Sent: April 23, 2019 11:30 AM
To: Sarah Webb <swebb@victoria.ca>; Ross Kenny <rkenny@victoria.ca>
Subject: FW: Vancouver St. Greenway

FYI

Philip Bellefontaine
Assistant Director – Transportation
Engineering & Public Works
City of Victoria
1 Centennial Square, Victoria, BC V8W 1P6

T 250.361.0418 **C** 236.464.0634

From: Personal info
Sent: April 20, 2019 10:49 PM
To: Philip Bellefontaine <pbellefontaine@victoria.ca>
Subject: Vancouver St. Greenway

Dear Mr. Bellefontaine

Thanks so much for your comment in Friday's TC referencing Vancouver St. as both an existing greenway and a local road and explaining that the nearby arterial roads are for through traffic. It's been over 15 years since the City of Victoria Greenways Plan was adopted by Council and this is possibly the 1st time such an explanation has been made to the media by someone in transportation.

For those of us in the community supporting the Greenways Plan implementation through projects such as the People Priority Greenways of Brighton Ave. or Kings Rd., your remarks were much appreciated.

Regards

Personal info

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:43 AM
To: Ryan Shotton
Subject: FW: Change to loading zone parking after 6pm

From: Personal info
Sent: April 23, 2019 11:21 AM
To: Engagement <engage@victoria.ca>; Lisa Helps (Mayor) <LHelps@victoria.ca>
Subject: Change to loading zone parking after 6pm

Hello Mayor, council.

First off, I am 100% behind you on Bikevictoria. As a cyclist and even as a regular driver downtown, the new lanes are awesome. When I'm riding, they're safer and quicker. When I'm driving, every bike in those lanes is one less driver on the road and one less car to compete for parking. And even though during construction and after completion they'll dramatically affect my ability as a working musician to park and load into the pub on Wharf st 2-3 X's per week, I'm still all for it, but I feel like I'm in a shrinking minority at times. Ill probably ride to gigs more than I do now, even with the 150lb load I need to haul on the trailer… when the weather is good, however Im definitely in a tiny 3-5 musician minority on that score.

But when the weather isn't cooperating, and with the upcoming loss of ***even more*** parking downtown, every spot is becoming more and more precious, especially the loading zone areas that were free after 6pm. There were often an oasis in a parking desert for a musician circling the streets endlessly as the clock ticks closer and closer to downbeat, after loading in illegally in a taxi/yellow/alley zone. And spending $10-20 at the Robbins lots means you're cutting into a significant portion of your pay, so its not a friendly option for most of us, even if the lot is close to the venue.

Please bring back free loading zone parking after 6pm. My feed reflects similar concerns. If you wont reconsider, then consider garnering every Victoria muso's vote by implementing Seattle-style designated musician loading areas after 6pm in front of the busy central venues in town: Capital Ballroom, Darcy's/Upstairs, Rubber Boot, Lucky, Irish Times, Bard, Canoe, Hermann's (although Hermann's has decent loading in back), and failing that, move some of the generic 3 minute zones in front of these venues. We are literally a sizeable portion of the only working vehicles unloading quite a bit of heavy equipment in the evening outside of regular working hours.

Thanks for your attention in this.

Personal info

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:43 AM
To: Ryan Shotton
Subject: FW: Mayor and Council email RE: Vancouver Street bike lanes

---

From: Victoria Mayor and Council
Sent: April 23, 2019 11:18 AM
To: Personal info
Cc: Engagement <engage@victoria.ca>
Subject: Mayor and Council email RE: Vancouver Street bike lanes

Dear Personal info

Thank you for your email, it has been shared with Mayor and Council.

The City is interested in hearing from as many people as possible on the cycling design concept for Vancouver Street, and we would encourage you to complete the online survey, open until April 26. The concepts and survey are available on our website here.

I have also shared your email with our Engagement department at engage@victoria.ca, who are collecting public feedback.

Thank you for taking the time to share your thoughts with Mayor, Council and the City of Victoria.

Sincerely,

Monica Dhawan
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

From: Personal info
Sent: Tuesday, April 23, 2019 9:02 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Vancouver Street bike lanes

Dear Mayor and Council,

Regarding the proposal for Vancouver Street, it appears you are shying away from building protected bike lanes. I use Vancouver St. a lot and know that the only area where there is the amount of traffic you describe is between Pandora and Fort. The rest is a nice quiet street.

I would ask for protected bike lanes for the entire Vancouver Street and forget the rest of the additions which will probably draw more people. Cars do tend to travel faster when they can in Victoria, in general, and this is the case on Vancouver Street. This is why the bike lane needs to be protected for all abilities of cyclists to be able to cycle around Victoria and connect with other bike lanes.

Shifting traffic to Cook and Quadra only exacerbates the traffic already at maximum on those two streets. The city has allowed all manor of building to allow people to have cars. When you want people to use other modes of transportation why do you allow everyone to have a parking spot? Hence the traffic problem. Fifteen years ago there were no traffic problems and smooth sailing along the streets of Fairfield. Today single homes have become four-plexes and garden suites are allowed street parking. Now we have traffic backed up along Cook and other streets though more than one intersection. This is not green planning. People do not need cars in the city.

Please reconsider having a complete protected bike lane the entire length of Vancouver Street.

Thank you.

Personal info

Rockland

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:42 AM
To: Ryan Shotton
Subject: FW: Mayor and Council email RE: Very happy with proposed changes to Vancouver St

You're tracking public feedback on the bike lanes, correct? How do you track this? Just curious.

From: Victoria Mayor and Council
Sent: April 23, 2019 11:18 AM
To: P
Cc: Engagement <engage@victoria.ca>
Subject: Mayor and Council email RE: Very happy with proposed changes to Vancouver St

Dear Personal info

Thank you for your email, it has been shared with Mayor and Council.

The City is interested in hearing from as many people as possible on the cycling design concept for Vancouver Street, and we would encourage you to complete the online survey, open until April 26. The concepts and survey are available on our website here.

I have also shared your email with our Engagement department at engage@victoria.ca, who are collecting public feedback.

Thank you for taking the time to share your thoughts with Mayor, Council and the City of Victoria.

Sincerely,

Monica Dhawan
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

From: Personal info
Sent: Sunday, April 21, 2019 8:50 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Very happy with proposed changes to Vancouver St

Hi councillors,

Just wanted to let you all know that the proposed upgrades to Vancouver St look fantastic and are desperately needed - we bike up and down Vancouver often and it has waaaayyyy more vehicle traffic than appropriate, especially given that there are arterial streets a block away on either side.

Thank you so much for expediting this project.

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:39 AM
To: Ryan Shotton
Subject: FW: General - City of Victoria Feedback Form

From: Public Service Centre - Internet email
Sent: April 23, 2019 10:31 AM
To: Personal info
Subject: RE: General - City of Victoria Feedback Form

Hello Personal info

Thank you for contacting the City of Victoria. I have forwarded your email to our Engagement Deaprtment. If you would like to have your thoughts and concers heard by our Mayor and City Council, you can email them directly at mayorandcouncil@victoria.ca .

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: April 23, 2019 7:49 AM
To: Public Service Centre - Internet email <publicservice@victoria.ca>
Subject: General - City of Victoria Feedback Form

You have received an email from Cheryl Conrad via the City of Victoria website feedback form

Name: Personal info
Email:
Topic: General
Phone: Personal info
Address: Paul Kane Place
Message: Please consider the impact of pushing yet MORE traffic to Cook Street with the proposed changes to Vancouver. Vancouver has very wide boulevards in the section between Fort and Southgate; use those for painted (not concrete divided) bike lanes where needed. Also, closing that section between Pandora and Yates will just make the already busy Pandora and Quadra intersection busier and more dangerous, will force more

cars to turn across parked cars and bike lanes to enter the McDonalds parking lot. Have you considered the number of streets where left turn access from Quadra is prohibited, making access for Vancouver area residents more difficult? And you'll need to add a light at Cook and Southgate. Look at the bigger picture before making these Ill-considered changes.

Date: Tuesday, April 23, 2019 7:48:33 AM

Rob Gordon

From: Engagement
Sent: April 18, 2019 3:10 PM
To: Ryan Shotton
Subject: FW: Bicycle Lanes Quadra Hillside

From: Personal info
Sent: April 18, 2019 1:51 PM
To: Engagement <engage@victoria.ca>
Cc: Personal info
Subject: Bicycle Lanes Quadra Hillside

I live on Fifth St. between Finlayson and Tolmie avenues.

I am totally opposed to putting a cycle lane/path down Fifth St for the following reasons:

1. You would be putting it through the children's playground at Quadra school of forcing the school to move the playground.

2. You would be putting it through the drop off zone on Fifth St accessed by Summit avenue, creating more traffic(bicycle traffic) for the children to dodge.as they exit their cars

3. You would be putting it through the secondary drop off area at the top of Fifth St at Finlayson. These kids walk to the corner of Quadra and Finalyson and cross with the crossing guards.
This area is very well used and very busy morning, lunch hours and after school, and doesn't need bicycles increasing the traffic around the children and they exit or get in to the cars.

4. The bottom of Fifth St.
The city of Victoria agreed years ago to a townhouse complex on Tolmie Ave between Fifth St and the church on the corner of Jackson St.
The family who owned the properties tried to sell the townhouse plan and when this didn't work out they went back to city hall and changed the plans to 10 tiny houses on the 4 lots.
They then tried to sell this plan and when that didn't succeed they are now selling the lots off individually to anybody who wants to buy a lot.
So now we have 10 individual buyers and house constructions at the bottom of our street happening sometime in the near future.
For the last 2 weeks our street has been completely closed to traffic every day, and we have no idea what or when or how these 10 individual constructions will impact our street.

Throwing a bike lane in to the mix sounds like the city is creating just a bigger mess.

5. The bottom of Fifth St again.
The Baptist Housing Society is planning on building a 97unit seniors apartment building across the street from the bottom of Fifth St up to the corner of Linwood Ave.

So now we have 10 new houses and 97 apartments..... and a bike lane right down the middle of the construction zone!!!

You need to go back to the idea of putting the bike lane through Topaz Park to join up with the bike lanes on Blanshard I presume.

You should also be putting bike lanes up Cook St to connect to the bike lanes already on Cloverdale St.

Although in Saanich, bike lanes should also be created up Maplewood and Blenkinsop all the way up to Mckenzie.

Yours truly

Personal info

Fifth St.
ria B.C.

Rob Gordon

From: Engagement
Sent: April 9, 2019 10:38 AM
To: Ryan Shotton
Subject: FW: Bike lanes through school yard

Am I tracking this 'public record input'? I've seen a couple references to this now so want to make sure I flag them if need be.

From: Sarah Webb
Sent: April 8, 2019 6:10 PM
To: Lisa Helps (Mayor) <LHelps@victoria.ca>; Personal info
Cc: Engagement <engage@victoria.ca>
Subject: RE: Bike lanes through school yard

Hi Personal info

Great to hear from you.

Thank you for taking the time to provide us with your insights, observations and ideas about a pedestrian and cycling connection on the Graham and 5th corridor.

The City is reviewing a number of options for the Hillside / Quadra "all ages and abilities" route.

The Graham and 5th street connection is an existing greenway and was identified through the 2015 / 2016 network planning process as the preferred route because of its direct connection to the school as a destination, links to the Saanich cycling network, and relatively gentle topography. We know that the current layout, from observations as well as direct feedback from parents and administration, is not ideal. This is a great opportunity to ask ourselves if we can collectively explore a better solution that can meet multiple objectives. Safety for children is a top priority and we know how important the recreation space is at this school.

Over the past weekend we were able to connect with close to 350 people who provided further thoughts on existing challenges and potential solutions. We have received some great ideas and are continuing to have conversations with the school community. Staff will be up at the school on April 16th and 17th for student / parent interview sessions and then to the PAC meeting in early May. We are likely to host a walking tour with the Hillside / Quadra neighbourhood action group this month as well (date TBD, they are considering schedule).

If your preference is to not proceed on the 5th / Graham route, we would welcome your feedback on the alternatives we have been exploring including:

- Jackson Street to Tolmie Ave
- Topaz Street, through Topaz Park and via Yew to Tolmie Ave
- Summit road, up Quadra, through Spruce to Topaz park and then via Yew to Tolmie Ave

You can find out more and fill out the on-line survey at www.victoria.ca/cycling. In the meantime, we appreciate your note and will add it to the public record input. Please do not hesitate to call or email if you have any other questions.

Kind regards
Sarah

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria
250-361-0482
swebb@victoria.ca

From: Lisa Helps (Mayor) <LHelps@victoria.ca>
Sent: April 8, 2019 12:51 PM
To: Personal info
Cc: Sarah Webb <swebb@victoria.ca>
Subject: Re: Bike lanes through school yard

Person
al info

Personal info thanks so much for you input. Sarah, please see below Sarah is our terrific staff lead on the project and I'm copying her for your input. She and staff are working hard to bring forward the best option possible.

Thanks again and take care,

Lisa

From: Personal info
Sent: Monday, April 8, 2019 11:01 AM
To: Lisa Helps (Mayor)
Subject: Bike lanes through school yard

Hello Ms. Helps,

I am in favour of bike lanes. Last fall my partner was rear ended by a car while cycling on the road and was badly injured. I think using a bike lane would have prevented that accident and those broken bones.

I was shocked to discover the City of Victoria is proposing putting a bike lane through Ecole Quadra's school yard, between the green space and playgrounds for the kids. I attended the open house at City Hall and examined the options presented. One city planner stated that the objective of the plan is put the bikes through the school yard. I left uncertain how truly open they are to other plans, their own included.

There are ways to make cycling safer, including the use of bike lanes, but it is unethical and amoral, in my opinion, to try to do that the expense of the safety of children. We have a responsibility to protect kids. This plan does not do that.

The issues I see with route traffic through this school yard are as follows;
-children are unpredictable
-cyclists are unpredictable
-school grounds should be as safe as possible for children, traffic through them is inherently unsafe.
-all of the design plans involve children having to cross a bike lane to access green space or playgrounds.
-children should not have to worry about being hit by vehicles while in their own play areas
-500+ school children are supervised by a handful of adults, who should not be expected to enforce bike lane rules [eg dismounting]

-the public should not be encouraged to use school property during school hours; currently all visitors are to check in with the office when they enter school property. This is to protect children.
-There is no way design can adequately reduce risk of collision, and the consequences of injury to children and cyclists is potentially catastrophic.

As a parent of 2 children at the school and a resident of this lovely neighbourhood, this is of great concern to me.

Fencing and bike gates should be added to the existing layout to ensure cyclists that currently use the sidewalk must dismount to cross the playground.

I voted for you based on your good work and your integrity. I implore you add this to your fine record, and to do what you can to prevent this bike path from going through the school's playground.

Thank you for your time and consideration.

Sincerely,

Personal info

Rob Gordon

From: Engagement
Sent: April 9, 2019 9:54 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bicycle Lanes Segment C Park Boulevard to Mears Street

---

From: Personal info
Sent: April 8, 2019 5:21 PM
To: Engagement <engage@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Geoff Young (Councillor) <gyoung@victoria.ca>
Subject: Vancouver Street Bicycle Lanes Segment C Park Boulevard to Mears Street

I am property owner living on the west side of Vancouver Street between McClure and Burdett Streets.

I attended the recent Saturday morning City Hall public input session regarding the above which I found to be very informative and well run.

Please accept the following as my confirmation that the present design proposals reflect and address the concerns which I have raised at past public consultation sessions regarding the Victoria Bicycle Lane Initiative.

I am especially in agreement with

- The north-south bicycle corridor running along Vancouver Street rather than Cook Street.
- Bicycle lanes on the street with traffic calming and diversions to direct cross traffic to adjacent collector streets and arterial roads.
- The objective of reducing vehicle traffic volumes on Vancouver Street to 1000 to 1500 vehicles daily at a maximum of 30 kph.
- The proposed reconfiguration and street amenities at the minor intersection of Vancouver and McClure Streets.
- The proposed traffic diversions and calming efforts at the intersections of Vancouver and Mears, McClure, Fairfield and Southgate Streets.

City staff present at the session which I attended were extremely knowledgeable, pleasant, and up-beat regarding the objectives and the details of the All Ages and Abilities Bicycle Routes Initiative.

Please express my thanks to the staff and their respective department heads.

Personal info

Burdett Ave.

Victoria BC V8V 3G7

Personal info

Rob Gordon

From: Sarah Webb
Sent: April 3, 2019 3:03 PM
To: Personal info
Subject: Follow up - CoV Email

Hi Personal info

Thank you for taking the time to reach out to the City of Victoria.

To clarify, there is no proposal for a bike lane through the playground. As a part of the traffic calming, cycling safety and pedestrian upgrades planned for the Hillside / Quadra neighbourhood, the City has identified four possible routes for investment in 2019. The Graham / 5th route is the preferred choice but requires a creative design solution adjacent to L'Ecole Quadra. We are inviting the school community and public to consider how this space can be re-designed to better support school recreation and play needs, as well as community active transportation.

We know how important the play space is, particularly with recent growth over the past five years, and think that there is a great opportunity to improve this area. We would love to have you (and your son!) attend one of our upcoming events to review the alternate routes and help us consider ways to re-imagine this space. Please feel free to join us. We have reached out to both the PAC and school administration and anticipate hosting some dedicated school consultation activities later in the month.

Open House & Design Workshops

Saturday April 6

- 10am-1pm at Victoria City Hall

Monday April 8

- 11am-1pm at Victoria City Hall
- 3pm-5pm at Victoria City Hall

On-Street Information Stations:

Sunday, April 7

- 10am-11am in Central Park (North Park)
- Noon-1pm on the Galloping Goose Trail at Harbour Road
- 2pm-3pm at the Beacon Hill Park Playground

You can also learn more at www.victoria.ca/cycling

Thank you once again for reaching out with your initial thoughts and observations,
Kind regards

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works

City of Victoria
250-361-0482
swebb@victoria.ca

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:09 PM
To: Ryan Shotton
Subject: FW: Cycling Input

-----Original Message-----
From: Personal info
Sent: December 7, 2018 7:42 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Input

Thanks for the response and good luck moving forward with your plans.
(And yes, I continue to struggle with dangerous, aggressive cyclists on a weekly basis in the new laned areas but such is life) Take care Personal info

> On Dec 7, 2018, at 4:38 PM, Engagement <engage@victoria.ca> wrote:
>
> Hi Personal info
>
> Thank you for your detailed email about your concerns regarding the cycling facilities along Vancouver Street. We appreciate you taking the time to write in with your insights, observations and priorities, particularly around the vicinity of the Church. Your email has been shared with the design team.
>
> Managing the roadway and improving safety and comfort for pedestrians and cyclists is a challenging task. The City has to balance a number of needs, including access, parking and loading for motorists, transit, commercial and emergency vehicles. With respect to the new infrastructure installed on Pandora and Fort, we are sorry to hear that you have had some frustrating experiences. Everyone plays a role in road safety – this includes cyclists, motorists and pedestrians. These types of design treatments are new to Victoria but are common in a number of cities across North America. The data on ridership is encouraging so far and City staff continue to monitor the impacts of this infrastructure on the built environment.
>
> There are no plans to remove the boulevard or trees on Vancouver Street. As a way to reduce impact to on-street parking in the downtown segment (between Pandora Avenue and Fort Street), the team is considering options to locate the protected bike lanes in the boulevard. Trade-offs of this design, however, include a higher cost, potential impacts to the anticipated lifespan, and more construction time, compared to installing the bike lanes on the roadway.
>
> The rest of the corridor is suitable for a shared road application. This means no bike lanes, but rather a traffic calmed approach with goal to reduce vehicle speeds and volumes. There may be options to add to on-street parking but of course, visibility and safety are key aspects to consider. Vancouver Street has been identified for improvements in 2019 – the goal is to maintain access to destinations on the corridor but to reduce the volumes of cut-through traffic and motor vehicle speeds.
>
> Once Personal info we appreciate your comments and look forward to
> sharing the proposed design with you in the new year. I have added you
> to our email contact list so that you can be alerted for opportunities
>

>
> -----Original Message-----
> From: Personal info
> Sent: November 30, 2018 5:29 PM
> To: Engagement <engage@victoria.ca>
> Subject: Re: Cycling Input
>
> Hi,
> I live on Vancouver Street at McClure, and I have lived in this building for more than a decade. I am wanting to make sure you are aware of some of the issues in this area and to let you know that in general, I am not in favour of any changes to Vancouver Street, although I imagine my feelings are of little concern.
> I use Vancouver Street daily, usually multiple times a day, both walking and driving (and occasionally biking). I am familiar with this area of downtown as I walk most places whenever I can. The first thing I will mention is how unsafe I now feel as a pedestrian on the streets where the new bike lanes have been put in. Several times I have nearly been hit, walking, when the lights tell me to, on lit, controlled intersections. Most of those near misses were from cyclists. It is the first time ever in this town I have not felt safe around cyclists. This is largely in part due to the two way lanes on one way streets, but is also due, I assume, to the newness and confusion around the new lanes. It is also now significantly more difficult to drive on the streets that have been adjusted as they are narrower (even if only to the driver's eye) I know in hearing people speak about using Vancouver street they say that the boulevards and trees could be reduced, but this is part of what we like about Vancouver St. It is part of what makes it such a nice street and so charming. I would really hate to see the grass and trees removed or reduced.
> I am sure you have observed this portion (where I live) of Vancouver street to gather information but there are some things I want to make sure you are aware of. The street may be quieter than Cook, but it is still a very busy street. You will often see pedestrians crossing when and where they like, and I worry that were traffic patterns to change, someone would get hit, or there would be an accident.
> My biggest concern is the amount of cars that park on Vancouver (and on our side streets) when they are allowed. We are the parking location not just for downtown events, but for the nearby school (drop off/pick up/events) and most especially for the church. On church event days/times, turning from McClure onto Vancouver is already extremely difficult. There is no way to see around the parked cars and you have to be extremely cautious because you are really turning blind. This portion of Vancouver St is an extremely high volume parking area, especially for the church, and I really hope that has been taken into consideration for whatever planning is being done. And, no it is not just on Sundays. The church holds events regularly, and ceremonies and funerals and all sorts of things all year long. It is evenings, weekends, the parking here is crazy, and if it's anything like Canada Day or some big downtown event, the entire street and neighbouring streets will be packed.
> We also are very near the transitional housing space down the street. This means there are some people who are not as cognisant of their surroundings as might be safe. We have a lot of folks on scooters in the area as well as older folks. Change in traffic patters on Vancouver is going to be unsafe, not just during potential construction, but after as well for many many folks.
> Speaking of construction, there is seemingly never-ending construction on Vancouver street… which again, makes driving already tricky. There are times when you drive from home, down what is practically a one lane street due to parking, and then wait on a construction situation further down the road. Vancouver Street is already difficult to navigate as a driver, I would hope it be left alone and not made even more difficult.
> I looked over the proposed "ideas" for Vancouver Street and am unclear how any of them would improve the street and I really hope that it does not turn into the dangerous, frustrating situation we have on the other downtown "bike lane" streets now.
> As I mentioned above, the bike lanes have made me as a pedestrian feel unsafe due to confused motorists and aggressive cyclists, and have made me wish I could avoid the bike lane streets as a driver as they feel overly narrow and confined.
> I understand wanting to encourage cycling in the city and I understand that there is a strong, vocal, assertive cycling coalition here, but please, there are so many of us who are not bike-based, who want to feel safe, comfortable, and happy in our own town.

> Yes, I am biased towards keeping Vancouver as it is, but I live here, I hope to continue to live here, the street already has its frustrations and difficulties, and I unfortunately haven't seen any positives to the bike lanes already put in by the city.
> I know my voice may be ignored here, but please at least consider the massive parking situation in this area when you are making your final decisions.
> Thanks and good luck with it all,
Personal info

>
>> On Nov 26, 2018, at 4:19 PM, Engagement <engage@victoria.ca> wrote:
>>
>> HiPersonal info
>>
>> You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.
>>
>> We look forward to hearing from you
>>
>>
>> -----Original Message-----
>> From: Personal info
>> Sent: Friday, November 16, 2018 11:54 AM
>> To: Engagement <engage@victoria.ca>
>> Subject: Cycling Input
>>
>> Hi there,
>> I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
>> I don't need a one on one meeting or anything, so is there somewhere I could email or?
>> Thanks,
Personal info
>

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:06 PM
To: Ryan Shotton
Subject: FW: Feedback on Vancouver St active transportation project

From: Personal info
Sent: December 10, 2018 11:33 AM
To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: president@gvcc.bc.ca
Subject: Feedback on Vancouver St active transportation project

Hi,

I attended one of the recent Open Houses on the Vancouver St bike corridor but didn't provide immediate feedback at the session, because I wished to give more thought to the design elements.

I am copying the Mayor and Council on my comments now because many of my points are broader issues that may arise at Council.

I think the Cycling engagement process needs to be refocused. Engagement can become endless, and pointless, if we give people the impression they can do coloured-dot voting on the location of specific improvements, or if we show them "options" that (for safety or other reasons) should not even be on the table.

Here are broad themes that need more attention:

A Clear Consistent Focus on the Big Picture
We (as a community) are embarking on the bike routes and related active transportation improvements to increase public safety, shift transportation modes, and reduce Victoria's carbon footprint. This is not an easy shift. It becomes harder if we work under the delusion that we can keep status quo elements in place (all parking, all vehicle travel routes, etc) while making this shift. It's a tough message, but if we want to shift modes for people who are able to shift modes, we need to prioritize the active modes and that will make single-vehicle travel less convenient in the short term. Long term, shifting people onto foot and bike actually reduces traffic congestion. But we can't get there by pretending we can have our cake and eat it too.

What this means is that we need to quit promising or implying we can have 'no net loss of parking' or 'no loss of vehicle lanes' when we are implementing these big changes. Change is change.

The current engagement materials don't imply major compromises in design to maintain the status quo, but I fear that such compromises often happen at the last minute, when final implementation is approved at Council. I have become somewhat disengaged by engagement processes that entice residents to give early input, then make dramatic shifts at later dates. To avoid that, we need to be clearer that mode shift will require some change. For example, we can't retain all vehicle lanes and parking the downtown section of Vancouver St if we are going to achieve our goals. Such statements are better addressed now than at the last moment, when a delegation that is "surprised" by change shows up in Council chambers.

Don't Propose Alternatives That Are Unsafe or That are 'Easy Outs' for the Status Quo

On the Open House consultation boards, the "Precedent Imagery" includes many options that, based on the latest transportation design knowledge, should not be options. Examples are "paint and signage" - when research shows that "sharrow" style on-street paint has no safety value at all. It becomes simply an easy out for car drivers who think, 'oh, yes, why can't we just put up a "shared street" sign and call it a day?' It's irresponsible to consider such an option on a AAA bike route.

Similarly, intersection bulb outs as shown in the illustration are great for people on foot but terrible for people on bikes. They create squeeze points where cars overtake bikes in a narrow space and the person on the bike is always the loser. I have been in that situation a number of times myself. Bulb outs need to be designed such that they have a raised platform and/or a bike cut-through, so that bikes and cars aren't competing for the same narrow roadway. Illustrations should not show unsafe options - what happens when non-bike riders say that's their preferred option? The same story applies to traffic circles... let's get the best international precedents for safe infrastructure and show those.

The Need for Iterative Design Processes
For a number of years, I have been advocating that the City of Victoria use more nimble design and implementation of on-street transformation. In 2015, we demonstrated how a parking-protected bike lane could be implemented on Cook Street. I once again encourage the City to shift to iterative design in the many, many instances where it will work better than endless consultation and multi-year design / contracting / build sequences.

Iterative design typically involves a 4 step sequence:

- prototype
- test
- analyze
- adapt

Vancouver St, particularly the Fort through Southgate section, is a perfect scenario to use iterative design. By March 2019 we could have temporary traffic diverters set up. All users of Vancouver St can then see and experience the changed street, and provide real life feedback. Professionals can analyze the flow of people using various modes. The design elements can then be adjusted and improved before larger investments are made in permanent installations.

At this stage, it makes no sense to ask the public (for example) which cross streets on Vancouver should have vehicle diverters (Meares? Fairfield? Balmoral? Burdett? Southgate?). This turns the process into a popularity contest based on people's current individual travel patterns. By all means, let people know that diverters are part of the plan, keeping in mind the broad goal to reduce vehicle volumes on Vancouver St to safe AAA targets. Then, iterative design should take over, with diverters going up quickly (accompanied by informative signage), followed by analysis and adaptation.

Some Observations on Design Specifics
I think many of the design proposals are on the right track. Some specific opportunities or challenges that I think need consideration are:

- A new public plaza between Caledonia and Greet St - this is in the engagement materials and I would strongly support this, again with a quick implementation using temporary materials initially; the proximity to Royal Athletic Park gives this place great potential for enhanced placemaking as a festive gathering space.
- Platform or raised pedestrian crossings should be a strong consideration, especially given that we want to slow vehicles, and emergency vehicles will primarily travel on Quadra and Cook Streets; a platform not only slows vehicles but keeps people on foot a bit "above" the street level - it helps visibility for all; it is also a philosophical statement that people on foot or using assistive devices like wheelchairs are the #1 priority.
- In Segment B (Downtown), locating bike lanes on the boulevard would create a dangerously unfamiliar scenario; bike lanes elsewhere will be on the street surface. Many vehicle drivers "roll through" intersections, proceeding partially into the intersection before deciding whether to stop or turn (regardless of Stop signage or signals). They would have already intersected with the bike lane before they realized it. Option A, with the lanes on the

street, is much safer. Yes, it will require some parking stalls to be removed. See my earlier point - we can't preserve parking everywhere if we are to really shift mode share.

- I am concerned that there are no specific design interventions proposed for Vancouver St south of Southgate, down to Park Boulevard. This street is currently far from a AAA route for vulnerable bike riders (younger, older, less experienced) due to the number of parked vehicles, the narrow roadway, and vehicle volumes. Even if limited to local vehicle traffic, it will still be a challenge. Consideration needs to be given to reducing parking, clustering it all on one side, or similar treatments. Or - - we need to think about where southbound travellers on bike are really going to want to go, once they reach Vancouver and Southgate. A percentage will head toward Beacon Hill Park, while many others will be going to Cook St Village. We either need to split the route(s) onto Heywood and Cook, or to make Vancouver south of Southgate very, very, attractive to people on bikes.

Thanks for this opportunity for input.

Let's move ASAP to implementation on Vancouver St and beyond - into the neighbourhood connectors - so Victoria can continue to grow into an All Ages and Abilities cycling city.

Personal info

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:06 PM
To: Ryan Shotton
Subject: FW: Comments on Bike Lanes and Fairfield "Affuenza"

-----Original Message-----
From: Victoria Mayor and Council
Sent: December 10, 2018 2:59 PM
To: Engagement <engage@victoria.ca>
Subject: FW: Comments on Bike Lanes and Fairfield "Affuenza"

Hi, please see below for feedback on Vancouver Street. Thanks!

-----Original Message-----
From: Personal info
Sent: Sunday, December 09, 2018 10:16 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: Ben Isitt (Councillor) <BIsitt@victoria.ca>
Subject: Comments on Bike Lanes and Fairfield "Affuenza"

I'm writing to make a two comments the first to the mayor and council with respect to Vancouver Street Bike Lane and the second to Ben Isitt with respect to the article in Friday December 7, 2018 Times Colonist.

In addressing the bike lane I cannot stress the importance of traffic calming measures specifically between Fairfield and Park Blvd. This is a major cut through road for non-resident, commercial and city parks traffic to avoid the congestion and controlled intersections on Cook St. I would suggest that these measures limit vehicular traffic to residents and emergency vehicles only. My other suggestion is at Southgate jog the bike path to Heywood. This is not in lieu of the traffic calming measures suggested but it seems to me a better route. I say this for the following reasons; less traffic, Heywood abuts Beacon Hill park on the westside so a path could be built inexpensively without any parking issues and by using Heywood you will be joining the bike path that is currently built through the park to Dallas Road.

In addressing Mr Isitt comments in the paper I find them offensive and insulting. I believe the residents of Fairfield have participated in addressing the problem ie Mount Edward Court. The housing problem falls on the governments and should not be an additional burden on private enterprise. The idea that the developer should build "non-market housing" in order to get a permit is ludicrous. Someone has to pay for these condos and it won't be the developer. The costs will be passed on the individuals who buy the other condos in the project. Thereby, further increasing residential housing prices. Should the City want non-market housing they have plenty of land they could donate toward a private public partnership or some other arrangement for such a project. Legislation forcing the developers to build something that the government will not is a pretty lame solution to the problem. If this is all you got the citizens of this City are in trouble.

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:05 PM
To: Ryan Shotton
Subject: FW: Vancouver St Cycle Route Engagement Process

From: Personal info
Sent: December 7, 2018 6:48 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver St Cycle Route Engagement Process

Thank you for the response. Actually, I had seen the web page you refer to. As far as I can see, the only information on that page is the route and the intersection of the Vancouver St route with the existing routes and the planned Humboldt route. There is no indication of what kind of traffic calming measures are planned for intersections along the route or which intersections require traffic calming. The survey asked for opinions but, in my opinion and that of others, the survey is attempting to get people to agree to traffic calming measures that they may really not want.

At the end of my own street (Pakington), for example, designs for the now abandoned Cook St route would have seen a skateboard shaped roundabout from Humboldt St to Pakington. Traffic on Vancouver St would have been prevented from proceeding south of Fairfield St. A left turn from Pakington St onto Vancouver St or from Vancouver St onto Pakington St would have been impossible. I am hopeful that this blockade at that intersection is not part of the present planning, as it would make it extremely difficult for residents of Pakington St, especially in the event that the Cook St end of Pakington was blocked by a large truck or construction work, as has happened in the past. Nor do we wish Pakington St...a narrow street on which two cars can only pass each other if they are small...to become more heavily trafficked than it already is.

It is my opinion as a person who frequently walks along Vancouver St and crosses Vancouver St at the intersection of Vancouver and Pakington (as well as other intersections between Pakington and Fort St), that traffic is already very calm. I am never concerned about crossing the street as a pedestrian anywhere on Vancouver St. Even the intersection of Vancouver St and Fairfield seems very safe to cross as a pedestrian and, as a driver, I have never had difficulty with the 4 way stop signs.

I am looking forward to the "details" as they emerge.

Personal info

Pakington St

On Fri, Dec 7, 2018 at 4:37 PM Engagement <engage@victoria.ca> wrote:

> Hi Personal info
>
> Thanks for your email. We are sorry that we didn't get a chance to meet you in person at one of the recent pop-up events or public open houses.

The information boards from the open house are posted on the Vancouver Street page at: www.victoria.ca/cycling

The design engagement process will continue in the new year. This stage of the process was intended to share information and gather high-level feedback about potential treatments and issues to consider on Vancouver Street. In late January the City will produce actual designs taking into account technical requirements and community feedback. At that time there will be a number of opportunities to get involved and view the "details" of the project. We appreciate your feedback and look forward to connecting with you in the new year.

Kind regards

From: Personal info
Sent: November 30, 2018 12:30 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St Cycle Route Engagement Process

Hello -

I was unable to attend any of the engagement meetings re the Vancouver St Cycle Route plans. In the past, the posters and other materials have also been on the city website, along with the survey. This time, there is no information available on the website to show what is being considered.

As a person who lives on a street adjacent to Vancouver St (Pakington St), I am concerned about plans for traffic calming at that intersection. Without knowing what is even being considered, it is difficult to respond to the survey questions.

Furthermore, the survey, as usual, seems to be designed to elicit positive only responses to the use of Vancouver St as a cycle route and the use of various traffic calming measures on it. Who would actually answer no to more safety for cyclists??? The devil, as usual, is in the details and details are sadly lacking.

Please put the posters from the engagement meetings up on your website so that people like me can make informed comments.

Thank you

Personal info

Pakington St

--

Personal info

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:04 PM
To: Ryan Shotton
Subject: FW: Vancouver Street bike Lanes

-----Original Message-----
From: Personal info
Sent: December 7, 2018 6:13 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street bike Lanes

Sir/Madam:

A few more points, in rebuttal:

-an "All Ages and Abilities" bicycle network is a pipe dream, since it is absolutely impossible to create one outside of a closed environment, such as a parking lot or an arena with no cars and no bicycles and no pedestrians. The AAA concept was just metaphysically made up, out of whole cloth, and is fundamentally flawed.

-traffic currently travels at less than 50 kph on Vancouver Street, regardless of the posted speed limit. Have you actually cycled that route? There is no need to lower the official speed limit. If you want to ban car traffic altogether, just say so. This fiction you are perpetrating is disingenuous and unworthy of a government official.

- new or emerging cyclists have no place in the downtown core roads. If you want to learn how to do something you start small, and work your way up through varying levels of skill to increasingly challenging horizons. If you are learning to swim, you don't have a helicopter dump you into the middle of the ocean! Tertiary residential streets are the starting point for new and emerging cyclists; not busy traffic (read: cycling traffic) lanes, such as your 'protected' lanes. They will just get in the way of those who belong there (read: the populace you want to use them).

With all due respect, your methods and goals are wrong, misinformed, and terribly impractical, and someone has maliciously lied to you to allow you to believe that this farrago can come to practical fruition. This exercise is the classic example of pounding a square peg into a round hole. In the end, you do not have a square peg, nor a round hole. Just a mess.

Personal info

> On Dec 7, 2018, at 4:35 PM, Engagement <engage@victoria.ca> wrote:
>
> Hi Personal info
>
> Thank you for your email citing support for Vancouver Street as the priority route for the All Ages and Abilities (AAA) bicycle network compared to Cook Street.
>
> We acknowledge your preference for making no further design interventions to Vancouver Street.
>

> You are correct in that the City was not consulting the public in our recent survey about whether or not to make changes to Vancouver Street, rather, we were asking about the types of changes that might be most suitable.
>
> The goal with AAA shared road treatments is to provide traffic speeds of 30km/hr or less or vehicle volumes of ~1500 vehicles per day. Research has found that both perceived and objectively assessed lower traffic speeds and lower traffic volumes are associated with higher odds of cycling for transport, attracting those who are "interested in cycling but concerned about safety." The current speeds and volumes on Vancouver are comfortable for enthusiastic and strong cyclists, but further interventions can be made to support new or emerging riders. In the downtown segment (between Pandora Avenue and Fort Street), the City is considering protected bike lanes as traffic volumes are considerably higher.
>
> More info on the objectives and background for these types of infrastructure treatments can be found on our website at
https://na01.safelinks.protection.outlook.com/?url=www.victoria.ca%2Fcycling&data=02%7C01%7C%7C00a38385
76b846f19d2308d65ef3bb46%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C636800798235993854&sd
ata=99psnsD1%2B5skKcCY8MzPSJFT8xn8pcOxyASIH0ano1c%3D&reserved=0
>
> We appreciate you taking the time to get in touch
>
>
> -----Original Message-----
> From: Personal info
> Sent: Wednesday, November 28, 2018 3:04 PM
> To: Engagement <engage@victoria.ca>
> Subject: Vancouver Street bike Lanes
>
> Sir/Madam:
>
> I am very happy to see that City Hall has abandoned the idea of making Cook Street a bicycle route to the ocean. The idea was poorly thought out, and I am happy that those who were pushing the project listened to those of us who cycle the streets of Victoria.
>
> I am hopeful that the same fate will befall this Vancouver Street bike lanes project. Vancouver Street, between Bay and the Park, is a natural bike route. The car/truck traffic volume is relatively low in the downtown section (compared with the streets that were the recipients of protected bike lanes), and almost non-existent, in my experience, in the other two sections.
>
> Vancouver Street, as it stands, is a safe, practical route for bicycle travel, and needs nothing more than a few signs designating it as a Bike Route to improve it to its maximum two-wheeled efficacy. No 'traffic calming' is required, as the traffic is already as calm as it will ever be, short of concrete barriers preventing any traffic at all.
>
> I am writing this note to you, because when taking the survey you designed, there was no option to disagree with the basic proposal; you assumed that everyone was on board with your idea, and that all that was left to do was iron out the details. Nothing could be further from the truth.
>
> Vancouver Street is a good bike route as it stands. Leave it alone.
>
> Sincerely,
>
Personal info

> PS. When the weather is good, I cycle parts of this Street up to three times a week, and enjoy every minute of it.
>

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:39 PM
To: Personal info
Subject: RE: Vancouver St 2019

Hi Personal info

Thanks for your follow up email and for attending our information session last week. Your comments and observations about the intersection of Bay and Vancouver have been shared with our project team. This particular location has a number of opportunities for safety improvements and we look forward to developing an appropriate intersection treatment to support pedestrians, motorists and people on bicycles.

We look forward to seeing you again in the new year and sharing the proposed designs based on technical analysis and comments from the community. Please stay tuned to our website at www.victoria.ca/cycling for updates on this project.

Kind regards

From: Personal info
Sent: December 3, 2018 4:25 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St 2019

Hi There,
I have lived on the corner of Bay and Vancouver for approximately 7 years. My kitchen and dining room windows face the crosswalk on Bay, while my living room and office windows face Vancouver. During the past 7 years, I have had a front row seat to the ongoing traffic and cycling issues this busy intersection has. Personal info Bay St to help out at various accident scenes over the years. I emailed the city this summer regarding the crosswalk and was told this intersection was part of an upcoming project to make improvements. I recently attended the design discussion at Fernwood Cafe and just completed the online surveys. The two main issues that I would like to point out regarding this area:

1. I emailed the city to request the crosswalk signs be lowered down and mounted on a pole like the ones at Cook and North Park. Drivers simply cannot see the hanging, flashing lights. This is especially troublesome during the summer months during rush hour on Bay St heading in both directions. In the morning all of the hospital traffic has the sun in their eyes and their car visors down and therefore cannot see the flashing crosswalk lights that are suspended way up in the air. This also occurs on the way home from work with the sun. I feel that if the crosswalk signal lights were lower down it would be easier for the drivers to see.

2. From Monday to Friday, between 4-6 you cannot make a left hand turn off Bay St onto Quadra. This has drivers turning left onto Vancouver instead. It causes a back up of traffic to Cook St during rush hour which also blocks vision for the crosswalk as it is bumper to bumper traffic in all the lanes in each direction.

There are of course countless other items I could mention such as vehicles speeding down Bay Street. Cyclists and pedestrians not pushing the button to enable the crosswalk signal to flash.

Cyclists who walk their bikes across the crosswalk on Bay Street and then get onto their bike either on the sidewalk or in the opposing bike lane to cut diagonally across Vancouver, and of course cyclists running the stop sign to turn right off Vancouver onto Bay. Hopefully this will shed a bit of light of what I see on a daily basis.

Thank you for you time.

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:38 PM
To: Personal info
Subject: RE: Cycling Input

Hi Personal info

Thank you for your detailed email about your concerns regarding the cycling facilities along Vancouver Street. We appreciate you taking the time to write in with your insights, observations and priorities, particularly around the vicinity of the Church. Your email has been shared with the design team.

Managing the roadway and improving safety and comfort for pedestrians and cyclists is a challenging task. The City has to balance a number of needs, including access, parking and loading for motorists, transit, commercial and emergency vehicles. With respect to the new infrastructure installed on Pandora and Fort, we are sorry to hear that you have had some frustrating experiences. Everyone plays a role in road safety – this includes cyclists, motorists and pedestrians. These types of design treatments are new to Victoria but are common in a number of cities across North America. The data on ridership is encouraging so far and City staff continue to monitor the impacts of this infrastructure on the built environment.

There are no plans to remove the boulevard or trees on Vancouver Street. As a way to reduce impact to on-street parking in the downtown segment (between Pandora Avenue and Fort Street), the team is considering options to locate the protected bike lanes in the boulevard. Trade-offs of this design, however, include a higher cost, potential impacts to the anticipated lifespan, and more construction time, compared to installing the bike lanes on the roadway.

The rest of the corridor is suitable for a shared road application. This means no bike lanes, but rather a traffic calmed approach with goal to reduce vehicle speeds and volumes. There may be options to add to on-street parking but of course, visibility and safety are key aspects to consider. Vancouver Street has been identified for improvements in 2019 – the goal is to maintain access to destinations on the corridor but to reduce the volumes of cut-through traffic and motor vehicle speeds.

Once again Persona we appreciate your comments and look forward to sharing the proposed design with you in the new year. I have added you to our email contact list so that you can be alerted for opportunities
l i f

-----Original Message-----
From: Personal info
Sent: November 30, 2018 5:29 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Input

Hi,
I live on Vancouver Street at McClure, and I have lived in this building for more than a decade. I am wanting to make sure you are aware of some of the issues in this area and to let you know that in general, I am not in favour of any changes to Vancouver Street, although I imagine my feelings are of little concern.
I use Vancouver Street daily, usually multiple times a day, both walking and driving (and occasionally biking). I am familiar with this area of downtown as I walk most places whenever I can. The first thing I will mention is how unsafe I now feel as a pedestrian on the streets where the new bike lanes have been put in. Several times I have nearly been hit, walking, when the lights tell me to, on lit, controlled intersections. Most of those near misses were from cyclists. It is

the first time ever in this town I have not felt safe around cyclists. This is largely in part due to the two way lanes on one way streets, but is also due, I assume, to the newness and confusion around the new lanes. It is also now significantly more difficult to drive on the streets that have been adjusted as they are narrower (even if only to the driver's eye) I know in hearing people speak about using Vancouver street they say that the boulevards and trees could be reduced, but this is part of what we like about Vancouver St. It is part of what makes it such a nice street and so charming. I would really hate to see the grass and trees removed or reduced.

I am sure you have observed this portion (where I live) of Vancouver street to gather information but there are some things I want to make sure you are aware of. The street may be quieter than Cook, but it is still a very busy street. You will often see pedestrians crossing when and where they like, and I worry that were traffic patterns to change, someone would get hit, or there would be an accident.

My biggest concern is the amount of cars that park on Vancouver (and on our side streets) when they are allowed. We are the parking location not just for downtown events, but for the nearby school (drop off/pick up/events) and most especially for the church. On church event days/times, turning from McClure onto Vancouver is already extremely difficult. There is no way to see around the parked cars and you have to be extremely cautious because you are really turning blind. This portion of Vancouver St is an extremely high volume parking area, especially for the church, and I really hope that has been taken into consideration for whatever planning is being done. And, no it is not just on Sundays. The church holds events regularly, and ceremonies and funerals and all sorts of things all year long. It is evenings, weekends, the parking here is crazy, and if it's anything like Canada Day or some big downtown event, the entire street and neighbouring streets will be packed.

We also are very near the transitional housing space down the street. This means there are some people who are not as cognisant of their surroundings as might be safe. We have a lot of folks on scooters in the area as well as older folks. Change in traffic patters on Vancouver is going to be unsafe, not just during potential construction, but after as well for many many folks.

Speaking of construction, there is seemingly never-ending construction on Vancouver street… which again, makes driving already tricky. There are times when you drive from home, down what is practically a one lane street due to parking, and then wait on a construction situation further down the road. Vancouver Street is already difficult to navigate as a driver, I would hope it be left alone and not made even more difficult.

I looked over the proposed "ideas" for Vancouver Street and am unclear how any of them would improve the street and I really hope that it does not turn into the dangerous, frustrating situation we have on the other downtown "bike lane" streets now.

As I mentioned above, the bike lanes have made me as a pedestrian feel unsafe due to confused motorists and aggressive cyclists, and have made me wish I could avoid the bike lane streets as a driver as they feel overly narrow and confined.

I understand wanting to encourage cycling in the city and I understand that there is a strong, vocal, assertive cycling coalition here, but please, there are so many of us who are not bike-based, who want to feel safe, comfortable, and happy in our own town.

Yes, I am biased towards keeping Vancouver as it is, but I live here, I hope to continue to live here, the street already has its frustrations and difficulties, and I unfortunately haven't seen any positives to the bike lanes already put in by the city. I know my voice may be ignored here, but please at least consider the massive parking situation in this area when you are making your final decisions.

Thanks and good luck with it all,

Personal info

> On Nov 26, 2018, at 4:19 PM, Engagement <engage@victoria.ca> wrote:
>
> HiPersonal info
>
> You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.
>
> We look forward to hearing from you

>
>
> -----Original Message-----
> From: Personal info
> Sent: Friday, November 16, 2018 11:54 AM
> To: Engagement <engage@victoria.ca>
> Subject: Cycling Input
>
> Hi there,
> I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
> I don't need a one on one meeting or anything, so is there somewhere I could email or?
> Thanks,
Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:37 PM
To: Personal info
Subject: RE: Vancouver St Cycle Route Engagement Process

Hi Personal info

Thanks for your email. We are sorry that we didn't get a chance to meet you in person at one of the recent pop-up events or public open houses.

The information boards from the open house are posted on the Vancouver Street page at: www.victoria.ca/cycling

The design engagement process will continue in the new year. This stage of the process was intended to share information and gather high-level feedback about potential treatments and issues to consider on Vancouver Street. In late January the City will produce actual designs taking into account technical requirements and community feedback. At that time there will be a number of opportunities to get involved and view the "details" of the project. We appreciate your feedback and look forward to connecting with you in the new year.

Kind regards

From: Personal info
Sent: November 30, 2018 12:30 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St Cycle Route Engagement Process

Hello -

I was unable to attend any of the engagement meetings re the Vancouver St Cycle Route plans. In the past, the posters and other materials have also been on the city website, along with the survey. This time, there is no information available on the website to show what is being considered.

As a person who lives on a street adjacent to Vancouver St (Pakington St), I am concerned about plans for traffic calming at that intersection. Without knowing what is even being considered, it is difficult to respond to the survey questions.

Furthermore, the survey, as usual, seems to be designed to elicit positive only responses to the use of Vancouver St as a cycle route and the use of various traffic calming measures on it. Who would actually answer no to more safety for cyclists??? The devil, as usual, is in the details and details are sadly lacking.

Please put the posters from the engagement meetings up on your website so that people like me can make informed comments.

Thank you

Personal info

Pakington St

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:36 PM
To: Personal info
Subject: RE: Vancouver Street bike Lanes

Hi Personal info

Thank you for your email citing support for Vancouver Street as the priority route for the All Ages and Abilities (AAA) bicycle network compared to Cook Street.

We acknowledge your preference for making no further design interventions to Vancouver Street.

You are correct in that the City was not consulting the public in our recent survey about whether or not to make changes to Vancouver Street, rather, we were asking about the types of changes that might be most suitable.

The goal with AAA shared road treatments is to provide traffic speeds of 30km/hr or less or vehicle volumes of ~1500 vehicles per day. Research has found that both perceived and objectively assessed lower traffic speeds and lower traffic volumes are associated with higher odds of cycling for transport, attracting those who are "interested in cycling but concerned about safety." The current speeds and volumes on Vancouver are comfortable for enthusiastic and strong cyclists, but further interventions can be made to support new or emerging riders. In the downtown segment (between Pandora Avenue and Fort Street), the City is considering protected bike lanes as traffic volumes are considerably higher.

More info on the objectives and background for these types of infrastructure treatments can be found on our website at www.victoria.ca/cycling

We appreciate you taking the time to get in touch

-----Original Message-----
From: Personal info
Sent: Wednesday, November 28, 2018 3:04 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street bike Lanes

Sir/Madam:

I am very happy to see that City Hall has abandoned the idea of making Cook Street a bicycle route to the ocean. The idea was poorly thought out, and I am happy that those who were pushing the project listened to those of us who cycle the streets of Victoria.

I am hopeful that the same fate will befall this Vancouver Street bike lanes project. Vancouver Street, between Bay and the Park, is a natural bike route. The car/truck traffic volume is relatively low in the downtown section (compared with the streets that were the recipients of protected bike lanes), and almost non-existent, in my experience, in the other two sections.

Vancouver Street, as it stands, is a safe, practical route for bicycle travel, and needs nothing more than a few signs designating it as a Bike Route to improve it to its maximum two-wheeled efficacy. No 'traffic calming' is required, as the traffic is already as calm as it will ever be, short of concrete barriers preventing any traffic at all.

I am writing this note to you, because when taking the survey you designed, there was no option to disagree with the basic proposal; you assumed that everyone was on board with your idea, and that all that was left to do was iron out the details. Nothing could be further from the truth.

Vancouver Street is a good bike route as it stands. Leave it alone.

Sincerely,

Personal info

PS. When the weather is good, I cycle parts of this Street up to three times a week, and enjoy every minute of it.

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:34 PM
To: Personal info
Subject: RE: Vancouver Street Bike Lanes

Hi Personal info

Thanks for your email. We apologize you were out of town during our recent engagement activities. We welcome your initial insights and opinions via email to this address until the end of December or you can fill out the on-line survey until December 14, 2018 at www.victoria.ca/cycling . The City is collecting feedback through a number of channels and will continue with community design discussions in the new year. There will be a number of public feedback opportunities on a proposed design in late January and early February which we hope you can be involved with. In the meantime, we look forward to receiving your comments via email.

Kind regards

From: Personal info
Sent: Wednesday, November 28, 2018 12:53 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bike Lanes

I only just received information on your three sessions on this matter. This is very short notice and unfortunately I am out of town for the days offered. I would like to provide some insight and opinion on the design, as I live in that neighborhood. Please let me know when this can happen.

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:33 PM
To: Personal info
Subject: RE: Vancouver Street Bicycle Network Survey

Thanks for taking the time to write the City of Victoria and providing feedback on the survey design. Vancouver Street has been selected as a corridor for investment to improve the pedestrian and cycling environment. The survey was intended to gather input on potential design treatments to achieve these objectives. We have, however, received a full spectrum of responses to date. The survey is one of many tools we use to collect feedback. The City has hosted open houses, pop-up events on the street and walking tours. In the new year we will continue with activities to get feedback on a specific design.

We welcome all viewpoints – if you have some specific ideas or comments that you would like to provide to the design team at this stage that you were not able to communicate in the survey, please let us know and we would be happy to share.

Kind regards

Personal info
From:
Sent: Wednesday, November 28, 2018 12:17 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bicycle Network Survey

I have just completed the City's on-line survey. I have to say I find the survey extremely biased in the way one may answer some of the questions. There is little opportunity to provide in-put that is "pro" pedestrian or vehicle. I do feel that all viewpoints should be heard.

Thank you.

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:32 PM
To: Personal info
Subject: RE: Vancouver St Proposed Bike lanes

Dear Personal info

Thanks for getting in touch with the City of Victoria. The type of treatments being considered for Vancouver Street (between Bay Street and Pandora and Fort Street and Park Boulevard) are called shared use facilities.

This is where we establish a more traffic calmed environment where cars and cyclist share the road - there are no bike lanes and the parking remains in place. BC Transit will still be able to access and run the #1 route with this design.

There are protected bike lanes being considered in the downtown segment (between Fort and Pandora). There are two potential design options: protected bike lanes on the road (which will remove some parking) or protected bike lanes in the boulevard (which will keep more parking, but potentially impact the lifespan of the trees). We currently have an online survey that can be found at www.victoria.ca/cycling to gauge appetite and ideas for various design treatments on the corridor. In the new year we will produce a design based on the technical analysis and feedback. We would welcome your participation in this phase of the process as well.

Thank you again for the early feedback,
Best regards

-----Original Message-----
From: Personal info
Sent: Wednesday, November 28, 2018 9:07 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St Proposed Bike lanes

To whom it may concern,

My concerns with this is this street is already so narrow. So narrow that parking during the weekday is prohibited to enable traffic flow.

If a bike lane was to be implemented would this not make it tighter for vehicles to pass? (As it made Fort St much narrower)

Also would it remove the much needed street parking in the evening? There are a lot of residential buildings, only residential buildings to be exact from Fort St to Park Blvd (as Vancouver does not go to Dallas Rd) and you would be taking away the parking for where we live.

How do you propose to not create and upset for those residents, who already pay high rent costs? How do you plan on keeping the road available for vehicles? keeping in mind that BC transit also uses part of Vancouver St as a route, and also a detour route when needed.

I think you need to Survey for an average of many people actually ride their bicycles in one day over 30 days, and see if it will be worth a multi-million dollar investment. And see how many people need it for parking, esp in the evening.

I believe that before adding more bike lanes, our downtown parking crisis needs to be address. It is only going to get worse in winter months.

Thank you for your time.

Personal info

Sent from my iPhone

Rob Gordon

From: Sarah Webb
Sent: December 7, 2018 4:36 AM
To: Ryan Shotton
Cc: Timothy Hewett
Subject: RESPONSES - Emails for Vancouver

To whom it may concern,

My concerns with this is this street is already so narrow. So narrow that parking during the weekday is prohibited to enable traffic flow.

If a bike lane was to be implemented would this not make it tighter for vehicles to pass? (As it made Fort St much narrower)

Also would it remove the much needed street parking in the evening? There are a lot of residential buildings, only residential buildings to be exact from Fort St to Park Blvd (as Vancouver does not go to Dallas Rd) and you would be taking away the parking for where we live.

How do you propose to not create and upset for those residents, who already pay high rent costs? How do you plan on keeping the road available for vehicles? keeping in mind that BC transit also uses part of Vancouver St as a route, and also a detour route when needed.

I think you need to Survey for an average of many people actually ride their bicycles in one day over 30 days, and see if it will be worth a multi-million dollar investment. And see how many people need it for parking, esp in the evening.

I believe that before adding more bike lanes, our downtown parking crisis needs to be address. It is only going to get worse in winter months.

Thank you for your time.

Personal info

ADD HER TO EMAIL LSIT

DearPersonal info

Thanks for getting in touch with the City of Victoria. The type of treatments being considered for Vancouver Street (between Bay Street and Pandora and Fort Street and Park Boulevard) are called shared use facilities.

This is where we establish a more traffic calmed environment where cars and cyclist share the road - there are no bike lanes and the parking remains in place. BC Transit will still be able to access and run the #1 route with this design.

There are protected bike lanes being considered in the downtown segment (between Fort and Pandora). There are two potential design options: protected bike lanes on the road (which will remove some parking) or protected bike lanes in the boulevard (which will keep more parking, but potentially impact the lifespan of the trees). We currently have an

online survey that can be found at www.victoria.ca/cycling to gauge appetite and ideas for various design treatments on the corridor. In the new year we will produce a design based on the technical analysis and feedback. We would welcome your participation in this phase of the process as well. I have added you to our distribution list so that you can keep in touch with the process.

Thank you again for the early feedback,
Best regards

I have just completed the City's on-line survey. I have to say I find the survey extremely biased in the way one may answer some of the questions. There is little opportunity to provide in-put that is "pro" pedestrian or vehicle. I do feel that all viewpoints should be heard.

Thank you.

Thanks for taking the time to write the City of Victoria and providing feedback on the survey design. Vancouver Street has been selected as a corridor for investment to improve the pedestrian and cycling environment. The survey was intended to gather input on potential design treatments to achieve these objectives. We have, however, received a full spectrum of responses to date. The survey is one of many tools we use to collect feedback. The City has hosted open houses, pop-up events on the street and walking tours. In the new year we will continue with activities to get feedback on a specific design.

We welcome all viewpoints – if you have some specific ideas or comments that you would like to provide to the design team at this stage that you were not able to communicate in the survey, please let us know and we would be happy to share.

Kind regards

I only just received information on your three sessions on this matter. This is very short notice and unfortunately I am out of town for the days offered. I would like to provide some insight and opinion on the design, as I live in that neighborhood. Please let me know when this can happen.

Personal info

Hi Personal info

Thanks for your email. We apologize you were out of town during our recent engagement activities. We welcome your initial insights and opinions via email to this address until the end of December or you can fill out the on-line survey until December 14, 2018 at www.victoria.ca/cycling . The City is collecting feedback through a number of channels and will continue with community design discussions in the new year. There will be a number of public feedback opportunities on a proposed design in late January and early February which we hope you can be involved with. In the meantime, we look forward to receiving your comments via email.

Kind regards

Sir/Madam:

I am very happy to see that City Hall has abandoned the idea of making Cook Street a bicycle route to the ocean. The idea was poorly thought out, and I am happy that those who were pushing the project listened to those of us who cycle the streets of Victoria.

I am hopeful that the same fate will befall this Vancouver Street bike lanes project. Vancouver Street, between Bay and the Park, is a natural bike route. The car/truck traffic volume is relatively low in the downtown section (compared with the streets that were the recipients of protected bike lanes), and almost non-existent, in my experience, in the other two sections.

Vancouver Street, as it stands, is a safe, practical route for bicycle travel, and needs nothing more than a few signs designating it as a Bike Route to improve it to its maximum two-wheeled efficacy. No 'traffic calming' is required, as the traffic is already as calm as it will ever be, short of concrete barriers preventing any traffic at all.

I am writing this note to you, because when taking the survey you designed, there was no option to disagree with the basic proposal; you assumed that everyone was on board with your idea, and that all that was left to do was iron out the details. Nothing could be further from the truth.

Vancouver Street is a good bike route as it stands. Leave it alone.

Sincerely,

Personal info

PS. When the weather is good, I cycle parts of this Street up to three times a week, and enjoy every minute of it.

Personal info

Thank you for your email citing support for Vancouver Street as the priority route for the All Ages and Abilities (AAA) bicycle network compared to Cook Street.

We acknowledge your preference for making no further design interventions to Vancouver Street.

You are correct in that the City was not consulting the public in our recent survey about whether or not to make changes to Vancouver Street, rather, we were asking about the types of changes that might be most suitable.

The goal with AAA shared road treatments is to provide traffic speeds of 30km/hr or less or vehicle volumes of ~1500 vehicles per day. Research has found that both perceived and objectively assessed lower traffic speeds and lower traffic volumes are associated with higher odds of cycling for transport, attracting those who are “interested in cycling but concerned about safety.” The current speeds and volumes on Vancouver are comfortable for enthusiastic and strong cyclists, but further interventions can be made to support new or emerging riders. In the downtown segment (between Pandora Avenue and Fort Street), the City is considering protected bike lanes as traffic volumes are considerably higher.

More info on the objectives and background for these types of infrastructure treatments can be found on our website at www.victoria.ca/cycling

We appreciate you taking the time to get in touch

Hello -

I was unable to attend any of the engagement meetings re the Vancouver St Cycle Route plans. In the past, the posters and other materials have also been on the city website, along with the survey. This time, there is no information available on the website to show what is being considered.

As a person who lives on a street adjacent to Vancouver St (Pakington St), I am concerned about plans for traffic calming at that intersection. Without knowing what is even being considered, it is difficult to respond to the survey questions.

Furthermore, the survey, as usual, seems to be designed to elicit positive only responses to the use of Vancouver St as a cycle route and the use of various traffic calming measures on it. Who would actually answer no to more safety for cyclists??? The devil, as usual, is in the details and details are sadly lacking.

Please put the posters from the engagement meetings up on your website so that people like me can make informed comments.

Thank you

Personal info

Pakington St

Personal info

ENSURE THAT THE WEBSITE IS UPDATED BEFORE SENDING TO Personal info

Hi Personal info

Thanks for your email. We are sorry that we didn't get a chance to meet you in person at one of the recent pop-up events or public open houses.

The information boards from the open house are posted on the Vancouver Street page at: www.victoria.ca/cycling

The design engagement process will continue in the new year. This stage of the process was intended to share information and gather high-level feedback about potential treatments and issues to consider on Vancouver Street. In late January the City will produce actual designs taking into account technical requirements and community feedback. At that time there will be a number of opportunities to get involved and view the "details" of the project. We appreciate your feedback and look forward to connecting with you in the new year.

Kind regards

Hi,

I live on Vancouver Street at McClure, and I have lived in this building for more than a decade. I am wanting to make sure you are aware of some of the issues in this area and to let you know that in general, I am not in favour of any changes to Vancouver Street, although I imagine my feelings are of little concern.

I use Vancouver Street daily, usually multiple times a day, both walking and driving (and occasionally biking). I am familiar with this area of downtown as I walk most places whenever I can. The first thing I will mention is how unsafe I now feel as a pedestrian on the streets where the new bike lanes have been put in. Several times I have nearly been hit, walking, when the lights tell me to, on lit, controlled intersections. Most of those near misses were from cyclists. It is the first time ever in this town I have not felt safe around cyclists. This is largely in part due to the two way lanes on one way streets, but is also due, I assume, to the newness and confusion around the new lanes. It is also now significantly more difficult to drive on the streets that have been adjusted as they are narrower (even if only to the driver's eye) I know in hearing people speak about using Vancouver street they say that the boulevards and trees could be reduced, but this is part of what we like about Vancouver St. It is part of what makes it such a nice street and so charming. I would really hate to see the grass and trees removed or reduced.

I am sure you have observed this portion (where I live) of Vancouver street to gather information but there are some things I want to make sure you are aware of. The street may be quieter than Cook, but it is still a very busy street. You will often see pedestrians crossing when and where they like, and I worry that were traffic patterns to change, someone would get hit, or there would be an accident.

My biggest concern is the amount of cars that park on Vancouver (and on our side streets) when they are allowed. We are the parking location not just for downtown events, but for the nearby school (drop off/pick up/events) and most especially for the church. On church event days/times, turning from McClure onto Vancouver is already extremely difficult. There is no way to see around the parked cars and you have to be extremely cautious because you are really turning blind. This portion of Vancouver St is an extremely high volume parking area, especially for the church, and I really hope that has been taken into consideration for whatever planning is being done. And, no it is not just on Sundays. The church holds events regularly, and ceremonies and funerals and all sorts of things all year long. It is evenings, weekends, the parking here is crazy, and if it's anything like Canada Day or some big downtown event, the entire street and neighbouring streets will be packed.

We also are very near the transitional housing space down the street. This means there are some people who are not as cognisant of their surroundings as might be safe. We have a lot of folks on scooters in the area as well as older folks. Change in traffic patters on Vancouver is going to be unsafe, not just during potential construction, but after as well for many many folks.

Speaking of construction, there is seemingly never-ending construction on Vancouver street… which again, makes driving already tricky. There are times when you drive from home, down what is practically a one lane street due to parking, and then wait on a construction situation further down the road. Vancouver Street is already difficult to navigate as a driver, I would hope it be left alone and not made even more difficult.

I looked over the proposed "ideas" for Vancouver Street and am unclear how any of them would improve the street and I really hope that it does not turn into the dangerous, frustrating situation we have on the other downtown "bike lane" streets now.

As I mentioned above, the bike lanes have made me as a pedestrian feel unsafe due to confused motorists and aggressive cyclists, and have made me wish I could avoid the bike lane streets as a driver as they feel overly narrow and confined.

I understand wanting to encourage cycling in the city and I understand that there is a strong, vocal, assertive cycling coalition here, but please, there are so many of us who are not bike-based, who want to feel safe, comfortable, and happy in our own town.

Yes, I am biased towards keeping Vancouver as it is, but I live here, I hope to continue to live here, the street already has its frustrations and difficulties, and I unfortunately haven't seen any positives to the bike lanes already put in by the city.

I know my voice may be ignored here, but please at least consider the massive parking situation in this area when you are making your final decisions.
Thanks and good luck with it all,
Personal info

ADD HER TO THE EMAIL LIST

Hi Personal info

Thank you for your detailed email about your concerns regarding the cycling facilities along Vancouver Street. We appreciate you taking the time to write in with your insights, observations and priorities, particularly around the vicinity of the Church. Your email has been shared with the design team.

Managing the roadway and improving safety and comfort for pedestrians and cyclists is a challenging task. The City has to balance a number of needs, including access, parking and loading for motorists, transit, commercial and emergency vehicles. With respect to the new infrastructure installed on Pandora and Fort, we are sorry to hear that you have had some frustrating experiences. Everyone plays a role in road safety – this includes cyclists, motorists and pedestrians. These types of design treatments are new to Victoria but are common in a number of cities across North America. The data on ridership is encouraging so far and City staff continue to monitor the impacts of this infrastructure on the built environment.

There are no plans to remove the boulevard or trees on Vancouver Street. As a way to reduce impact to on-street parking in the downtown segment (between Pandora Avenue and Fort Street), the team is considering options to locate the protected bike lanes in the boulevard. Trade-offs of this design, however, include a higher cost, potential impacts to the anticipated lifespan, and more construction time, compared to installing the bike lanes on the roadway.

The rest of the corridor is suitable for a shared road application. This means no bike lanes, but rather a traffic calmed approach with goal to reduce vehicle speeds and volumes. There may be options to add to on-street parking but of course, visibility and safety are key aspects to consider. Vancouver Street has been identified for improvements in 2019 – the goal is to maintain access to destinations on the corridor but to reduce the volumes of cut-through traffic and motor vehicle speeds.

Once again Personal info appreciate your comments and look forward to sharing the proposed design with you in the new year. I have added you to our email contact list so that you can be alerted for opportunities

Hi There,
I have lived on the corner of Bay and Vancouver for approximately 7 years. My kitchen and dining room windows face the crosswalk on Bay, while my living room and office windows face Vancouver. During the past 7 years, I have had a front row seat to the ongoing traffic and cycling issues this busy intersection has. I Personal info Bay St to help out at various accident scenes over the years. I emailed the city this summer regarding the crosswalk and was told this intersection was part of an upcoming project to make improvements. I recently attended the design discussion at Fernwood Cafe and just completed the online surveys. The two main issues that I would like to point out regarding this area:

1. I emailed the city to request the crosswalk signs be lowered down and mounted on a pole like the ones at Cook and North Park. Drivers simply cannot see the hanging, flashing lights. This is especially troublesome during the summer months during rush hour on Bay St heading in both directions. In the morning all of the hospital traffic has the sun in their eyes and their car visors down and therefore cannot see the flashing crosswalk lights that are suspended way up in the air. This also occurs on the way home from work with the sun. I feel that if the crosswalk signal lights were lower down it would be easier for the drivers to see.

2. From Monday to Friday, between 4-6 you cannot make a left hand turn off Bay St onto Quadra. This has drivers turning left onto Vancouver instead. It causes a back up of traffic to Cook St during rush hour which also blocks vision for the crosswalk as it is bumper to bumper traffic in all the lanes in each direction.

There are of course countless other items I could mention such as vehicles speeding down Bay Street. Cyclists and pedestrians not pushing the button to enable the crosswalk signal to flash. Cyclists who walk their bikes across the crosswalk on Bay Street and then get onto their bike either on the sidewalk or in the opposing bike lane to cut diagonally across Vancouver, and of course cyclists running the stop sign to turn right off Vancouver onto Bay. Hopefully this will shed a bit of light of what I see on a daily basis.

Thank you for you time.

Personal info

Hi Personal info

Thanks for your follow up email and for attending our information session last week. Your comments and observations about the intersection of Bay and Vancouver have been shared with our project team. This particular location has a number of opportunities for safety improvements and we look forward to developing an appropriate intersection treatment to support pedestrians, motorists and people on bicycles.

We look forward to seeing you again in the new year and sharing the proposed designs based on technical analysis and comments from the community. Please stay tuned to our website at www.victoria.ca/cycling for updates on this project.

Kind regards

Rob Gordon

From: Engagement
Sent: December 5, 2018 10:50 AM
To: Personal info
Subject: RE: Re Bike Lanes

Thanks so much for your feedback ,it's been shared with the project team

-----Original Message-----
From: Personal info
Sent: November 30, 2018 7:18 PM
To: Engagement <engage@victoria.ca>
Subject: Re Bike Lanes

We think that Vancouver St, bike lanes would be a great addition to the bike network that is planned. We both use the Pandora and Fort Street lanes regularly and are thankful that they are now a part of cycling within the inner city.
Personal info

Sent from my iPad

Rob Gordon

From: Engagement
Sent: November 30, 2018 10:09 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.

Feedback – will you log these or would you like me to tag them?

Also, would you like a generic thank you message sent for these?

From: Personal info
Sent: November 29, 2018 7:52 PM
To: Engagement
Subject: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.

Thank you for the opportunity to view plans and to provide feedback and suggestions to City staff during tonight's presentation at City Hall.

I live in a Personal info Burdett Avenue for which the vehicle and bicycle access is off McClure Street just west of Vancouver Street.

I am in agreement with provision of the bicycle lanes on Vancouver Street rather than Cook Street.

I support the proposed traffic improvements and traffic calming measures. I believe the proposal will deliver significant improvements to pedestrian, bicycle, and motor vehicle circulation and safety in this neighbourhood.

The following two (2) suggestions might merit consideration by staff for inclusion in the plan:

1. **Prohibition of motor vehicle parking on the west side of Vancouver St. Between Burdett and McClure St. <u>at all</u> <u>times</u> rather than the present prohibition during weekday daytime hours.**

   <u>Rationale</u>:

   This segment of Vancouver Street attracts all day parking on Saturdays by persons employed downtown, and on Sundays by persons involved in activities at Christ Church Cathedral and Royal Theatre.

   For eastbound vehicles on McClure Street attempting to enter Vancouver Street for either left or right turns, visibility uphill towards the north on Vancouver Street is blocked by

   the brick heritage designated wall of Chelsea condominium, then

   trunks of the mature chestnut trees on west boulevard of Vancouver Street, and finally

   vehicles parked on the west side of Vancouver Street.

   In order to see cyclists or vehicles southbound on Vancouver Street, the driver of a vehicle eastbound on McClure must edge so far forward of the painted vehicle stop line, that the front of the vehicle entering the

intersection is in the path of any southbound cyclists who have been hidden from sight by the parked vehicles.

Prohibition of vehicle parking will mitigate this existing hazard which will increase with increased cyclist numbers when Vancouver Street is designated as a preferred bicycle route.

2. **Provision of pavement marked and signed east west crosswalks over Vancouver street at Burdett Ave. And at Collinson Streets.**

   The intersections of Vancouver Street with both Burdett and Collinson Streets are at the tops of vertical curves of the Vancouver Street roadway elevations.

   Eastbound and westbound pedestrians should be encouraged to cross Vancouver Street by marked and signed crosswalks which should be provided at these locations.

   Presently, pedestrians tend to meander diagonally across Vancouver Street downhill of Burdett and downhill of Collinson where the visibility of pedestrians in the roadway is compromised to southbound vehicles by the hill at Burdett and to northbound vehicles by the hill at Collinson.

   The addition of the suggested two additional crosswalks does not detract from the existing marked crosswalk on the Rockland Greenway.

Once again, thank you for the opportunity to provide suggestions to address resident concerns in this neighbourhood.

The three phots below were taken on Saturday morning and reflect the compromised visibility outlined in suggestion 1 above.

Personal info

Burdett Ave.
Victoria, BC

Personal info

McClure
NO EXIT

McClure
CONNECTION
NO
EXIT

McClure St
CONNECTION
NO EXIT

Rob Gordon

From: Timothy Hewett
Sent: November 30, 2018 8:39 AM
To: Ryan Shotton
Cc: Alannah Rodgers; Charles Davie; Sarah Webb
Subject: Email correspondence

Hi Ryan, could you save all email correspondence to the folder below. It might be worth separating out into folders design related suggestions from higher level questions.

We would like to have a centralized location so we can go through content post the survey close and add to the consolidated findings / themes.

Thanks.

\\files\Sdrive\Bicycle Master Plan Update\2016 - 2018 - Biketoria Phase 1 Implementation\2a. Vancouver\Consultation\2. emerging concepts - October - November 2018\3. Consultation content\Correspondence 2018

Timothy John Hewett
Interdisciplinary Planner, MSc, RPP, MCIP

Engineering and Public Works, Transportation
City of Victoria

1 Centennial Square, Victoria BC V8W 1P6
T 250.361.0306 **C** 250.884.8562

Rob Gordon

From: Sarah Webb
Sent: November 30, 2018 8:38 AM
To: Ryan Shotton
Subject: Fwd: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.

For record and design consideration

Sent from my iPhone

Begin forwarded message:

> **From:** Nick Armstrong <NArmstrong@victoria.ca>
> **Date:** November 30, 2018 at 8:00:14 AM PST
> **To:** Sarah Webb <swebb@victoria.ca>, Timothy Hewett <THewett@victoria.ca>, Charles Davie <cdavie@victoria.ca>, Steve Hutchison <shutchison@victoria.ca>, Brad Dellebuur <bdellebuur@victoria.ca>, Alannah Rodgers <arodgers@victoria.ca>
> **Subject: FW: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.**
>
> From our old friend Personal info just in case you didn't see this. Please add to our notes and feedback. He did mention this to me and glad he followed up (so I didn't have to regurgitate)
>
> **From:** Personal info
> **Sent:** Thursday, November 29, 2018 7:52 PM
> **To:** Engagement <engage@victoria.ca>
> **Subject:** Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.
> Thank you for the opportunity to view plans and to provide feedback and suggestions to City staff during tonight's presentation at City Hall.
> Personal info Burdett Avenue for which the vehicle and bicycle access is off McClure Street just west of Vancouver Street.
> I am in agreement with provision of the bicycle lanes on Vancouver Street rather than Cook Street.
> I support the proposed traffic improvements and traffic calming measures. I believe the proposal will deliver significant improvements to pedestrian, bicycle, and motor vehicle circulation and safety in this neighbourhood.
> The following two (2) suggestions might merit consideration by staff for inclusion in the plan:
>
> 1. **Prohibition of motor vehicle parking on the west side of Vancouver St. Between Burdett and McClure St. at all times rather than the present prohibition during weekday daytime hours.**
>
>   Rationale:
>   This segment of Vancouver Street attracts all day parking on Saturdays by persons employed downtown, and on Sundays by persons involved in activities at Christ Church Cathedral and Royal Theatre.
>   For eastbound vehicles on McClure Street attempting to enter Vancouver Street for either left or right turns, visibility uphill towards the north on Vancouver Street is blocked by the brick heritage designated wall of Chelsea condominium, then
>   trunks of the mature chestnut trees on west boulevard of Vancouver Street, and finally vehicles parked on the west side of Vancouver Street.

In order to see cyclists or vehicles southbound on Vancouver Street, the driver of a vehicle eastbound on McClure must edge so far forward of the painted vehicle stop line, that the front of the vehicle entering the intersection is in the path of any southbound cyclists who have been hidden from sight by the parked vehicles.
Prohibition of vehicle parking will mitigate this existing hazard which will increase with increased cyclist numbers when Vancouver Street is designated as a preferred bicycle route.

2. **Provision of pavement marked and signed east west crosswalks over Vancouver street at Burdett Ave. And at Collinson Streets.**
   The intersections of Vancouver Street with both Burdett and Collinson Streets are at the tops of vertical curves of the Vancouver Street roadway elevations.
   Eastbound and westbound pedestrians should be encouraged to cross Vancouver Street by marked and signed crosswalks which should be provided at these locations.
   Presently, pedestrians tend to meander diagonally across Vancouver Street downhill of Burdett and downhill of Collinson where the visibility of pedestrians in the roadway is compromised to southbound vehicles by the hill at Burdett and to northbound vehicles by the hill at Collinson.
   The addition of the suggested two additional crosswalks does not detract from the existing marked crosswalk on the Rockland Greenway.

Once again, thank you for the opportunity to provide suggestions to address resident concerns in this neighbourhood.
The three phots below were taken on Saturday morning and reflect the compromised visibility outlined in suggestion 1 above.

Personal info

Burdett Ave.
Victoria, BC
Personal info

McClure
NO EXIT

McClure
CONNECTION
NO
EXIT

McClure St
NO EXIT

Rob Gordon

From: Engagement
Sent: November 28, 2018 9:44 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bike Lane

I've added the email address to the Active Transp Distribution list, but not sure if you want to add anything to send to them.

-----Original Message-----
From: Personal info
Sent: Wednesday, November 28, 2018 9:40 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bike Lane

Hi. I just noticed your web site about the proposed Vancouver Street bike lane which I support. I would like to receive further design details about the proposed bike lane at Pandora Avenue and Vancouver Street. Presently, there is vehicle right turn access onto the Pandora Avenue frontage road, where my apartment and underground parking access is located off. I would like to ensure that the future bike route intersection design will safely maintain that access for bikes and cars.
Looking forward to recieving your response.

Personal info
Cheers.

Rob Gordon

From: Engagement
Sent: November 27, 2018 9:30 AM
To: Ryan Shotton
Subject: FW: Vancouver St Bike Corridor

From: Personal info
Sent: Tuesday, November 27, 2018 9:28 AM
To: Engagement
Subject: Vancouver St Bike Corridor

Hello,

I am unable to attend one of this week's engagement sessions about the design of the Vancouver Street bicycle corridor, and it is my understanding that I'm able to provide input through this email address. I hope that's correct. (I have also filled out the online survey but wanted to provide more comments than the survey would allow.)

I live on the 2500 block of Vancouver St and commute by bicycle on a near-daily basis to downtown Victoria My commute takes me from the 2500 Block of Vancouver
down to Yates St, where I turn west to downtown. While I find that Vancouver St is already very friendly for bicycles, I would support further development here. Two intersections are commonly an issue on my daily transit: Bay & Vancouver and Caledonia & Vancouver.

Bay & Vancouver: this is currently an unsafe intersection, and I have seen a great deal of unsafe behaviour here. If more bikers utilize Vanouver St, I can only assume that the frequency of these will increase. It is currently very difficult to turn left from Vancouver onto Bay St, and the crosswalk at the base of Graham St is not an efficient or safe means to cross Bay St (the current situation results in bike riders utilizing the sidewalk in order to transit from Vancouver St to Graham St and it is necessary to be on the sidewalk in order to activate the crosswalk light). I would like to see the Bay St crossing moved from Graham St to Vancouver St, with a short section of bike lane on the north side of Bay St allowing bikes to travel to Graham St. Alternatively, this crossing will require the means for a rider to travel from Vancouver to Graham St on the shouth side of Bay St and cross without having to ride on the sidewalk in order to activate the crosswalk lights. I hope that the City is not considering building a corridor up Vancouver St as far as Bay St with no consideration of the unsafe position riders are put in once they reach this point.

Caledonia & Vancouver: this is currently a two-way stop, with traffic transitting Caledonia not having to stop. There can be a lot of cross-traffic during rush hours, and I have seen numerous cyclists cross in an unsafe manner in order to squeeze between traffic on Caledonia. If bike traffic on Vancouver were to increase, I think this crossing warrants some work to facilitate crossing Caledonia.

One more comment on "Upper Vancouver:" The 2500 block of Vancouver is currently very dangerous, with a lot of large potholes big enough for a rider's front tire. While Graham may be the official bike route, living on Vancouver I can confirm that this is a much-used road for biking. I am a competent rider with good lights on my bike, and have recently almost had a serious accident caused by a pothole when riding at night. If biking on Vancouver St is going to be encouraged, the 2500 block of Vancouver could use some TLC and resurfacing to

support this vision.

Please confirm that this feedback will be accepted in lieu of my ability to attend one of the engagement sessions this week.

Thanks,
Personal info

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 5:57 PM
To: Ryan Shotton
Subject: RE: one missed email

Two way bike lanes on one side of the street are dangerous as it is not nature for drivers to have bikes going both directions and to look for them when turning. The redesign has made Fort a very uncomfortable tight street to drive and to get into parking spots. All it has done is have drivers avoid the street. Not enough cycling to justify so much street space to accommodate them.
Sent from my iPad

Do not feel the two way bike lanes are safe, effective and the best use of the road. Prefer the bikes have a space not on the road at all or along the appropriate edge on each side so that drivers have more likelihood of seeing them. If cyclists would follow road rules there were be far less concern and drivers and walkers would be much less annoyed. The cyclists are constantly breaking rules. Also the drivers here are getting much worse about pushing yellow lights, speeding, not full stops at stop signs, etc. It is time for a clamp down on all users of the road. Best way to make cyclists follow the rules of the road is to license the bikes and have cameras set up on the streets and ticket all users of the road. Far better use of resources and the ticket revenues could be used to fund policing and changes to roadways to accommodate all users.

Sent from my iPad

Hi Personal info

Thank you for your recent emails about protected bike lanes in the downtown core and your observations about road user compliance with the Motor Vehicle Act.

The City of Victoria prioritizes safety for all road users.

We understand your preference may be to have cyclists not on the road at all or, with respect to Fort Street, on the south side of the road. Off-street bike paths are ideal in places where there is ample space in the right-of-way. In a built-up urban environment like the City of Victoria, however, there are fewer options. When the City initiates capital projects, staff investigate a variety of different design options. With each option, the benefits and trade-offs are identified, recognizing the ultimate goal is to find the best balance for all road users. This means consideration of those on foot or bike, as well as emergency and transit vehicles, commercial and private vehicles.

Introducing a two-way bike lane on the north side of Fort Street eliminated the conflict between bicycles and busses on the corridor while retaining the majority of on-street parking. While the configuration on Fort is different than it used to be, the travel lanes are the same width as many other streets in Victoria. On Wharf Street a two-way protected bike lane will allow for retention of on-street parking and loading zones, when compared to a design with protected bike lanes on either side of the street.

When it comes to enforcement, the City agrees that all road users, including those on bicycle, have a role and responsibility to follow the rules identified in the Motor Vehicle Act. The Province of BC is the regulatory authority that would be in a position to introduce licensing and insurance requirements for cyclists.

The majority of motorists, pedestrians and cyclists do follow the rules and are adapting to the changes in the downtown street network. Ridership in public transit, walking and cycling continue to increase even with population growth. This type of cycling infrastructure is becoming more common in cities across North America as a way to improve safety and encourage more ridership among people of all ages and abilities. The City of Victoria continues to support enforcement and ticketing by Victoria Police for all road users as well as educational campaigns after opening new facilities to help familiarize people with the changes.

We appreciate your own commitment to safe, respectful travel in the downtown core. Thank you once again for getting in touch with the City of Victoria.

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:22 PM
To: Personal info
Subject: RE: Humboldt street project

Hi Personal info

The only parking spots that will be impacted by the cycling and pedestrian improvements along Humboldt Street are along the south side of the street between Government and Douglas, parallel to the Empress Hotel.

In other blocks, on-street parking will remain in place. There will be new on-street parking established in the 800 block and the areas with existing "residential only" designation will remain in place.

The City worked with the Humboldt Valley Residents Association, local businesses and residents to ensure that the parking composition finds the right balance for all the different parking needs. The City is open to changing parking restrictions and loading configurations as required based on observations, data and comments from stakeholders once the facility is open. Is there a particular location you are referring to?

We would be pleased to provide you with links to staff reports on the design process and the engagement summaries with all the findings between Fall 2017 and Spring 2018 prior to the final approval by Council. I will have one of our staff members follow up via email.

If you have any additional questions or concerns you'd like to discuss, please do not hesitate to call Sarah Webb in the City's Transportation Division at 250-361-0482

From: Personal info
Sent: Saturday, November 24, 2018 5:36 PM
To: Engagement <engage@victoria.ca>
Subject: Humboldt street project

Hi, I have some concerns about the on street parking on this street. After your project is complete how many on street spots will be available to residents of this street? Is there a location on the city's website that shows all of the data you collected during this process about the impacts on residents?
Thank you
Personal info

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:21 PM
To: Personal info
Subject: RE: confusing traffic lights on Pandora

Hi Personal info

Thank you for your email about the Pandora bike lanes and your support for "complete street" designs in the downtown core. We are sorry to hear about your recent close call and are glad you are okay.

The City has seen a continued increase in compliance regarding no right turns on red lights along Pandora, but it has taken some drivers a while to catch on. On Fort Street, we have seen a much smoother transition as motorists are more familiar with left hand turn restrictions.

The City has initiated multiple education and enforcement campaigns in partnership with Victoria Police since May 2017. All signs conform with the Manual of Uniform Traffic Control Devices and placement / number has been reviewed by ICBC and Victoria Police. Unfortunately, a red arrow is not an option to us in BC; they are not a recognized traffic control device in the Motor Vehicle Act. Green arrows are approved for use; solid green signals a protected turn phase and flashing green signals a permitted phase. Given that red arrows aren't used in this province, I'm not sure they would be add any clarity to motorists. Other municipalities, such as the District of Saanich, have started introducing the "no right on red" with the same signs and same traffic signals that Victoria has. Hopefully with more of these in use, the restriction will become more familiar.

We hope this answers your questions and appreciate your insights as a user of the protected bike lanes. Motor Vehicle Act compliance and road safety continues to be an important priority on all Victoria Streets. Should you have any further questions, please do not hesitate to contact Sarah Webb in the Transportation Division at 250-361-0482

From: Personal info
Sent: Friday, November 23, 2018 4:23 PM
To: Engagement <engage@victoria.ca>
Cc: info@gvcc.bc.ca
Subject: confusing traffic lights on Pandora

Hello,

I am a regular user of the Pandora bike lane, which I generally find to be excellent and am very appreciative for. However, I'm writing in response to recently experiencing a dangerous incident that occurred the other day that I think could be avoided by a small tweak to the traffic lights.

A recurrent problem on Pandora that I have seen and experienced, both as a cyclist and a driver, is that drivers get very confused by the set of two traffic lights, one for the traffic going straight or left and the other for the traffic turning right. I personally *still* get confused by this system now and again -- especially when the two lights are different colours -- and I've been taking this route since it opened.

For what it's worth, this type of problem occurs at other intersections in the city, such as at Gorge and Tillicum. I imagine it's also an issue along Fort Street, although I haven't really used that bike lane much.

I do realize there are some small signs on Pandora indicating which light is the "right turn signal" and for the most part, people do refrain from turning right when this signal is red. However, there are still far too many drivers that turn right when the "right turn signal" light is red -- as mentioned, I think they do this out of confusion rather than from trying to cheat. In any case, the upshot of an illegal right turn is that the driver might fail to see any cyclists that are going straight through the intersection (especially if the cyclist is going west, and thus starts off behind the car). I nearly got side-swiped the other day in this fashion.

As such, I propose that the "right turn signal" traffic light **be changed to an arrow pointing right, not just for the green indication, but also for the red and yellow ones**. A red arrow pointing right is a clear and obvious signal to drivers to not turn right; a green arrow (as is currently used) indicates that it is safe to turn. I have seen red/yellow/green arrows all over the world and it works well.

I think it would be a lot clearer to the driver of the truck in this photo if the lights circled in yellow were replaced by red arrows pointing right.

I hope this makes sense -- please let me know if it doesn't and I'd be happy to explain better.

Thank you in advance for your consideration.

Personal info

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:19 PM
To: Personal info
Subject: RE: Cycling Input

Hi Personal info

You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.

We look forward to hearing from you

-----Original Message-----
From: Personal info
Sent: Friday, November 16, 2018 11:54 AM
To: Engagement <engage@victoria.ca>
Subject: Cycling Input

Hi there,
I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
I don't need a one on one meeting or anything, so is there somewhere I could email or?
Thanks,
Personal info

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:18 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

The pop-up engagements were not advertised as our goal was to simply show up in the locations along the Vancouver Street corridor to talk to people using the street. We have advertised the info sessions we are holding this week in the Victoria News, Times Colonist, Facebook, Twitter, website and our email distribution list of over 600 people.

The dates are listed below:

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

City staff also walked Vancouver Street door-to-door and dropped off informational postcards to businesses and residential buildings/houses. In the case of large residential buildings we did our best to speak with the property manager and leave postcards in the lobby.

This is the first phase of engagement - in the new year the City will continue with walking tours, pop up stations and open houses on an actual design.

We have an online survey that is open until December 14, 2018 and welcome your input and ideas through this venue as well.

From: Personal info
Sent: Wednesday, November 21, 2018 9:53 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

Hi,

Thanks for this.

Can I ask why the pop-up info stations were not advertised via this email list? How were they advertised? I'm asking because I live in a multi-dwelling unit on Vancouver street, and this is the first I'm hearing of them. After the fact, which is not super helpful.

Best,

Personal info

From: "engage" <engage@victoria.ca>
Sent: Wednesday, November 21, 2018 9:34:03 AM
Subject: Vancouver Street Project

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

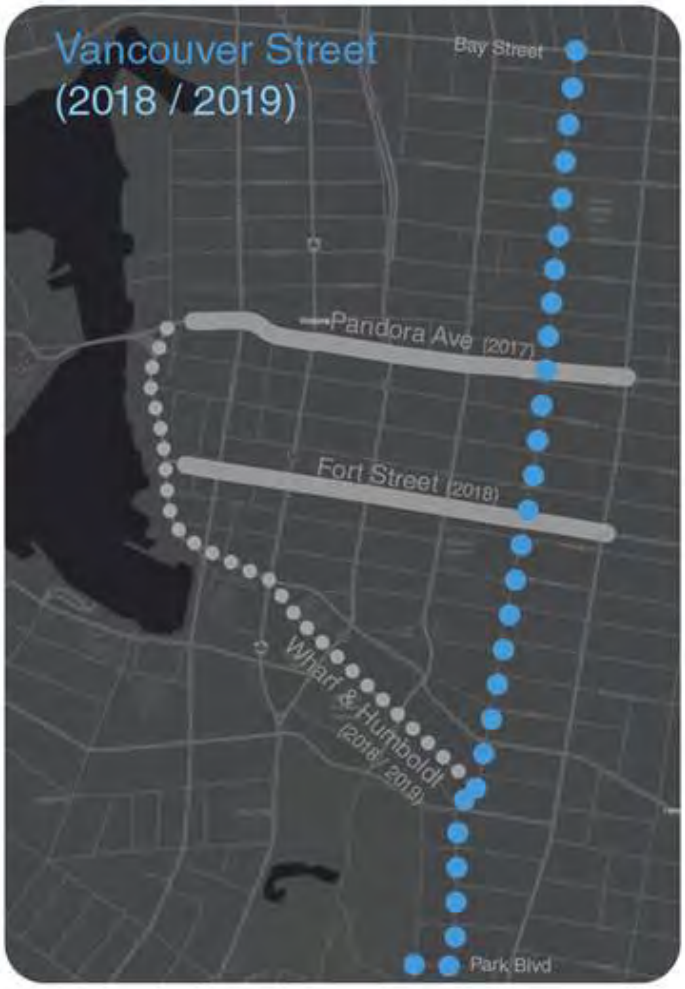
- Traffic calming and road paving

- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**


Vancouver Street
(2018 / 2019)
Bay Street
Pandora Ave (2017)
Fort Street (2018)
Wharf & Humboldt
(2018 / 2019)
Park Blvd

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:17 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

Thank you for the feedback about our Vancouver Street survey. To clarify, this is the first phase of engagement for the project. There will be a number of opportunities to provide feedback on emerging designs in the new year.

The survey may seem like there is less to provide feedback on because we are taking a measured approach to ensure people have ample opportunities to learn about the objectives, share their general concerns and identify design treatments that they would be open to exploring.

The next phase involves taking all this input combining it with technical data and specifications and developing a design. In January we will continue with walking tours, open house events and surveys etc. that are based on an actual design. The City uses this iterative design process to ensure that we get a chance to learn about high-level ideas before we develop a design.

We have three in-person Open House sessions this week (information pasted below) and encourage you to attend and chat with us about the process if you're able to. Otherwise, as mentioned there will be more activities to discuss the Vancouver Street corridor in 2019.

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

From: Personal info
Sent: Thursday, November 22, 2018 10:48 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

> I just took your survey on the upcoming bike lanes to Vancouver Street, and I have to say I am incredibly disappointed in the questions you asked. The only real question you asked was leading and didn't offer any other responses other than one that supported what the city is intending on doing. Asking respondents a yes or no question as to whether they believe that walking or riding bikes is environmentally friendly and nice is a gross over simplification of the very real issues that need to be considered.
>
> As a resident of Vancouver Street and a Public Engagement analyst for the Government of BC I was deeply disappointed by your inauthentic engagement. This is the type of survey that makes people believe that governments do what they want without actually listening to citizens. I expected better.
>
> http://vicmap.maps.arcgis.com/apps/MapJournal/index.html?appid=5f6c2eb855354f469234862c77168f36

Sincerely,

Personal info

Vancouver Street

From: Engagement <engage@victoria.ca>
Sent: Wednesday, November 21, 2018 9:34 AM
Subject: Vancouver Street Project

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment

destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

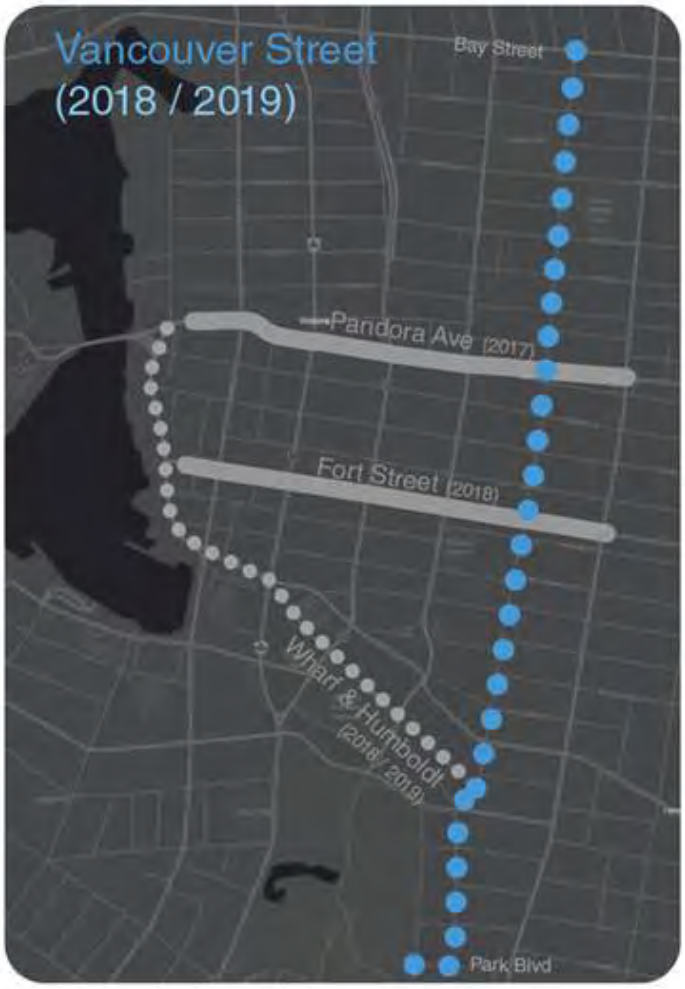
The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**


Vancouver Street
(2018 / 2019)
Bay Street
Pandora Ave (2017)
Fort Street (2018)
Wharf & Humboldt
(2018 / 2019)
Park Blvd

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:16 PM
To: Personal info
Subject: RE: Vancouver Street Engagement

Hi Personal info

Thanks for your email about the Vancouver Street survey. You are correct that Vancouver Street has been selected as a corridor for cycling and walking safety improvements. The City is not consulting on whether or not to make changes, but rather the types of changes we should explore.

While some segments of the corridor may include protected bike lanes, the majority of the corridor is about creating a more traffic calmed environment (no bike lanes). This means making improvements to traffic signals, pedestrian crossings, adding new passenger loading zones and even adding new daytime parking areas, for example. Emergency vehicles will always be able to continue to access Vancouver Street.

The goal of this phase is to learn more about how the street is used now, where challenges exist and where the opportunities are. We then combine this with technical data, input from agency partners like ICBC and Victoria Police and develop designs for the community to review.

In the new year the City will share an actual corridor design with the community to get further input and comments. We will do this with open house events, community walking tours etc. Communicating the specific elements and trade-offs is a key part of the design phase. We are just not there yet.

We hope this helps share the perspective of why the survey was designed in this way. Should you have any further questions, please do not hesitate to contact Sarah Webb at 250-361-0482.

From: Personal info
Sent: Thursday, November 22, 2018 10:40 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Engagement

Hey there,

I just wanted to pass on some feedback on your recent survey for the changes to Vancouver Street.

Overall, I found the survey to not be in any way informative, up-front or honest. It is painfully obvious that you are surveying the people in the area with the intention of building bike lanes. I would ask you, if any of you live, work or commute along Vancouver. If you do, or did, you would know that adding bike lanes would remove parking for residents, create traffic issues for school drop offs and add to the already existing congestion.

Construction will limit access for school drop offs, emergency vehicles for the Mount Edward shelter... among many other things.

While I can appreciate your need to be 'transparent' and consult with the community, I suggest you be more up front with your information. Asking vague questions such as do we believe that walking and cycling is better for a city, while offering no other option for people other than YES or NO... is insulting. Of course everyone knows it is better, but no one wants the bike lanes or the interruption they cause on that road.

I believe the lack of transparency eludes to not wanting to mitigate the issues that will arise from your honesty.

Sincerely,

Personal info

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 2:18 PM
To: Ryan Shotton
Subject: Email 4

(re-Humboldt)
Hi, I have some concerns about the on street parking on this street. After your project is complete how many on street spots will be available to residents of this street? Is there a location on the city's website that shows all of the data you collected during this process about the impacts on residents?
Thank you

Hi Personal info

The only parking spots that will be impacted by the cycling and pedestrian improvements along Humboldt Street are along the south side of the street between Government and Douglas, parallel to the Empress Hotel.

In other blocks, on-street parking will remain in place. There will be new on-street parking established in the 800 block and the areas with existing "residential only" designation will remain in place.

The City worked with the Humboldt Valley Residents Association, local businesses and residents to ensure that the parking composition finds the right balance for all the different parking needs. The City is open to changing parking restrictions and loading configurations as required based on observations, data and comments from stakeholders once the facility is open. Is there a particular location you are referring to?

We would be pleased to provide you with links to staff reports on the design process and the engagement summaries with all the findings between Fall 2017 and Spring 2018 prior to the final approval by Council. I will have one of our staff members follow up via email.

If you have any additional questions or concerns you'd like to discuss, please do not hesitate to call Sarah Webb in the City's Transportation Division at 250-361-0482

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 2:04 PM
To: Ryan Shotton
Subject: Email - Batch 3

Hi there,
I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
I don't need a one on one meeting or anything, so is there somewhere I could email or?
Thanks,
Personal info

Hi

You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.

We look forward to hearing from you,
Hello,
I am a regular user of the Pandora bike lane, which I generally find to be excellent and am very appreciative for. However, I'm writing in response to recently experiencing a dangerous incident that occurred the other day that I think could be avoided by a small tweak to the traffic lights.
A recurrent problem on Pandora that I have seen and experienced, both as a cyclist and a driver, is that drivers get very confused by the set of two traffic lights, one for the traffic going straight or left and the other for the traffic turning right. I personally *still* get confused by this system now and again -- especially when the two lights are different colours -- and I've been taking this route since it opened.
For what it's worth, this type of problem occurs at other intersections in the city, such as at Gorge and Tillicum. I imagine it's also an issue along Fort Street, although I haven't really used that bike lane much.
I do realize there are some small signs on Pandora indicating which light is the "right turn signal" and for the most part, people do refrain from turning right when this signal is red.

However, there are still far too many drivers that turn right when the "right turn signal" light is red -- as mentioned, I think they do this out of confusion rather than from trying to cheat. In any case, the upshot of an illegal right turn is that the driver might fail to see any cyclists that are going straight through the intersection (especially if the cyclist is going west, and thus starts off behind the car). I nearly got side-swiped the other day in this fashion.
As such, I propose that the "right turn signal" traffic light **be changed to an arrow pointing right, not just for the green indication, but also for the red and yellow ones**. A red arrow pointing right is a clear and obvious signal to drivers to not turn right; a green arrow (as is currently used) indicates that it is safe to turn. I have seen red/yellow/green arrows all over the world and it works well.

I think it would be a lot clearer to the driver of the truck in this photo if the lights circled in yellow were replaced by red arrows pointing right.

I hope this makes sense -- please let me know if it doesn't and I'd be happy to explain better.
Thank you in advance for your consideration.

Personal info

Victoria

Hi

Thank you for your email about the Pandora bike lanes and your support for "complete street" designs in the downtown core. We are sorry to hear about your recent close call and are glad you are okay.

The City has seen a continued increase in compliance regarding no right turns on red lights along Pandora, but it has taken some drivers a while to catch on. On Fort Street, we have seen a much smoother transition as motorists are more familiar with left hand turn restrictions.

The City has initiated multiple education and enforcement campaigns in partnership with Victoria Police since May 2017. All signs conform with the Manual of Uniform Traffic Control Devices and placement / number has been reviewed by ICBC and Victoria Police. Unfortunately, a red arrow is not an option to us in BC; they are not a recognized traffic control device in the Motor Vehicle Act. Green arrows are approved for use; solid green signals a protected turn phase and flashing green signals a permitted phase. Given that red arrows aren't used in this province, I'm not sure they would be add any clarity to motorists. Other municipalities, such as the District of Saanich, have started introducing the "no right on red" with the same signs and same traffic signals that Victoria has. Hopefully with more of these in use, the restriction will become more familiar.

We hope this answers your questions and appreciate your insights as a user of the protected bike lanes. Motor Vehicle Act compliance and road safety continues to be an important priority on all Victoria Streets. Should you have any further questions, please do not hesitate to contact Sarah Webb in the Transportation Division at 250-361-0482

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 1:44 PM
To: Ryan Shotton
Cc: Alannah Rodgers; Timothy Hewett
Subject: Emails - Batch 2

Hey there,
I just wanted to pass on some feedback on your recent survey for the changes to Vancouver Street.
Overall, I found the survey to not be in any way informative, up-front or honest. It is painfully obvious that you are surveying the people in the area with the intention of building bike lanes. I would ask you, if any of you live, work or commute along Vancouver. If you do, or did, you would know that adding bike lanes would remove parking for residents, create traffic issues for school drop offs and add to the already existing congestion.
Construction will limit access for school drop offs, emergency vehicles for the Mount Edward shelter... among many other things.
While I can appreciate your need to be 'transparent' and consult with the community, I suggest you be more up front with your information. Asking vague questions such as do we believe that walking and cycling is better for a city, while offering no other option for people other than YES or NO... is insulting. Of course everyone knows it is better, but no one wants the bike lanes or the interruption they cause on that road.
I believe the lack of transparency eludes to not wanting to mitigate the issues that will arise from your honesty.
Sincerely,
Personal info

Hi

Thanks for your email about the Vancouver Street survey. You are correct that Vancouver Street has been selected as a corridor for cycling and walking safety improvements. The City is not consulting on whether on not to make changes, but rather the types of changes we should explore.

While some segments of the corridor may include protected bike lanes, the majority of the corridor is about creating a more traffic calmed environment (no bike lanes). This means making improvements to traffic signals, pedestrian crossings, adding new passenger loading zones and even adding new daytime parking areas, for example. Emergency vehicles will always be able to continue to access Vancouver Street.

The goal of this phase is to learn more about how the street is used now, where challenges exist and where the opportunities are. We then combine this with technical data, input from agency partners like ICBC and Victoria Police and develop designs for the community to review.

In the new year the City will share an actual corridor design with the community to get further input and comments. We will do this with open house events, community walking tours etc. Communicating the specific elements and trade-offs is a key part of the design phase. We are just not there yet.

We hope this helps share the perspective of why the survey was designed in this way. Should you have any further questions, please do not hesitate to contact Sarah Webb at 250-361-0482.

> I just took your survey on the upcoming bike lanes to Vancouver Street, and I have to say I am incredibly disappointed in the questions you asked. The only real question you asked was leading and didn't offer any other responses other than one that supported what the city is intending on doing.

Asking respondents a yes or no question as to whether they believe that walking or riding bikes is environmentally friendly and nice is a gross over simplification of the very real issues that need to be considered.
As a resident of Vancouver Street and a Public Engagement analyst for the Government of BC I was deeply disappointed by your inauthentic engagement. This is the type of survey that makes people believe that governments do what they want without actually listening to citizens. I expected better.
http://vicmap.maps.arcgis.com/apps/MapJournal/index.html?appid=5f6c2eb855354f469234862c77168f36
Sincerely,
Personal info

Vancouver Street

Hi

Thank you for the feedback about our Vancouver Street survey. To clarify, this is the first phase of engagement for the project. There will be a number of opportunities to provide feedback on emerging designs in the new year.

The survey may seem like there is less to provide feedback on because we are taking a measured approach to ensure people have ample opportunities to learn about the objectives, share their general concerns and identify design treatments that they would be open to exploring.

The next phase involves taking all this input combining it with technical data and specifications and developing a design. In January we will continue with walking tours, open house events and surveys etc. that are based on an actual design. The City uses this iterative design process to ensure that we get a chance to learn about high-level ideas before we develop a design.

We have three in-person Open House sessions this week (information pasted below) and encourage you to attend and chat with us about the process if you're able to. Otherwise, as mentioned there will be more activities to discuss the Vancouver Street corridor in 2019.

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

Kind regards,
XXX

Hi,
Thanks for this.
Can I ask why the pop-up info stations were not advertised via this email list? How were they advertised? I'm asking because I live in a multi-dwelling unit on Vancouver street, and this is the first I'm hearing of them. After the fact, which is not super helpful.
Best,
Personal info

Hi

The pop-up engagements were not advertised as our goal was to simply show up in the locations along the Vancouver Street corridor to talk to people using the street. We have advertised the info sessions we are holding this week in the Victoria News, Times Colonist, Facebook, Twitter, website and our email distribution list of over 600 people.

The dates are listed below:

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

City staff also walked Vancouver Street door-to-door and dropped off informational postcards to businesses and residential buildings/houses. In the case of large residential buildings we did our best to speak with the property manger and leave postcards in the lobby.

This is the first phase of engagement - in the new year the City will continue with walking tours, pop up stations and open houses on an actual design.

We have an online survey that is open until December 14, 2018 and welcome your input and ideas through this venue as well.

Rob Gordon

From: Engagement
Sent: November 26, 2018 1:41 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

Thanks for your email about the Vancouver Street active transportation improvements.

While the City is always looking for ways to improve the pedestrian and cycling experience, Quadra was not deemed selected as an "All Ages and Abilities" bicycle route for two primary reasons:

1) Road capacity: Quadra is designated as a frequent transit corridor and an arterial street. This means that one of the primary objectives is to move high volumes of vehicles and buses. Reducing road capacity (to accommodate protected bike lanes) would result in unfavorable transit and vehicle delays. This would lead to through-traffic using local roads and negative impacts on transit frequency.

2) Road width: Some segments of Quadra Street are have lane widths at minimum dimensions, so any further modifications would require reductions in pedestrian space (sidewalks) as well as the removal of on-street parking and commercial loading zones. Currently, parking is restricted during daytime hours, but is allowed during the non-peak times. Similarly, the loading zones support commercial and passenger loading in a number of locations on the corridor.

Thank you for your suggestion for signage stating that cyclists can use the full lane. This is the case on any street in Victoria and throughout the province (under the Motor Vehicle Ac, cyclists can take the travel lane when necessary). The City does not typically sign every street, rather is strategic in pinch points. We will pass along your suggestion to our traffic operations team for their review.

The goal with AAA facilities is to create a safer space for those on bicycles and attract riders who do not currently feel comfortable in a busy traffic environment. Improvements on Vancouver Street can help to maintain vehicle service levels while offering improvements for those on foot and bike. The City strives to find the right balance for all road users.

From: Personal info
Sent: Wednesday, November 21, 2018 1:25 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

I'm just wondering why not focus on Quadra Street? Quadra is the main Street that really needs to be improved. Maybe just with painted cycling lanes a d signage for 'cyclist may to the full lane'.

Thanks
Personal info

On Wed, Nov 21, 2018, 9:34 AM Engagement <engage@victoria.ca wrote:

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

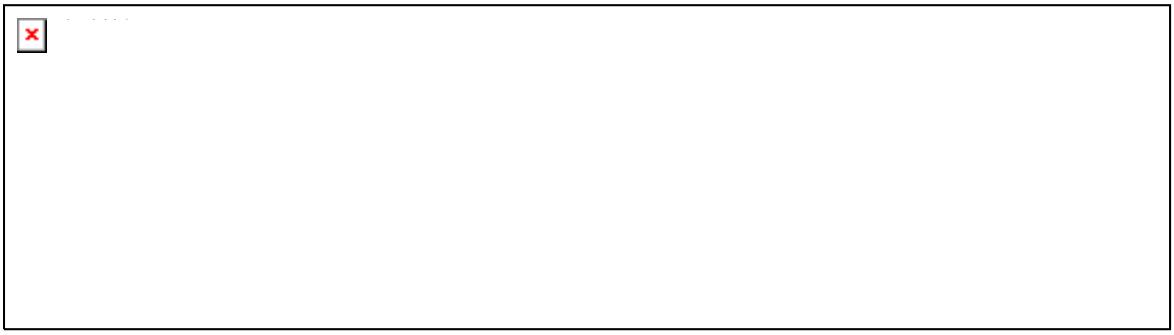
The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

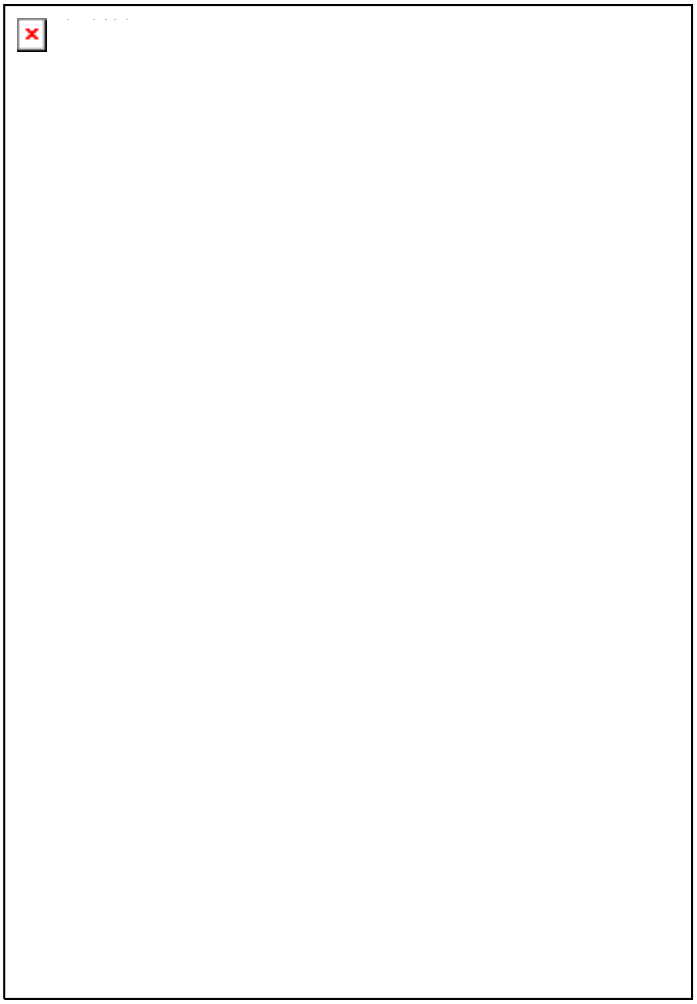
- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**





Rob Gordon

From: Engagement
Sent: November 26, 2018 1:39 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

Thanks for your note. You have not missed out and we apologize if you are angry.

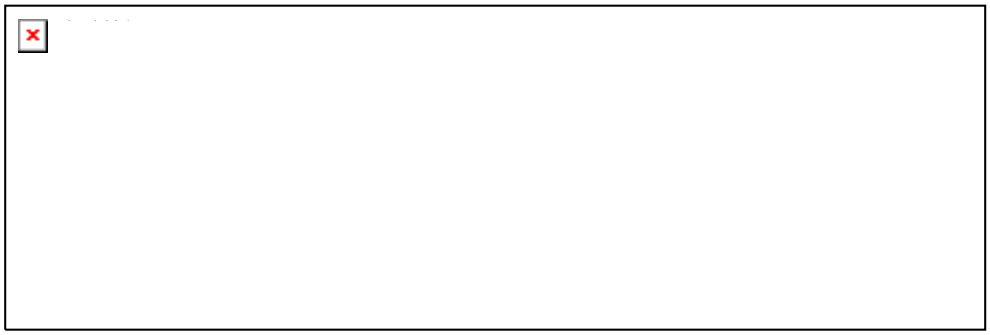
The City is just at the beginning of the engagement process and activities will continue into January 2019. The first phase has three events this week (November 27, 28 and 29 - details below) as well as an on-line survey (open until December 14, 2018).

We are also meeting one-on-one with strata organizations, businesses, school groups and other organizations. So you haven't missed taking part and we welcome your input. In the new year, we will offer additional ways for people to get involved such as corridor walking tours and sessions to review design concepts.

I have pasted the upcoming open house information below.

November 27, 2018 - 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 2018 - 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 2018 - 4pm - 7pm at Victoria City Hall, #1 Centennial Square

We apologize for any confusion and hope to see you at one of these events and welcome additional comments and ideas through the digital survey.



From: Personal info
Sent: Wednesday, November 21, 2018 3:00 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

I am extremely disappointed to have received this email today, after asking to be part of the engagement team a month ago - hence I have now missed the online survey and info sessions mentioned in the below email.

Extremely angry that this is the case.

Personal info

Sent from my iPhone

On Nov 21, 2018, at 9:34 AM, Engagement <engage@victoria.ca> wrote:

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active

transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 1:17 PM
To: Ryan Shotton
Cc: Alannah Rodgers; Timothy Hewett
Subject: ANSWERS - Emails 1 batch

I am extremely disappointed to have received this email today, after asking to be part of the engagement team a month ago - hence I have now missed the online survey and info sessions mentioned in the below email.
Extremely angry that this is the case.

Personal info

Hi

Thanks for your note. You have not missed out and we apologize if you are angry.

The City is just at the beginning of the engagement process and activities will continue into January 2019. The first phase has three events this week (November 27, 28 and 29 - details below) as well as an on-line survey (open until December 14, 2018).

We are also meeting one-on-one with strata organizations, businesses, school groups and other organizations. So you haven't missed taking part and we welcome your input. In the new year, we will offer additional ways for people to get involved such as corridor walking tours and sessions to review design concepts.

I have pasted the upcoming open house information below.

November 27, 2018 - 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 2018 - 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 2018 - 4pm - 7pm at Victoria City Hall, #1 Centennial Square

We apologize for any confusion and hope to see you at one of these events and welcome additional comments and ideas through the digital survey.

I'm just wondering why not focus on Quadra Street? Quadra is the main Street that really needs to be improved. Maybe just with painted cycling lanes a d signage for 'cyclist may to the full lane'.
Thanks

Personal info

Hi

Thanks for your email about the Vancouver Street active transportation improvements.

While the City is always looking for ways to improve the pedestrian and cycling experience, Quadra was not deemed selected as an "All Ages and Abilities" bicycle route for two primary reasons:

1) Road capacity: Quadra is designated as a frequent transit corridor and an arterial street. This means that one of the primary objectives is to move high volumes of vehicles and buses. Reducing road capacity (to accommodate protected bike lanes) would result in unfavorable transit and vehicle delays. This would lead to through-traffic using local roads and negative impacts on transit frequency.

2) Road width: Some segments of Quadra Street are have lane widths at minimum dimensions, so any further modifications would require reductions in pedestrian space (sidewalks) as well as the removal of on-street parking and commercial loading zones. Currently, parking is restricted during daytime hours, but is allowed during the non-peak times. Similarly, the loading zones support commercial and passenger loading in a number of locations on the corridor.

Thank you for your suggestion for signage stating that cyclists can use the full lane. This is the case on any street in Victoria and throughout the province (under the Motor Vehicle Ac, cyclists can take the travel lane when necessary). The City does not typically sign every street, rather is strategic in pinch points. We will pass along your suggestion to our traffic operations team for their review.

The goal with AAA facilities is to create a safer space for those on bicycles and attract riders who do not currently feel comfortable in a busy traffic environment. Improvements on Vancouver Street can help to maintain vehicle service levels while offering improvements for those on foot and bike. The City strives to find the right balance for all road users.

Rob Gordon

From: Engagement
Sent: November 23, 2018 9:31 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Project

From: Personal info
Sent: Thursday, November 22, 2018 5:21 PM
To: Engagement
Subject: Fwd: Vancouver Street Project

Please consider for Segment 3 using Cook Street for a smoother geographic grade for cyclists from Park to Fort St instead of Vancouver St. AAA fir kids would have fewer hills to climb on Cook St. Riders could use the Fort St bike lane to switch over to Vancouver St bike lanes for Segments B and A through the business district.

Segments B and A are where the lane crunches are on Cook St.

Cook St vehicle traffic is highway like in speed and would benefit from slowing also.

Thanks for continuing with AAA protected lanes in Victoria.

Thank you.

Personal info

---------- Forwarded message ---------
From: **Engagement** <engage@victoria.ca>
Date: Wed, Nov 21, 2018 at 11:04 PM
Subject: Vancouver Street Project
To:

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt

Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**

Vancouver Street
(2018 / 2019)
Bay Street
Pandora Ave (2017)
Fort Street (2018)
Wharf & Humboldt
(2018 / 2019)
Park Blvd

Rob Gordon

From: Engagement
Sent: November 23, 2018 9:30 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bike Lanes

From: Personal info
Sent: Thursday, November 22, 2018 10:58 PM
To: Engagement
Subject: Vancouver Street Bike Lanes

Hello,

Thank-you for investing in the participatory planning activities for the bike lanes. Unfortunately, I will be out of town and unable to attend the meeting on November 29th. I have completed the survey. Two things that I would like to emphasize are provided below.

-Keep the trees and protect the boulevard. Cyclists need fresh air. If trees are cut down for this project that will be heartbreaking and a huge loss to the community. Every weekday I walk from Vancouver St. and Johnson St., to View St. and Douglas St. to go to work. I ***choose*** to walk along Vancouver because of the beautiful tree canopy. It is a calming presence in what is becoming a very concrete city.

-Invest in additional landscaping between Fort and Bay but understand that just putting down grass sod won't work. I think there needs to be trees that provide some shade. This year new sod was added on the Vancouver boulevard between Fort and Johnson. Part way through the summer the grass was completely dead. So landscaping would be great but it needs to be something that is draught resistant. Or maybe the department that is responsible for the grass has better information about why the grass doesn't survive along that stretch.

Please keep me in the loop about this initiative. I feel really passionately about the trees on Vancouver street and appreciated the opportunity to provide input.

Thank-you,

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 2:51 PM
To: Ryan Shotton
Subject: FW: two way protected bike lanes

A response to your response. Let me know if you'll be sending another email, otherwise I'll just file this one.

Thanks,
Roz

From: Personal info
Sent: N 18 2:19 PM
To: Engagement
Subject: Re: two way protected bike lanes

Thank you for your detailed response.

I'm glad you are considering one-way lanes on certain streets.

The situation along Dallas Rd is different from the other streets because it is used by serious riders going fast, often in large groups. Depending on strength of the riders, wind, or direction of travel (it is either a false flat or slight downhill) they may or may not be going as fast as cars. Slower cyclists on the roadway will be resented by drivers who opposed the bike lane in the first place. However if those fast riders go on a busy bike lane they will antagonize slower cyclists and likely cause accidents.

Groups of riders on the GG or Lochside generally use those trails to access other roads and are not "hammering it". They certainly hammer along Dallas. I'm not sure you've thought enough about that.

As for Vancouver St... I wish something would be done about Douglas, the main street of the city and the one I use most often.

From: "engage" <engage@victoria.ca>
To: Personal info
Sent: Thursday, November 22, 2018 11:46:34 AM
Subject: RE: two way protected bike lanes

Hi Personal info

Thanks for taking the time to share your perspectives of the new bike lanes. While two-way lanes are new to Victoria, we've seen encouraging uptake in ridership on both Pandora and Fort street.

The two-way designs are utilized primarily to reduce the overall road impact (notably on-street parking loss) and project costs. These routes can be converted in the future to one-way facilities if volumes warrants it.

As a part of the design process, the City considers the implications of different configurations. Having bike lanes on either side of Wharf street, for example, would eliminate close to 90% of on-street parking and loading zones. When we went out to the community, this was a clear priority for the design. As such, we pursued the two-way option.

On Vancouver Street, the City is considering one-way protected bike lanes on either side of the road between Balmoral and Fort Street. If you haven't had a chance to check out our website, you can learn more and provide us with insights before December 14, 2018 at www.victoria.ca/cycling

As for the Dallas Road lanes, they were designed to as a two-way facility to align with the sewage treatment force main route. The lanes are not designed for large cycling groups to use and will be standard 3m in width. In our experience, the "strong and fearless" riders tend to travel at the relative same speed as vehicles and in fact, prefer to be on the roadway. This is a particularly exciting facility as it aligns with the Trans Canada Trail and can be used by both locals and visitors alike.

We appreciate your interest in cycling in Victoria. If you would like, we can add you to our general distribution list so that you can be alerted for opportunities to get involved with 2019 projects such as Harbour Road and the Graham/5th corridor.

Kind regards

From: Personal info
Sent: Monday, October 22, 2018 2:02 PM
To: Engagement <engage@victoria.ca>
Subject: two way protected bike lanes

Hello

I am grateful that we have a few kilometres of protected bike lanes in Victoria and I make use of Pandora St several times each week. I certainly hope we complete the network and add many more kilometres beyond that.

After several months of usage I can say for certain they are preferable to unprotected cycling. However, I admit I would prefer that the lanes be one-way.

One-way following the flow of car travel is more intuitive for the rider and would be more predictable for walkers and drivers.

When I ride Pandora I am sometimes scared by the speed at which oncoming cyclists are travelling. I'm not always sure they see me. When I try to turn left from Pandora onto Douglas I often have to wait for pedestrians to cross. That means I come to a near halt. At the same time cyclists are often riding to the west at high speed through the intersection. I worry about a serious bike to bike collision there. I know that the GG and Lochside are two-way, but they don't also have cars turning or pedestrians crossing. Besides, I would wish they could be one-way if that were possible.

The proposed lane on Dallas Rd worries me if it is two way. Large groups of club riders often go that way travelling at 40km/hr or more. Will they use a two-way lane, and would could be the result? Or, will they eschew the lane because it is clogged with slower riders and go on the roads, only to antagonize drivers who don't want the lanes in the first place?

If all the design work for the network is based upon two-way lanes, then carry on with that plan rather than delaying the project. However, if more protected lanes are added in the future, please consider one-way lanes.

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 2:47 PM
To: Ryan Shotton
Subject: FW: Vancouver Street nonsense survey

From: Personal info
Sent: November 22, 2018 1:42 PM
To: Engagement
Subject: Re: Vancouver Street nonsense survey

I'm certainly hoping to make it to the City Hall session next week on the 29th.

Your engineers and planners spend far too much time worshipping at the altar of convenience of movement for drivers and far, far too little time considering safety of movement for cyclists and pedestrians. The entire Cook vs Vancouver section of that paper you very kindly linked me to basically boils down to "making it safe for everyone would make it too inconvenient for cars" and that is a gigantic load of untreated fecal matter that should be dumped into the ocean.

My main objection to the carefully structured Vancouver Street survey (which I have filled out) is that if we are in favour of protected lanes the whole length (of the wrong road!) the survey is still heavily weighted in favour of "how would you like these bits traffic-calmed" rather than "what would you like to see in these bits".

If a cyclist or pedestrian is injured or killed along Cook in the next few years, the politicians AND staff who chickened out of doing the right thing along Cook are going to have that follow them around for the rest of their lives and their careers. I hope nothing happens but if it does, demands for proper accountability will need to be made.

Yours,
Personal info

On Thu, Nov 22, 2018 at 11:58 AM Engagement <engage@victoria.ca> wrote:

> Hi Personal info
>
> Thanks for your email. The Vancouver Street AAA corridor was prioritized by Council in May 2018. While Cook Street remains on the City's long term network, there were a number of important considerations that led to the recommendation to prioritize Vancouver Street - here is the link to the staff report: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=15385
>
> If your preference is protected bike lanes over a shared use space on Vancouver, we hope you took the chance to provide this feedback through the survey. We also welcome you at one of the upcoming open houses or you can stay connected to the project and view proposed designs in the new year. Protected bike lanes for the full extent of the corridor is possible but not without compromises to on-street parking or green space. The City appreciates your feedback.

From: Personal info
Sent: November 14, 2018 7:49 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street nonsense survey

I'm going to be very, very blunt.

Vancouver Street is a fantastically stupid, stupid place to put bike infrastructure, especially BS "traffic calmed shared space" crap.

Protected bike infrastructure on Cook Street is what is needed.

Not crap on Vancouver.

Please stop wasting staff and Council's time on faffing about with Vancouver, and get back to protected bike infra on Cook where it:

1. reaches destinations people actually want to get to

2. has the space to be proper protected bike infrastructure, not "shared space" horse manure.

We know protected bike infra works. It works on Pandora. It works on Fort. It will work on Wharf. It works in other cities. Stop wasting everyone's time and putting people's lives at risk with crap like that oh-so-carefully constructed Vancouver Street "Traffic Calming and Active Transportation Improvements" survey.

Yours very sincerely,

Personal info

(a Saanich resident, regrettably, but a regular bike commuter into, out of, and around the whole region)

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:58 AM
To: Personal info
Subject: RE: Vancouver Street nonsense survey

Hi Personal info

Thanks for your email. The Vancouver Street AAA corridor was prioritized by Council in May 2018. While Cook Street remains on the City's long term network, there were a number of important considerations that led to the recommendation to prioritize Vancouver Street - here is the link to the staff report: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=15385

If your preference is protected bike lanes over a shared use space on Vancouver, we hope you took the chance to provide this feedback through the survey. We also welcome you at one of the upcoming open houses or you can stay connected to the project and view proposed designs in the new year. Protected bike lanes for the full extent of the corridor is possible but not without compromises to on-street parking or green space. The City appreciates your feedback.

From: Personal info
Sent: November 14, 2018 7:49 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street nonsense survey

I'm going to be very, very blunt.

Vancouver Street is a fantastically stupid, stupid place to put bike infrastructure, especially BS "traffic calmed shared space" crap.

Protected bike infrastructure on Cook Street is what is needed.

Not crap on Vancouver.

Please stop wasting staff and Council's time on faffing about with Vancouver, and get back to protected bike infra on Cook where it:
1. reaches destinations people actually want to get to
2. has the space to be proper protected bike infrastructure, not "shared space" horse manure.

We know protected bike infra works. It works on Pandora. It works on Fort. It will work on Wharf. It works in other cities. Stop wasting everyone's time and putting people's lives at risk with crap like that oh-so-carefully constructed Vancouver Street "Traffic Calming and Active Transportation Improvements" survey.

Yours very sincerely,
Personal
i f
(a Saanich resident, regrettably, but a regular bike commuter into, out of, and around the whole region)

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:56 AM
To: Personal info
Subject: RE: Bike Lane: Fort & Blanchard

Hi Personal info

Thank you for getting in touch with the City of Victoria. We appreciate your own commitment to safe commuting - regardless if you are on bike or in the car.

To answer your question, the City completed a six month road user education campaign after the Fort Stret project opened and have installed all required regulatory signs. We continue to work with the Victoria Police Department on enforcement "blitz" events throughout the year and will identify Blanshard and Fort as a hot spot for their consideration.

Kind regards

From: Personal info
Sent: Thursday, November 8, 2018 8:41 AM
To: Engagement <engage@victoria.ca>
Cc: Personal info
Subject: Bike Lane: Fort & Blanchard

Hi,

I have seen many car drivers ignore the left-hand-turn red during the green bike signal.

I'm really concerned, especially now that it is darker due to the time change, that a driver will turn left on a red and hit a cyclist going through the intersection on a green.

I bike home most days and am really alarmed by the number of times I observe cars running a red light and turn left while cyclists have a green. It is especially bad at Fort and Blanchard. I see someone turn left on the red almost every time I pass through the intersection.

Can you help educate drivers using this intersection with improved signage or a city/police presence to give warnings or tickets? I honestly feel like it's been getting worse over time.

Thank you!

Personal info

Attention: This message is intended only for the use of the individual(s) to which it is addressed and may contain confidential information. If you have received this message in error, please contact the sender immediately and delete the material from your computer. Thank you.

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:55 AM
To: Personal info
Subject: RE: An important Issue to consider - Pedestrian/Cyclist winter safety.

Hi Personal info

Thank you for your email regarding visibility and the importance of staying safe on Victoria streets.

The City of Victoria works with partners like the CRD Traffic Safety Commission, Preventable BC, ICBC to run educational and encouragement campaigns focused on visibility at different times of the year. In October 2018, the City ran a "spot light" campaign with all of our elementary schools in the municipality and gave away more than 1,500 lights to encourage safe active transportation.

The City appreciates your passion for safety and agrees that all road users need to use caution, particularly during the wet and dark winter months. We look forward to working with community partners to expand the reach of these programs and get media attention on the importance of visibility for vulnerable road users.

Thank you for taking the time to reach out to the City of Victoria.

-----Original Message-----
From: Personal info
Sent: Saturday, November 3, 2018 9:24 AM
To: Engagement <engage@victoria.ca>
Subject: An important Issue to consider - Pedestrian/Cyclist winter safety.

good morning,

My name is Personal info and I live and work in Victoria. I have been a Registered Personal info for 33 years... and continue in this profession.

When I first moved here 2 years ago I was ASTONISHED at how many people... pedestrians and bicyclists, wear dark clothing.... sometimes black from head to toe including umbrellas and briefcases. I moved here in September so the light was changing, the rains had started and the visibility of these people from inside a car was nearly impossible!! I have even almost walked into a pedestrian who I was walking towards because they were in such a shadow.

This frightens the hell out of me. In my practice I have had a number of clients who have been hit by a car and thousands of pounds of metal meeting a human body is never good. The person is NEVER the same again.

I am a biker. I am a conscious driver. A pedestrian or a bicyclist may think that it is still light enough to be seen. But the street lights in Victoria are dim. The rain makes everything even more black. Most cars have a dark interior, have windshields that slant and are not glassy clear, and have blind spots created by car struts, etc. From the inside of a car, everything looks darker than what is actually on the outside.

Add to that the reflection of rain on the roads and puddles and the oncoming car lights diminishing one's ability to see.... add to that the difficulty of actually seeing the lines on the road clearly at night.... and this is a recipe for disaster.

I am TERRIFIED that either I will be hit or that I will hit a pedestrian or bicyclist. Unlike the rest of Canada, which has white snow (so dark clothing is actually of benefit), dressing in dark clothes in Vancouver or Victoria is like wearing a target!!!.... saying “hit me!!”

As I drive around at night, I am always surprised that even WITH reflective gear, a pedestrian or cyclist is still just barely visible... but at least it is something. I have heard that in Sweden it is a LAW that ALL outerwear clothing is required to have reflective fabric or piping sewn in. This would be an amazing thing... but maybe later. For now... WELL LIT and NOTICEABLE armband or whatever should be on everyone. (and not some wee little light). People do this for their dog’s, for heaven’s sake!!!.... so the dog’s don’t get hit!!!!

I am currently wearing a reflective armband WITH a light inside that either stays on or blinks... purchased at MEC. If I won a million dollars I would buy the company that makes these things and give them away for FREE to all and sundry. That hasn’t happened yet.

So I am appealing to you to begin a Safety Education Program of some kind. Take pictures of people walking at night and create posters or workshops or talks to emphasize how important this is.

This is a very serious issue. Please, please find some way to create a committee, designate staff,.... do something to address this. No pedestrian or cyclist wants to be hit by a car... and no driver wants to hit someone. I just heard this morning that a skateboarder in Victoria has been hit by a car and is currently in the hospital with head injuries and bleeding on the brain.

If you could respond to my email and let me know...
I am willing to step up and help in some way.

Thank-you,
Sincerely,
Personal info

Sent from my iPad

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:53 AM
To: Personal info
Cc: Ismo Husu; Richard Adam
Subject: RE: Humboldt / Pakington Street corridor improvements

Hi Personal info

Thanks for your email regarding the Humboldt Street Active Transportation project. We're glad to hear that the loading zone is a welcome addition to the street. We will pass along your comments and request for a larger loading zone and designation of a "small car only" stall near the driveway to our Traffic Operations and Parking Management staff. We appreciate you getting in touch.

From: Personal info
Sent: Sunday, November 4, 2018 12:47 PM
To: Engagement <engage@victoria.ca>
Subject: Humboldt / Pakington Street corridor improvements

I live in the Personal info Humboldt Street and I support this project and look forward to its completion next summer.
I do have a couple of concerns regarding the driveway that services the Belvedere and Astoria Buildings.

First, the addition of a loading zone on the East side of this driveway has been a great addition, thank you. I see it being used by parents of the daycare, small delivery vehicles, taxis and even the police. Unfortunately, the space is too small for larger vehicles such as Canada Post, Thrifty Foods or BC ambulance. This results in these larger vehicles occasionally double parking on Humboldt Street or in the driveway, both of which cause traffic congestion. If this loading zone could be made larger it (similar to what the Aria and Astoria have in front of their buildings) could help alleviate some of this unwanted congestion and make it safer for all modes of transportation.

Second, the parking space directly on the West side of the driveway frequently has longer vehicles parked there that actually extend into the driveway. When this occurs it is very difficult for vehicles exiting the drive way to see approaching traffic. If this parking space were made smaller (for "small vehicles only", like the Aria has at its driveway) it would make for a better sight line and safer entrance onto Humboldt Street.

Thank you for your consideration,
Personal info

Humboldt Street

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:52 AM
To: Personal info
Subject: RE: Figures on parking spaces

Hi Personal info

Thanks for your note. Retention of on-street parking and loading zones are critical goals for any downtown infrastructure project, including protected bike lanes. It is true that 95% of on-street parking was retained for the Fort Street project - 11 parking stalls were removed. On Pandora Avenue, 60% of parking was retained - with 40 stalls being removed. Every situation is different. The Vancouver Street AAA bike route, for example, will likely remove parking stalls in some segments but add parking stalls in other segments. (You can also learn more about the Vancouver Street project on our website at www.victoria.ca/cycling - we have a number of upcoming open houses and a survey open until December 14, 2018)

You are correct that the most significant impact to downtown parking supply has been the re-development of surface parking lots on private land. In many of these locations, new underground parking is added and some with additional supply for public parking, but it can be years before this supply comes back on line. The City does not keep detailed track of these changes on private land, but some estimates from the community suggest ~1,500 surface parking lot stalls have been lost due to re-development between 2010 and 2017.

The City does not take any parking loss lightly. We continue to implement policies that support turn-over of parking and seek out creative ways to add to parking supply stock (for example, new angled parking on Yates means we were able to add stalls).

We recognize that many people have to and want to drive downtown. Our on-street and structure parking supplies are being managed to encourage best use while accommodating needs of residents, visitors, emergency vehicles and commercial vehicles.

Thank you for taking the time to write in.

From: Personal info
Sent: Friday, November 2, 2018 10:10 AM
To: Engagement <engage@victoria.ca>
Subject: Figures on parking spaces

Good morning,

I am supportive of the new protected bike lanes and I am concerned about the misinformation that swirls around them. I understand that 5% of the parking spaces have been removed: could you tell me the total number? It seems to me that a far bigger impact on parking downtown has been the conversion of private paid lots to new buildings, but I can't tell people that without the figures on bike lane related removal. I have estimate the number of spaces lost due to private lot removal to be over 500 based on aerial photos, but if you have a figure on that you can provide me I would appreciate that as well.

Best regards,

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:51 AM
To: Personal info
Subject: RE: Future bike lane projects

Hi Personal info

Thanks for your email. In May 2018 City Council made a decision to prioritize the Vancouver Street All Ages and Abilities project. Cook Street remains on the long-term network and will be considered for appropriate intersection upgrades / crossing treatments to support those traveling west from Fairfield / Gonzales neighborhoods to get to Vancouver Street.

If you are interested in participating, we would love to speak more about ideas for this project at one of our upcoming project open houses (Nov. 27/28/29) or you can fill out the design survey (until December 14, 2018) at www.victoria.ca/cycling

---

From: Personal info
Sent: Tuesday, October 30, 2018 3:58 PM
To: Engagement <engage@victoria.ca>
Subject: Future bike lane projects

Hi all,
First of all thank you for the great work you have done in the last few years.
I live in Fairfield/Gonzales area and have a business downtown Victoria.
I commute by bike and foot all year around and using the car only when necessary (mostly to travel out of town)
Just want to say a couple of words about future bike lane projects and in particular about bike lane on Cook St./Vancouver:
- First of all I think that the Cook Street option is still the best because;
- It is wide enough to accomodate bike lanes
- Practically there is no parking spots between Fairfield and Pandora street so no parking spots will be lost (contrary to Vancouver St.)
- Rarely there is traffic between Fairfield and Pandora street except when there are working/construction projects otherwise never a lineup of cars
- If the city decides to proceed building a bike lane on Vancouver Street instead, then I think it is important that the traffic pattern on Cook Street will
be changed. In particular it will be necessary to put traffic lights every two blocks (or each block controllable by bike/pedestrian)
between Fairfield and Pandora street on Cook such that people on a bike can cross Cook Street and join the bike lane on Vancouver.
If the traffic pattern is left has it is, it is practically impossible to cross
Cook street except at Fairfield and Rockland intersections. Most of residents West of Cook street will be likely not use the Vancouver bike lane
since biking on Fairfield has a lot of traffic and Rockland is up/down hill , instead they will use Cook street as I currently do (if they dare to do :)

My two
Cheers, Personal info

==========

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:50 AM
To: Personal info
Subject: RE: Bike lanes on Dallas road

Hi Personal info

To clarify, on-street parking is largely retained on Dallas Road with the CRD Sewage Treatment Force Main Project. While there will be some losses due to new public plaza, new pedestrian crosswalks and bike lanes, the design maintains on-street parking along Dallas Road. The parking supply between Ogden Point and Clover Point will able to support the demand from locals and visitors alike. We look forward to welcoming you to the City in your next car trip.

-----Original Message-----
From: Personal info
Sent: October 28, 2018 7:35 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Dallas road

So this effectively makes it impossible for people who live outside of Victoria to enjoy access to the waterfront by car. Very disappointing. Will there be any parking left along that route? We don't all live within bike access. As residents of North Saanich, we frequent this area, parking along this route to get out and walk along the waterfront. Very disappointing. Victoria will lose money, as tourists will go where they're able to park. No parking issues in nearby Esquimalt Lagoon

Personal info

Sent from my iPhone

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:49 AM
To: Personal info
Subject: RE: Dallas road bike lanes

Hi Personal info

Thank you for your email citing opposition to build bike lanes along Dallas Road as a part of the CRD Sewage Treatment Force Main Project.

There are a number of important amenities that are being built with this project including new crosswalks, new sidewalks, a pubic plaza and public washroom. The cycling facilities are designed to support riders of all ages and abilities and provide a safe space to ride, separated from vehicles and pedestrians. The lanes are largely being built directly on top of the conveyance pipe and retain the maximum amount of green space and on-street parking, while still accommodating large vehicle movements on the corridor (such as tour buses).

If you'd like to learn more about the consultation process associated with the project design, you can visit the CRD website at https://www.crd.bc.ca/project/wastewater-treatment-project.

From: Personal info
Sent: October 28, 2018 6:06 PM
To: Engagement <engage@victoria.ca>
Cc: Lisa Helps <lisa@lisahelpsvictoria.ca>
Subject: Dallas road bike lanes

As a resident of Dallas road I am demanding that the proposed bike lanes are NOT installed. There has been no community consultation and the community does not want it.

Personal info

Dallas Road

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:48 AM
To: Personal info
Subject: RE: Fort Street bike lane safety question

Hi Personal info

Thanks for your email about the bicycle turn boxes along Pandora Avenue and Fort Street. We appreciate your feedback on providing additional room to facilitate the two-point turns on protected bike lanes.

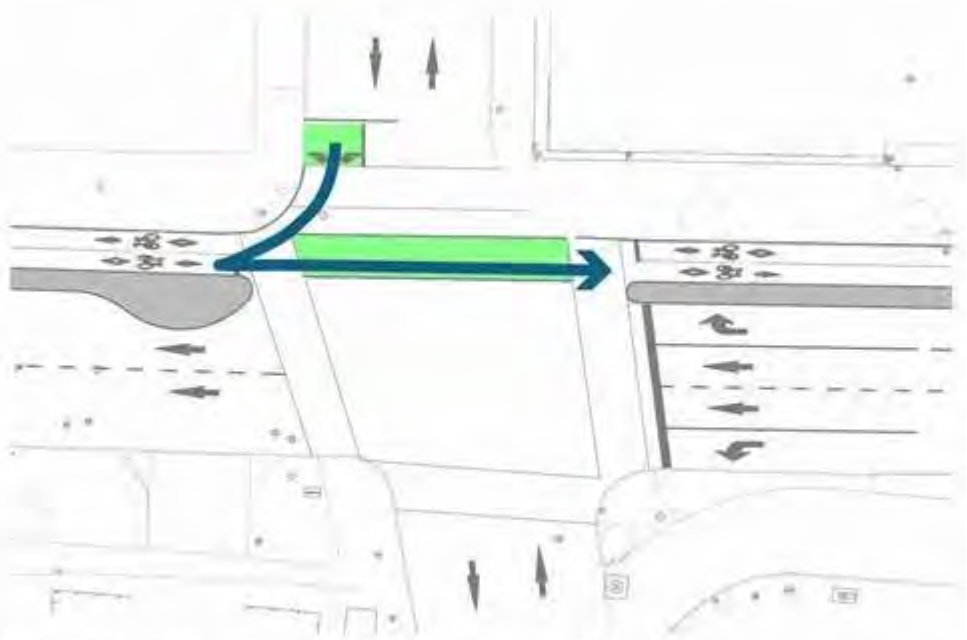
We regularly look back on "lessons learned" and have since modified the design specifications for some of the turning areas on the upcoming Wharf Street project to make it easier to get on and off the corridor.

The City designs these facilities using national and international engineering guidelines with support of Victoria Police and ICBC. At this point, the City is not planning on eliminating the two-point turn. If you are interested in cycling design, we would encourage you to take the survey to help us develop concepts for Vancouver Street. There are open house events next week - Tuesday through Thursday - and an on-line survey that is open until December 14, 2018. You can learn more at www.victoria.ca/cycling

From: Personal info
Sent: Wednesday, October 24, 2018 12:36 PM
To: Engagement <engage@victoria.ca>
Subject: Fort Street bike lane safety question

Hello,

On the Pandora bike lane there are usually bike boxes that allow for this kind of turn (I'll call it a a "two-point" turn) as described on the page https://www.victoria.ca/EN/main/residents/transportation/cycling/biketoria-pandora-ave.html



Entering from the north and traveling east

It isn't the easiest turn to make; but at least on the Pandora bike lanes it's possible thanks to the room provided by not having the concrete separator extend all the way up to the pedestrian crosswalk.

But on Fort street, if you're attempting this turn (say you're travelling South on Blanshard, and you want to head East up Fort), the cemented barrier is contiguous right up to the pedestrian crossing, so there's really no way to easily rotate your bike the 180 degrees required after turning right into the bike lane. The other day I attempted to do so and basically blocked both lanes while I nearly fell and had to physically got off my bike to rotated the head of the bike from facing West to facing East, and then get back on to pedal East up Fort.

Despite the nuisance, people waited for me politely while I was occupying all that space. I was thankful to not be burdened with a heavy bike, a recumbent configuration, or a bike trailer while I did this, since it would have made it an even more time consuming or difficult process.

This "two-point" turn recommendation is often cumbersome and potentially dangerous, since as a result of it you're necessarily blocking bike through-traffic at the intersection while you attempt the U-turn like maneuver.

Can you please investigate a more realistic solution to this problem by making the use of an immediate left turn for South travelling bikes, in order to go East up the bike lanes, the encouraged and legal solution?

I absolutely understand that to encourage this would mean encouraging turning across an oncoming lane (the single westward bike lane), which when it comes to *motor vehicles* would be illegal. But bikes are not cars, and this is an easy maneuver to do safely on a bike. It's already done plenty by people biking onto the Goose or the Lochside trails from cross streets.

Thank you,

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:47 AM
To: Personal info
Subject: RE: two way protected bike lanes

Hi Personal info

Thanks for taking the time to share your perspectives of the new bike lanes. While two-way lanes are new to Victoria, we've seen encouraging uptake in ridership on both Pandora and Fort street.

The two-way designs are utilized primarily to reduce the overall road impact (notably on-street parking loss) and project costs. These routes can be converted in the future to one-way facilities if volumes warrants it.

As a part of the design process, the City considers the implications of different configurations. Having bike lanes on either side of Wharf street, for example, would eliminate close to 90% of on-street parking and loading zones. When we went out to the community, this was a clear priority for the design. As such, we pursued the two-way option.

On Vancouver Street, the City is considering one-way protected bike lanes on either side of the road between Balmoral and Fort Street. If you haven't had a chance to check out our website, you can learn more and provide us with insights before December 14, 2018 at www.victoria.ca/cycling

As for the Dallas Road lanes, they were designed to as a two-way facility to align with the sewage treatment force main route. The lanes are not designed for large cycling groups to use and will be standard 3m in width. In our experience, the "strong and fearless" riders tend to travel at the relative same speed as vehicles and in fact, prefer to be on the roadway. This is a particularly exciting facility as it aligns with the Trans Canada Trail and can be used by both locals and visitors alike.

We appreciate your interest in cycling in Victoria. If you would like, we can add you to our general distribution list so that you can be alerted for opportunities to get involved with 2019 projects such as Harbour Road and the Graham/5th corridor.

Kind regards

From: Personal info
Sent: Monday, October 22, 2018 2:02 PM
To: Engagement <engage@victoria.ca>
Subject: two way protected bike lanes

Hello

I am grateful that we have a few kilometres of protected bike lanes in Victoria and I make use of Pandora St several times each week. I certainly hope we complete the network and add many more kilometres beyond that.

After several months of usage I can say for certain they are preferable to unprotected cycling. However, I admit I would prefer that the lanes be one-way.

One-way following the flow of car travel is more intuitive for the rider and would be more predictable for walkers and drivers.

When I ride Pandora I am sometimes scared by the speed at which oncoming cyclists are travelling. I'm not always sure they see me. When I try to turn left from Pandora onto Douglas I often have to wait for pedestrians to cross. That means I come to a near halt. At the same time cyclists are often riding to the west at high speed through the intersection. I worry about a serious bike to bike collision there. I know that the GG and Lochside are two-way, but they don't also have cars turning or pedestrians crossing. Besides, I would wish they could be one-way if that were possible.

The proposed lane on Dallas Rd worries me if it is two way. Large groups of club riders often go that way travelling at 40km/hr or more. Will they use a two-way lane, and would could be the result? Or, will they eschew the lane because it is clogged with slower riders and go on the roads, only to antagonize drivers who don't want the lanes in the first place?

If all the design work for the network is based upon two-way lanes, then carry on with that plan rather than delaying the project. However, if more protected lanes are added in the future, please consider one-way lanes.

Personal info

Rob Gordon

From: Sarah Webb
Sent: November 20, 2018 9:57 PM
To: Ryan Shotton
Subject: Re: draft email responses

EDITED BELOW
THANKS RYAN!!
Hello
I am grateful that we have a few kilometres of protected bike lanes in Victoria and I make use of Pandora St several times each week. I certainly hope we complete the network and add many more kilometres beyond that. After several months of usage I can say for certain they are preferable to unprotected cycling. However, I admit I would prefer that the lanes be one-way.
One-way following the flow of car travel is more intuitive for the rider and would be more predictable for walkers and drivers.
When I ride Pandora I am sometimes scared by the speed at which oncoming cyclists are travelling. I'm not always sure they see me. When I try to turn left from Pandora onto Douglas I often have to wait for pedestrians to cross. That means I come to a near halt. At the same time cyclists are often riding to the west at high speed through the intersection. I worry about a serious bike to bike collision there. I know that the GG and Lochside are two-way, but they don't also have cars turning or pedestrians crossing. Besides, I would wish they could be one-way if that were possible.
The proposed lane on Dallas Rd worries me if it is two way. Large groups of club riders often go that way travelling at 40km/hr or more. Will they use a two-way lane, and would could be the result? Or, will they eschew the lane because it is clogged with slower riders and go on the roads, only to antagonize drivers who don't want the lanes in the first place?
If all the design work for the network is based upon two-way lanes, then carry on with that plan rather than delaying the project. However, if more protected lanes are added in the future, please consider one-way lanes.

Personal info

Hi

Thanks for taking the time to share your perspectives of the new bike lanes. While two-way lanes are new to Victoria, we've seen encouraging uptake in ridership on both Pandora and Fort street.

The two-way designs are utilized primarily to reduce the overall road impact (notably on-street parking loss) and project costs. These routes can be converted in the future to one-way facilities if volumes warrants it.

As a part of the design process, the City considers the implications of different configurations. Having bike lanes on either side of Wharf street, for example, would eliminate close to 90% of on-street parking and loading zones. When we went out to the community, this was a clear priority for the design. As such, we pursued the two-way option.

On Vancouver Street, the City is considering one-way protected bike lanes on either side of the road between Balmoral and Fort Street. If you haven't had a chance to check out our website, you can learn more and provide us with insights before December 14, 2018 at www.victoria.ca/cycling

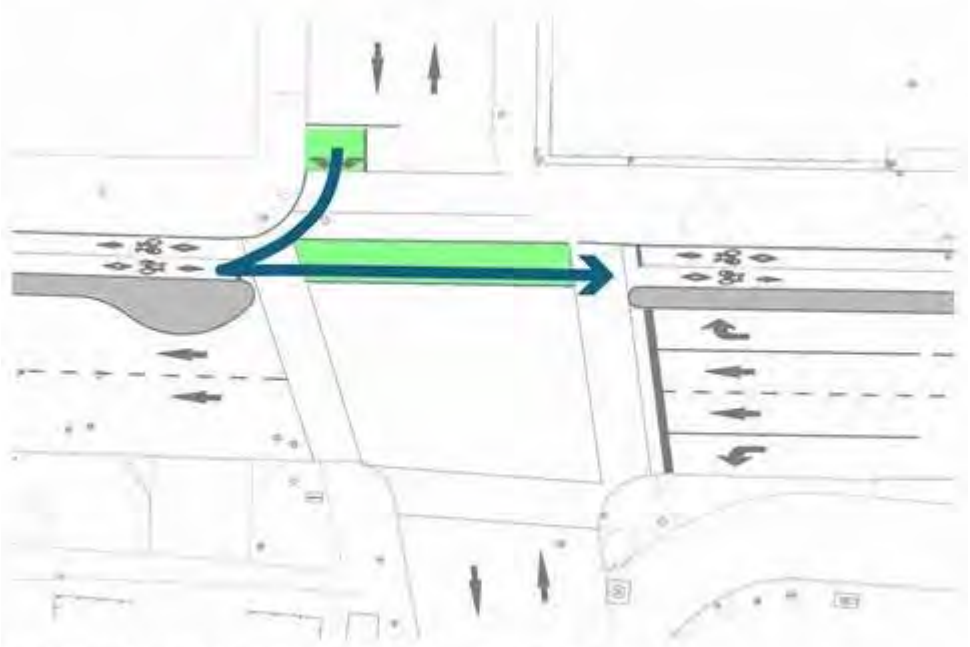
As for the Dallas Road lanes, they were designed to as a two-way facility to align with the sewage treatment force main route. The lanes are not designed for large cycling groups to use and will be standard 3m in width. In our experience, the "strong and fearless" riders tend to travel at the relative same speed as vehicles and in

fact, prefer to be on the roadway. This is a particularly exciting facility as it aligns with the Trans Canada Trail and can be used by both locals and visitors alike.

We appreciate your interest in cycling in Victoria. If you would like, we can add you to our general distribution list so that you can be alerted for opportunities to get involved with 2019 projects such as Harbour Road and the Graham/5th corridor.

Kind regards
XX

Hello,
On the Pandora bike lane there are usually bike boxes that allow for this kind of turn (I'll call it a a "two-point" turn)



Entering from the north and traveling east

It isn't the easiest turn to make; but at least on the Pandora bike lanes it's possible thanks to the room provided by not having the concrete separator extend all the way up to the pedestrian crosswalk.
But on Fort street, if you're attempting this turn (say you're travelling South on Blanshard, and you want to head East up Fort), the cemented barrier is contiguous right up to the pedestrian crossing, so there's really no way to easily rotate your bike the 180 degrees required after turning right into the bike lane. The other day I attempted to do so and basically blocked both lanes while I nearly fell and had to physically got off my bike to rotated the head of the bike from facing West to facing East, and then get back on to pedal East up Fort.
Despite the nuisance, people waited for me politely while I was occupying all that space. I was thankful to not be burdened with a heavy bike, a recumbent configuration, or a bike trailer while I did this, since it would have made it an even more time consuming or difficult process.
This "two-point" turn recommendation is often cumbersome and potentially dangerous, since as a result of it you're necessarily blocking bike through-traffic at the intersection while you attempt the U-turn like maneuver.
Can you please investigate a more realistic solution to this problem by making the use of an immediate left turn for South travelling bikes, in order to go East up the bike lanes, the encouraged and legal solution?
I absolutely understand that to encourage this would mean encouraging turning across an oncoming lane (the single westward bike lane), which when it comes to *motor vehicles* would be illegal. But bikes are not cars, and this is an easy maneuver to do safely on a bike. It's already done plenty by people biking onto the Goose or the Lochside trails from cross streets.

Thank you,
Personal info

Hi

Thanks for your email about the bicycle turn boxes along Pandora Avenue and Fort Street. We appreciate your feedback on providing additional room to facilitate the two-point turns on protected bike lanes.

We regularly look back on "lessons learned" and have since modified the design specifications for some of the turning areas on the upcoming Wharf Street project to make it easier to get on and off the corridor.

The City designs these facilities using national and international engineering guidelines with support of Victoria Police and ICBC. At this point, the City is not planning on eliminating the two-point turn. If you are interested in cycling design, we would encourage you to take the survey to help us develop concepts for Vancouver Street. There are open house events next week - Tuesday through Thursday - and an on-line survey that is open until December 14, 2018. You can learn more at www.victoria.ca/cycling

As a resident of Dallas road I am demanding that the proposed bike lanes are NOT installed. There has been no community consultation and the community does not want it.
Personal info

Dallas Road

Hi

Thank you for your email citing opposition to build bike lanes along Dallas Road as a part of the CRD Sewage Treatment Force Main Project.

There are a number of important amenities that are being built with this project including new crosswalks, new sidewalks, a pubic plaza and public washroom. The cycling facilities are designed to support riders of all ages and abilities and provide a safe space to ride, separated from vehicles and pedestrians. The lanes are largely being built directly on top of the conveyance pipe and retain the maximum amount of green space and on-street parking, while still accommodating large vehicle movements on the corridor (such as tour buses).

If you'd like to learn more about the consultation process associated with the project design, you can visit the CRD website at https://www.crd.bc.ca/project/wastewater-treatment-project.

So this effectively makes it impossible for people who live outside of Victoria to enjoy access to the waterfront by car. Very disappointing. Will there be any parking left along that route? We don't all live within bike access. As residents of North Saanich, we frequent this area, parking along this route to get out and walk along the waterfront. Very disappointing. Victoria will lose money, as tourists will go where they're able to park. No parking issues in nearby Esquimalt Lagoon
Personal info

Hi

To clarify, on-street parking is largely retained on Dallas Road with the CRD Sewage Treatment Force Main Project. While there will be some losses due to new public plaza, new pedestrian crosswalks and bike lanes, the design maintains on-street parking along Dallas Road. The parking supply between Ogden Point and Clover Point will able to support the demand from locals and visitors alike. We look forward to welcoming you to the City in your next car trip,

Hi all,
First of all thank you for the great work you have done in the last few years.
I live in Fairfield/Gonzales area and have a business downtown Victoria.

I commute by bike and foot all year around and using the car only when necessary (mostly to travel out of town)
Just want to say a couple of words about future bike lane projects and in particular about bike lane on Cook St./Vancouver:
- First of all I think that the Cook Street option is still the best because;
- It is wide enough to accomodate bike lanes
- Practically there is no parking spots between Fairfield and Pandora street so no parking spots will be lost (contrary to Vancouver St.)
- Rarely there is traffic between Fairfield and Pandora street except when there are working/construction projects otherwise never a lineup of cars
- If the city decides to proceed building a bike lane on Vancouver Street instead, then I think it is important that the traffic pattern on Cook Street will
be changed. In particular it will be necessary to put traffic lights every two blocks (or each block controllable by bike/pedestrian)
between Fairfield and Pandora street on Cook such that people on a bike can cross Cook Street and join the bike lane on Vancouver.
If the traffic pattern is left has it is, it is practically impossible to cross
Cook street except at Fairfield and Rockland intersections. Most of residents West of Cook street will be likely not use the Vancouver bike lane
since biking on Fairfield has a lot of traffic and Rockland is up/down hill , instead they will use Cook street as I currently do (if they dare to do :)
My two cents
Cheers Personal info

Hi

Thanks for your email. In May 2018 City Council made a decision to prioritize the Vancouver Street All Ages and Abilities project. Cook Street remains on the long-term network and will be considered for appropriate intersection upgrades / crossing treatments to support those traveling west from Fairfield / Gonzales neighborhoods to get to Vancouver Street.

If you are interested in participating, we would love to speak more about ideas for this project at one of our upcoming project open houses (Nov. 27/28/29) or you can fill out the design survey (until December 14, 2018) at www.victoria.ca/cycling

Good morning,
I am supportive of the new protected bike lanes and I am concerned about the misinformation that swirls around them. I understand that 5% of the parking spaces have been removed: could you tell me the total number? It seems to me that a far bigger impact on parking downtown has been the conversion of private paid lots to new buildings, but I can't tell people that without the figures on bike lane related removal. I have estimate the number of spaces lost due to private lot removal to be over 500 based on aerial photos, but if you have a figure on that you can provide me I would appreciate that as well.

Best regards,

Personal info

Hi
Thanks for your note. Retention of on-street parking and loading zones are critical goals for any downtown infrastructure project, including protected bike lanes. It is true that 95% of on-street parking was retained for the Fort Street project - 11 parking stalls were removed. On Pandora Avenue, 60% of parking was retained - with 40 stalls being removed. Every situation is different. The Vancouver Street AAA bike route, for example, will likely remove parking stalls in some segments but add parking stalls in other segments. (You can also learn

more about the Vancouver Street project on our website at www.victoria.ca/cycling - we have a number of upcoming open houses and a survey open until December 14, 2018)

You are correct that the most significant impact to downtown parking supply has been the re-development of surface parking lots on private land. In many of these locations, new underground parking is added and some with additional supply for public parking, but it can be years before this supply comes back on line. The City does not keep detailed track of these changes on private land, but some estimates from the community suggest ~1,500 surface parking lot stalls have been lost due to re-development between 2010 and 2017.

The City does not take any parking loss lightly. We continue to implement policies that support turn-over of parking and seek out creative ways to add to parking supply stock (for example, new angled parking on Yates means we were able to add stalls).

We recognize that many people have to and want to drive downtown. Our on-street and structure parking supplies are being managed to encourage best use while accommodating needs of residents, visitors, emergency vehicles and commercial vehicles.

Thank you for taking the time to write in.

I live in the Personal info Humboldt Street and I support this project and look forward to its completion next summer.

I do have a couple of concerns regarding the driveway that services the Belvedere and Astoria Buildings.

First, the addition of a loading zone on the East side of this driveway has been a great addition, thank you. I see it being used by parents of the daycare, small delivery vehicles, taxis and even the police. Unfortunately, the space is too small for larger vehicles such as Canada Post, Thrifty Foods or BC ambulance. This results in these larger vehicles occasionally double parking on Humboldt Street or in the driveway, both of which cause traffic congestion. If this loading zone could be made larger it (similar to what the Aria and Astoria have in front of their buildings) could help alleviate some of this unwanted congestion and make it safer for all modes of transportation.

Second, the parking space directly on the West side of the driveway frequently has longer vehicles parked there that actually extend into the driveway. When this occurs it is very difficult for vehicles exiting the drive way to see approaching traffic. If this parking space were made smaller (for “small vehicles only”, like the Aria has at its driveway) it would make for a better sight line and safer entrance onto Humboldt Street.

Thank you for your consideration,

Personal info

Humboldt Street

COPY RICHARD ADAM AND ISMO PLEASE

Hi Personal info

Thanks for your email regarding the Humboldt Street Active Transportation project. We’re glad to hear that the loading zone is a welcome addition to the street. We will pass along your comments and request for a larger loading zone and designation of a "small car only" stall near the driveway to our Traffic Operations and Parking Management staff. We appreciate you getting in touch.

good morning,

My name is Personal info and I live and work in Victoria. I have been a Registered Personal info for 33 years... and continue in this profession.

When I first moved here 2 years ago I was ASTONISHED at how many people... pedestrians and bicyclists, wear dark clothing.... sometimes black from head to toe including umbrellas and briefcases. I moved here in September so the light was changing, the rains had started and the visibility of these people from inside a car was nearly impossible!! I have even almost walked into a pedestrian who I was walking towards because they were in such a shadow.

This frightens the hell out of me. In my practice I have had a number of clients who have been hit by a car and thousands of pounds of metal meeting a human body is never good. The person is NEVER the same again.
I am a biker. I am a conscious driver. A pedestrian or a bicyclist may think that it is still light enough to be seen. But the street lights in Victoria are dim. The rain makes everything even more black. Most cars have a dark interior, have windshields that slant and are not glassy clear, and have blind spots created by car struts, etc. From the inside of a car, everything looks darker than what is actually on the outside.
Add to that the reflection of rain on the roads and puddles and the oncoming car lights diminishing one's ability to see.... add to that the difficulty of actually seeing the lines on the road clearly at night.... and this is a recipe for disaster.
I am TERRIFIED that either I will be hit or that I will hit a pedestrian or bicyclist. Unlike the rest of Canada, which has white snow (so dark clothing is actually of benefit), dressing in dark clothes in Vancouver or Victoria is like wearing a target!!!.... saying "hit me!!"
As I drive around at night, I am always surprised that even WITH reflective gear, a pedestrian or cyclist is still just barely visible... but at least it is something. I have heard that in Sweden it is a LAW that ALL outerwear clothing is required to have reflective fabric or piping sewn in. This would be an amazing thing... but maybe later. For now... WELL LIT and NOTICEABLE armband or whatever should be on everyone. (and not some wee little light). People do this for their dog's, for heaven's sake!!!.... so the dog's don't get hit!!!!
I am currently wearing a reflective armband WITH a light inside that either stays on or blinks... purchased at MEC. If I won a million dollars I would buy the company that makes these things and give them away for FREE to all and sundry. That hasn't happened yet.
So I am appealing to you to begin a Safety Education Program of some kind. Take pictures of people walking at night and create posters or workshops or talks to emphasize how important this is.
This is a very serious issue. Please, please find some way to create a committee, designate staff,.... do something to address this. No pedestrian or cyclist wants to be hit by a car... and no driver wants to hit someone. I just heard this morning that a skateboarder in Victoria has been hit by a car and is currently in the hospital with head injuries and bleeding on the brain.
If you could respond to my email and let me know...
I am willing to step up and help in some way.
Thank-you,
Sincerely,
Personal info

Hi

Thank you for your email regarding visibility and the importance of staying safe on Victoria streets.

The City of Victoria works with partners like the CRD Traffic Safety Commission, Preventable BC, ICBC to run educational and encouragement campaigns focused on visibility at different times of the year. In October 2018, the City ran a "spot light" campaign with all of our elementary schools in the municipality and gave away more than 1,500 lights to encourage safe active transportation.

The City appreciates your passion for safety and agrees that all road users need to use caution, particularly during the wet and dark winter months. We look forward to working with community partners to expand the reach of these programs and get media attention on the importance of visibility for vulnerable road users.

Thank you for taking the time to reach out to the City of Victoria.
Hi,
I have seen many car drivers ignore the left-hand-turn red during the green bike signal.
I'm really concerned, especially now that it is darker due to the time change, that a driver will turn left on a red and hit a cyclist going through the intersection on a green.

I bike home most days and am really alarmed by the number of times I observe cars running a red light and turn left while cyclists have a green. It is especially bad at Fort and Blanchard. I see someone turn left on the red almost every time I pass through the intersection.
Can you help educate drivers using this intersection with improved signage or a city/police presence to give warnings or tickets? I honestly feel like it's been getting worse over time.
Thank you!
Personal info

Attention: This message is intended only for the use of the individual(s) to which it is addressed and may contain confidential information. If you have received this message in error, please contact the sender immediately and delete the material from your computer. Thank you.
Hi Personal info

Thank you for getting in touch with the City of Victoria. We appreciate your own commitment to safe commuting - regardless if you are on bike or in the car.

To answer your question, the City completed a six month road user education campaign after the Fort Stret project opened and have installed all required regulatory signs. We continue to work with the Victoria Police Department on enforcement "blitz" events throughout the year and will identify Blanshard and Fort as a hot spot for their consideration.

Kind regards
XX
What is happening with bus routes and layovers as a result of bike lane on humboldt and closure of street at Humboldt and Douglas.
Currently there are as many as nine if not more buses laying over in the 700 block of Fairfield in front of the condo buildings. Something that would not be tolerated in any residential neighbourhood - Fernwood, Fairfield or James Bay, but seems to have the city's blessing because we are living downtown. This is our home. On average each unit contributes $2,600in property taxes and there are more than 225 units - that is a lot of tax dollars to a city that does not provide these residents with garbage collection, snow removal or upkeep of city trees and the maintenance of our public plaza.
It is my understanding the city is in discussions with transit regarding bus services. Residents in the Humboldt valley, particularly those living in the Astoria and Belvedere and Aria would like a say. Closing Humboldt means that all tourist buses, the Wilson connectors travelling to the bus depot on Douglas and city buses will be travelling past our buildings, increasing even more bus and transport traffic. The reference to buses travelling down Burdett is deceiving because buses in fact are travelling and laying over in the 700 block of Fairfield, Burdett swings behind the office building and Chateau Victoria.
When the number of buses laying over on Fairfield was increases from a couple of buses heading to the university to the nine or so currently parked in front of our condo buildings was done, There was no meaningful consultation with condo residents. The red paint came out and parking disappeared. This doesn't include the loss of parking when the downtown is closed to traffic and buses park in our block. Residents in Fairfield and James Bay get designated residential parking only to protect their streets, we get a three minute loading zone that doesn't even give us enough time to exit our cars and buses.

As traffic is rerouted onto Fairfield via the street between the Doubletree and the Marriott, I hope the city is seriously looking at safety issues and is working with transit to remove some of the buses from this particular stretch of road.

Personal info

Astoria

I WILL ANSWER THIS SEPARATELY

I'm going to be very, very blunt.

Vancouver Street is a fantastically stupid, stupid place to put bike infrastructure, especially BS "traffic calmed shared space" crap.

Protected bike infrastructure on Cook Street is what is needed.

Not crap on Vancouver.

Please stop wasting staff and Council's time on faffing about with Vancouver, and get back to protected bike infra on Cook where it:

1. reaches destinations people actually want to get to
2. has the space to be proper protected bike infrastructure, not "shared space" horse manure.

We know protected bike infra works. It works on Pandora. It works on Fort. It will work on Wharf. It works in other cities. Stop wasting everyone's time and putting people's lives at risk with crap like that oh-so-carefully constructed Vancouver Street "Traffic Calming and Active Transportation Improvements" survey.

Yours very sincerely,

Personal info

(a Saanich resident, regrettably, but a regular bike commuter into, out of, and around the whole region)

Hi

Thanks for your email. The Vancouver Street AAA corridor was prioritized by Council in May 2018. While Cook Street remains on the City's long term network, there were a number of important considerations that led to the recommendation to prioritize Vancouver Street - here is the link to the staff report: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=15385

If your preference is protected bike lanes over a shared use space on Vancouver, we hope you took the chance to provide this feedback through the survey. We also welcome you at one of the upcoming open houses or you can stay connected to the project and view proposed designs in the new year. Protected bike lanes for the full extent of the corridor is possible but not without compromises to on-street parking or green space. The City appreciates your feedback.

Kind regards

XX

Rob Gordon

From: Sarah Webb
Sent: September 3, 2018 8:31 AM
To: Personal info
Cc: Victoria Mayor and Council; Ryan Shotton
Subject: Fw: Vancouver street bike lane

Dear Personal info

Thank you for taking the time to reach out to the City of Victoria with your support for safer cycling infrastructure. Your email has been shared with Mayor and Council.

While the priority investments will be on Vancouver Street in 2019, Cook Street remains on the City's long term All Ages and Abilities (AAA) network. The design for Vancouver street (Park Boulevard to Bay Street) is underway and consists of a number of different treatments that respond to the context while offering a safer cycling experience. There are proposed protected bike lanes for busier portions of the corridor as well as shared traffic-calmed portions.

The shared AAA routes are established by reducing vehicle traffic volumes (diverting non-local traffic to Cook and Quadra streets to achieve a target of 1500 vehicles per day) as well as reducing vehicle speeds to 30km / hr. The idea is to create the type of local street conditions so that those on bicycle feel comfortable sharing the road and that the motorists who remain on Vancouver are required to travel slowly. Having said that, City staff are investigating a number of different treatments south of Meares Street and are considering all types of possible infrastructure solutions.

We have added you to our distribution list so that you can be alerted when the next iteration of designs are completed. Should you have any further questions, please do not hesitate to contact me at 250-361-0482

Kind regards
Sarah

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria

From: Personal info
Sent: Wednesday, August 22, 2018 12:28 PM
To: Victoria Mayor and Council
Subject: Vancouver street bike lane

I was very disappointed when you cancelled the plans for the Cook St bike lanes. I felt they were going to work well.

I have concerns over how Vancouver Street will work. When I heard the interview with staff on the CBC it sounded like money was going to be saved because very little was going to be done.

I've just looked at the initial plans on the website and I see that nothing is described for the portion of Vancouver Street south of Meares St. Surely one of the key objectives of the network was to bring people from surrounding areas into the city centre to join the network there. The southern part of Vancouver Street, south of Meares, can be a nightmare to bike despite being marked as a bike route. With continuous parking on the east side, it is necessary to ride a bike pretty much in the middle of the lane to avoid being doored. Because there are some steep sections, bikes tend to go very slowly there which creates enormous pressure with car drivers feeling obstructed. Also many of the side streets do not cross at the same place - they are offset - like Burdett. This means the number of intersection locations is much higher. And with the traffic going in and out of the Cathedral school there is often chaos in that portion of the street.

I think that if a better connection is not made from Fairfield/Gonzales/Oak Bay the objective of connecting to the central network will not work well. I hope we get a good solution to that portion. Thanks for your time.

.....
Personal info

Rob Gordon

From: Sarah Webb
Sent: September 3, 2018 6:24 AM
To: Personal info
Cc: Ryan Shotton; Charles Davie; Timothy Hewett
Subject: Re: General Inquiry

Hi Personal info

Thanks for taking the time to reach out to the City of Victoria with observations about sight lines exiting McClure Street when there is parking on both sides of Vancouver Street.

Road user visibility, vehicle sight lines and the location / configuration of on-street parking are important components of the design process. We appreciate you getting in touch regarding this particular location and will follow up as a part of the detailed analysis which is underway.

We are currently exploring a few different options for Vancouver Street and can add your email directly to our stakeholder list so that when we have updated drawings next month you can receive notification and provide the City with any further feedback you might have.

Kind regards,

Sarah Webb
Engineering & Public Works Department
250-361-0482

From: Sommer Fernandes on behalf of Engineering Email inquiry
Sent: August 31, 2018 10:38 AM
To: Nick Sullivan
Cc: Richard Adam; Sarah Webb
Subject: FW: General Inquiry

-----Original Message-----
From: Public Service Centre - Internet email [mailto:publicservice@victoria.ca]
Sent: Friday, August 31, 2018 9:39 AM
To: Personal info
Cc: Engineering Email inquiry
Subject: RE: General Inquiry

Good Morning Personal info

Thank you for contacting the City of Victoria.

We appreciate you taking the time to provide this feedback. Your message has been forwarded on to our Engineering Department. If you wish to connect by phone, they may be reached at 250.361.0300.

Public Service Representative
Finance
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0224

-----Original Message-----
From: webforms@victoria.ca [mailto:webforms@victoria.ca]
Sent: Wednesday, Aug 29, 2018 3:24 PM
To: Public Service Centre - Internet email
Subject: General Inquiry

From: Personal info
Email
Reference :
https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2Fbiketoria-cook.html%3Fplatform%3Dhootsuite&data=02%7C01%7Cpublicservice%40victoria.ca%7Cc6fb95f4fc8f4eb7884408d60dfe10ab%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C636711782181257318&sdata=rt59HYnCYaZgq%2BBP8EeOso1lR3Nit3UW%2F78QYd7Nq2E%3D&reserved=0
Daytime Phone : Personal

Personal info

I live on McClure St. We currently have extreme difficulty exiting McClure by vehicle onto Vancouver (our only route to exit McClure) on the weekend when parking is allowed on the west side of Vancouver St between Burdett and McClure.
The line of vehicles parked on the downward hillside, especially on a Saturday morning when the block is full, obstruct our view of south travelling vehicles and bicycles on Vancouver St. A driver has to be fully into the intersection before they can see southbound traffic, especially bicycles. With the speed at which cyclists come down the hill, it is only by chance that one isn't entering the intersection at the same time.
The proposed design for the bike lanes on Vancouver St seems to indicate that this parking will be permitted at all times. This will exacerbate our problem, and more importantly, exacerbate the likelihood of a serious accident, even a fatality if a cyclist is hit.

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

To: Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
Email: engage@victoria.ca

Re: Proposed Hillside-Quadra Bike Route Connection

Dear Sarah Webb, Manager Sustainable Transportation Planning & Development,

Thank you for the opportunity to provide feedback on the proposed Quadra-Hillside Connector. City staff did an excellent job of communicating with the school about options, and they were readily available for questions and inquiries from our parent community. I am writing on behalf of the École Quadra Parent Advisory Committee (PAC) to formally oppose the proposed plan to develop a cycling connection through the École Quadra Elementary School grounds. While we support the development of safe bike routes throughout the city, École Quadra PAC does not support a proposed route that bisects the existing outdoor play areas of our school.

The area proposed for the bike route connection is already extremely congested, especially during morning drop-off and after school pick-up. The proposed route would see the mixing of vehicle traffic, bike traffic and pedestrian traffic, (including small children darting to and from cars and to their play spaces). It is hard to conceive of a system to mitigate the risks that this route would create.

The proposed route:

- introduces a high risk of a child-cyclist collision as it
    - passes between the school's outdoor playground and sports field making it difficult for children to safely cross between the two areas, and
    - passes through an extremely congested area of the school grounds where drop-off and pick-up occurs from a cull-de-sac style turnaround at the top of Fifth Street;
- increases the risk of cyclist-motorist collisions as it will pass between a staff parking area and a residential parking area;
- further reduces the already limited outdoor play space for the children which is already at an all-time low due to the construction of portables; and
- increases unchecked traffic through the school grounds, introducing a considerable security risk to the children, increasing the outdoor supervisory burden of the school.

There are alternative routes within the same area that are already regularly used by cyclists and do not present the same potential negative community and elementary school impacts, including Jackson Street and adjacent to Topaz Park. In addition to being safer, these routes would cost far less to implement. École Quadra PAC supports the selection of an alternate route.

We invite you to observe the amount of activity and congestion at the school and along the proposed route during the entire course of a full day (8:00 AM to 5:30 PM) to appreciate the disruptive impacts of this proposed route. Quadra School Parent Advisory Committee members are prepared to meet with you and walk the grounds together to discuss our concerns. Please contact the Quadra PAC at

quadra.pac@vcpac.ca to arrange a day for a hosted visit to Quadra Elementary School during the busy school hours.

Sincerely,

Heather Stober,
Vice-President, École Quadra Parent Advisory Council
On Behalf of École Quadra Parent Advisory Council
quadra.pac@vcpac.ca

CC:

Mayor Lisa Helps, mayor@victoria.ca
Mayor and Council, mayorandcouncil@victoria.ca
Councillor Ben Isitt, bisitt@victoria.ca
Marilyn Campbell, Principal, École Quadra, mlcampbell@sd61.bc.ca
Jordan Waters, Board Chair, jwatters@sd61.bc.ca
Diane McNally, Trustee, dmcnally@sd61.bc.ca
Nicole Duncan, Trustee, nduncan@sd61.bc.ca
Tom Ferris, Trustee, tferris@sd61.bc.ca
Angie Hentze, Trustee, ahentze@sd61.bc.ca
Elaine Leonard, Trustee, eleonard@sd61.bc.ca
Ryan Painter, Trustee, rpainter@sd61.bc.ca
Rob Paynter, Trustee, rpaynter@sd61.bc.ca
Ann Whiteaker, Vice-Chair, awhiteaker@sd61.bc.ca

Victoria Conservatory of Music

Classical Roots • Contemporary Reach

May 06, 2019

City of Victoria
1 Centennial Square
VICTORIA, BC V8W 1P6

Dear Sirs/Mesdames,

We are writing to express our disagreement with the idea to close Vancouver Street to traffic near the Pandora Avenue intersection.

While we understand the potential merits of closing Vancouver Street in purely residential neighbourhoods, we submit that the area around Vancouver and Pandora is not a solely residential neighbourhood. The area is a major transportation corridor for the city with many major destinations including the Canada Revenue Agency, the Victoria Conservatory of Music, Alix Goolden Performance Hall, new residential towers, McDonald's, the new Save On Foods, Metro Theatre, and several social service agencies on Pandora that seem to require emergency vehicle access quite often. We have a concert hall that sometimes sees shows with 750 attendees. We have hundreds and hundreds of students coming and going each day, many of which are younger students or disabled persons getting dropped off at our Johnson Street entrance. The ability for traffic to exit the neighbourhood at Vancouver Street is extremely important.

We also submit that this is an environmentally destructive move, as you increase traffic line ups on Johnson Street, and force passenger and commercial vehicles to go to Cook Street instead, causing even more idling line-ups to get back around to Pandora Avenue, the City will be increasing pollution and exhaust in the area.

We also disagree with increasing public space in this manner in this neighbourhood at this point in time. Let's be frank, a public space at Pandora Avenue and Vancouver Street will be taken over by drug dealers and illegal narcotics users. It will not be a usable area for the majority of citizens and as long as the criminal laws are laxly enforced in this neighbourhood. Giving more space to those with drug problems will see more tenting space, more garbage, more entrenchment, and more crime. There is already a problem with the Pandora Avenue bike lane, and we would foresee even worse conflict between cyclists, drug users, and campers in bicycle-only lanes at Pandora Avenue and Johnson Street.

Sincerely,

Roy Cullen
Board Chair

Chris Kask
Chief Financial & Operating Officer

Rob Gordon

From: Engagement
Sent: May 23, 2019 10:14 AM
To: Monica Dhawan
Cc: Ryan Shotton
Subject: RE: Vancouver/Pandora

Yes, thanks Monica.

From: Monica Dhawan
Sent: May 22, 2019 2:47 PM
To: Engagement <engage@victoria.ca>
Subject: FW: Vancouver/Pandora

Hiya, are you still collecting feedback on the Vancouver cycle design?

Thanks,
Monica

From: Personal info
Sent: Wednesday, May 15, 2019 4:11 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Vancouver/Pandora

Dear Mayor Helps and Council: Personal info

As a resident of 1015 Pandora Ave I have watched with great sadness, frustration, and anger, the gradual transition of my beautiful neighborhood from a welcoming entry boulevard leading towards the downtown core, into a rapidly declining eyesore.

Band-aid efforts to help this now challenged neighborhood have not been able to address the social problems with any lasting success.

Now the suggested plan set before us at the Open House on April 23rd, is to undergo further short-sited efforts to improve "Community Spirit" by developing a skateboard facility, with areas to congregate on the grass and benches. Really?

Have any of the City Hall decision makers spent any real time in this neighborhood – I mean over a period of 24/7?

Do you really think this latest idea is going to help with the drug-addiction, indiscriminate open bathrooms, uncomfortable walking along the streets, garbage dumping, profanities and homelessness? I am surprised you haven't installed a shopping cart lane along Pandora while you're at it.

I am afraid the hundreds of new residents about to descend on the neighborhood into the new buildings nearby are not going to be too happy. Giving the McDonalds a facelift is not going to do it.

As your website states "Great neighborhoods are the result of committed citizens, careful planning and financial investments" In my opinion on this matter, you have a failing grade in the careful planning.

Please, please, address the real issues of my neighborhood and stop attempting to cover-up the problems with costly gentrification plans as a force and for revitalization while all it does and will do is encourage further displacement of homeless individuals arriving at our city.

Thank you for this opportunity “to collaborate in helping to shape the plans for my neighborhood”

Sincerely,
Personal info

Pandora Ave

Rob Gordon

From: Engagement
Sent: May 22, 2019 5:23 PM
To: Personal info
Subject: RE: Bike lanes - downtown bike parking + sign up for updates

Dear Personal info

Please excuse the delay in responding to your email – this somehow got missed.

There are places like the Bay Centre where you can pay for a monthly membership to have access to secure parking and change rooms. The City also has standard bike racks in every parkade, visible to the security desk and/or parking attendants. As a part of the Zoning Regulation, staff with private land owners to support the design and installation of new bicycle shelters and storage rooms inside or adjacent to new buildings when they are constructed. We have also been recently contacted by a person who would like to start a valet bike parking as a business in the downtown core and he was exploring locations around Johnson Street or Courtenay Street. I am not sure where this is at or if he decided to pursue the idea, but I can see this being helpful for those who don't have access to a secure space for longer downtown visits.

Part of our goal is to introduce bike parking corrals with each of the AAA routes so that we have more "eyes on the street" in places where cyclists are, helping to deter and reduce thefts. We work closely with VicPD on installing bait bikes each year and identify locations for new racks.

We are glad to hear that you are cycling more often – the Wharf and Humboldt AAA projects will be completed this summer and construction on Vancouver street will start in late 2019.

Kind regards
Sarah

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria
250-361-0482
swebb@victoria.ca

From: Personal info
Sent: April 19, 2019 9:25 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes - downtown bike parking + sign up for updates

Hi there,

Thank you so much for making it safer to move around the city by bike. My bike use has increased hugely this year, and a big part of that is feeling protected from vehicle traffic on some of the main corridors.

I find the biggest barrier for riding downtown, now that there are safe corridors, is the lack of a secure bike lock up. Are there any plans for this?

Could you please add me to the distribution list for bike lane updates?

Thanks very much,
Personal info

~~
How beautiful a day can be when kindness touches it.

Rob Gordon

From: Engagement
Sent: May 21, 2019 4:27 PM
To: tsaracuse@bc.anglican.ca
Subject: RE: Feedback Re: Traffic Calming on Vancouver Street

Good day Bishop McMenamie,

Thank you for getting in touch with the City of Victoria and sharing your letter outlining some of the concerns for the planned traffic calming on Vancouver Street.

First and foremost, we would like to highlight the City's shared concern for the safety of vulnerable persons (children and elderly) around the 'Precinct', including those utilizing the services offered by the Christ Church Cathedral and Christ Church Cathedral School.

The intent of the project is to improve road safety for those choosing to cycle or walk. A key ingredient to providing a safer street environment for vulnerable road users is to reduce vehicle speeds to less than 30 km/hr and reduce cut-through traffic in the neighbourhood. The traffic diversions proposed are intended to meet these objectives while at the same time balancing vehicle circulation needs and capacity thresholds on adjacent streets.

The Christ Church 'Precinct' provides unique community services and as such requires design treatments to accommodate its circulation needs. The comments you have provided are well timed and your voice in the matter is very much of great importance. Here are a few considerations related to the issues you have raised.

1. **Overall Safety** – reduced traffic volumes and vehicle speeds are paramount to improving pedestrian and cycling safety on Vancouver Street adjacent to the precinct. Other planned safety improvements in the Precint include introducing a new pedestrian crossing at Burdett and Vancouver.
2. **Emergency Vehicle Access** – All proposed traffic diversions will be accessible to emergency vehicles in all directions. Flexible bollards and dimensional provisions (turning radius movements; widths etc) will be applied to all designs.
3. **Left turns at Quadra & Burdett** – Based on recent feedback from the community, a four way stop is being considered at Burdett and Quadra Streets to facilitate the left turn off Quadra towards Vancouver. Other design interventions are also being investigated. Regardless of the treatment type, we appreciate what you are suggesting is ensuring a safe left turn for motorists into this segment Vancouver Street from Quadra Street.
4. **Road Width** – To encourage slower vehicle speeds, wide roads are discouraged. An ideal width for a shared use environment with parking on both sides ranges from 8 to 10m. Vancouver Street is currently 9.75m wide providing enough space for parking on both sides while accommodating slower vehicle speeds (<30 km/hr) and lower vehicle volumes (~1000 vehicles / day). Burdett is a wider street (~12m with parking on both sides). Opportunities for new on-street parking and assessment of the current parking composition will be assessed through upcoming detailed design work. There are many streets in Victoria with parking on both sides of the road and gaps at driveways, this is a typical yield condition road for motorists. The result of these configurations is slow moving traffic and increased sharing of the available space.
5. **Overall Vehicle Circulation** – The proposed southbound directional closure at Meares Street and full closure at McClure Street are intended to reduce traffic volumes and accommodate the circulation needs for local residents, business and services. Motorists will still be able to access all segments of Vancouver Street from Cook and Quadra. The typical route used for accessing destinations on Vancouver Street may have to be adjusted once changes are in place. The City would be happy to work with the Precinct community to educate motorists of new travel options and circulation patterns once the project is completed in 2020.

6. **Pick and Drop off zones** - There is currently a time restriction for on-street parking on the west side of Vancouver Street. Following the traffic calming improvements, the on-street parking is able to be maintained full time. There is an opportunity for the City to designate some parking stalls adjacent to the school zone for pick up and drop-off purposes. Burdett Street will also be assessed for time-limited school zones to facilitate the pick up and drop off needs of the Precinct.

In summary, your recommendations and insights are in absolute alignment with the iterative design process and a number of your suggestions can be accommodated through upcoming revisions.

Staff will be presenting a recommended design concept to Council in June for approval to move forward to detailed design through the Summer months. Following approval, City staff would like to meet with some representatives from the 'Precinct' to discuss pick up and drop off needs and parking composition / time restrictions to inform detailed design drawings.

Once again, many thanks for you acute observations and design recommendations. We look forward to working with you further to ensure the project accounts for your broader mobility needs and enhances the safety for all road users.

From: Tara Saracuse <tsaracuse@bc.anglican.ca>
Sent: May 13, 2019 3:21 PM
To: Nick Armstrong <NArmstrong@victoria.ca>
Cc: Engineering Email inquiry <eng@victoria.ca>
Subject: Feedback Re: Traffic Calming on Vancouver Street

Dear Nick,
Cc: To Whom it May Concern at the Engineering Department

Please find attached a letter from Bishop Logan McMenamie of the Anglican Synod of the Diocese of British Columbia regarding the Vancouver Street Traffic Calming project.

One of our representatives, Ed Hayley, spoke to you at a recent Open House, and indicated that you may be helpful in receiving our feedback. We have addressed this letter broadly in case you find it suitable to pass it on to another person or department. Please keep us apprised if you do pass it on.

We hope that the City of Victoria will receive our feedback and suggestions with care and consideration.

This letter has also been forward to the Engagement Team.

Peace,
Tara

ANGLICAN DIOCESE OF BRITISH COLUMBIA
Renewed Hearts, Renewed Spirits, Renewed People
in the diocese of islands and inlets

Tara Saracuse
Executive Assistant, Bishop's Office
Anglican Diocese of British Columbia

o: 250 386 7781, ext. 250
tf: 1 800 582 8627
tsaracuse@bc.anglican.ca
bc.anglican.ca

We acknowledge that for thousands of years the Coast Salish, Nuu-chah-nulth, and Kwakwaka'wakw peoples have walked gently on the unceded territories where we now live, work, worship, and play. We seek a new relationship with the first peoples here; one based in honour and respect, and we thank them for their hospitality.

This email is intended solely for the person or entity to which it is addressed and may contain confidential and/or privileged information. Any review, dissemination, copying, printing or other use of this email by persons or entities other than the addressee is prohibited without consent of the sender. If you have received this email in error, please contact the sender immediately and delete the material from any computer. This message does not necessarily constitute an official representation of the Diocese of British Columbia. If you no longer wish to receive emails from this sender, please "reply" to this email and write "Unsubscribe" in the subject line. Emails sent and received by this address will be retained indefinitely after transmittal and accessed only in the event of a formal complaint or investigation.

Rob Gordon

From: Engagement
Sent: May 21, 2019 10:54 AM
To: Ryan Shotton
Subject: FW: Support for 5th Street alignment

-----Original Message-----
From: Personal info
Sent: May 18, 2019 2:50 PM
To: Engagement <engage@victoria.ca>
Subject: Support for 5th Street alignment

I support the 5th Street alignment proposal for the Vancouver St. Infrastructure project.

Personal info

Rob Gordon

From: Engagement
Sent: May 21, 2019 10:53 AM
To: Ryan Shotton
Subject: FW: A cyclist vision for the future

-----Original Message-----
From: Personal info
Sent: May 19, 2019 7:15 AM
To: Engagement <engage@victoria.ca>
Subject: A cyclist vision for the future

Let's build the bikeway on 5th St to provide direct access to Quadra Elementary

Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic (5th St near Quadra School and Vancouver St near Christ Church Cathedral School)

Thank you for advancing the process of getting our city safe, social and green!

Sent from my Huawei Mobile

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:36 AM
To: Ryan Shotton
Subject: FW: Vancouver street bike lanes

-----Original Message-----
From: Personal info
Sent: May 18, 2019 11:23 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver street bike lanes

I support the AAA bike lane project for Vancouver street. As an avid commuting cyclist, these upgrades have made me feel safer cycling in town!

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:36 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bikeway

-----Original Message-----
From: Personal info
Sent: May 18, 2019 11:15 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bikeway

Have been cycling in VICTORIA for almost 40 years and am huge fan of protected bike paths on Pandora and Fort . Recommend use 5th street option in design for Vancouver zest Bikeway and include protected bike lanes near both Quadra elementary and Christ Church schools to keep kids safe in drop off areas. Personal info Rockland Avenue.

Sent from my iPad

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:36 AM
To: Ryan Shotton
Subject: FW: Support for 5th St Bike Lanes to support Vancouver St Bike Lanes

From: Personal info
Sent: May 17, 2019 7:39 PM
To: Engagement <engage@victoria.ca>
Subject: Support for 5th St Bike Lanes to support Vancouver St Bike Lanes

I support the following:

1. Building the bikeway on 5th St to provide direct access to Quadra Elementary
2. Designing the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

I used to bike Vancouver Street regularly (lived on Vancouver near Bay) and always felt it could be safer and better managed! Thank you!

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:35 AM
To: Ryan Shotton
Subject: FW: comments on Vancouver St Bikeway

-----Original Message-----
From: Personal info
Sent: May 17, 2019 5:10 PM
To: Engagement <engage@victoria.ca>
Subject: comments on Vancouver St Bikeway

Hi,

First - I'm a big supporter of improving the Vancouver st corridor. The city presently is sorely missing a safe N-S bike route. Our family lives in Fernwood. We use the Pandora and Fort St bike lanes quite a bit, mostly to access shops downtown.

Here are my thoughts on the options being considered:

1. for the part N of Hillside, I think it makes the most sense to use 5th St - I already use this street and it seems the flattest option (more folks will use it), and will give safe access to the students attending Quadra Elementary.

2. in consideration of students - I was looking at the options for Christ Church School - there is a compelling argument to build a dedicated bike lane very near the school. Keeps it safe for the kids when there are all the crazy parent drivers rushing around during pickup and dropoff times.

Lastly ... BIG THANKS for taking action on the bike infrastructure. Lots is getting done. I'm happy to see my tax dollars go to these type of initiatives (and, I vote for people who support these initiatives !)

Regards,

Personal info

Victoria

Rob Gordon

From: Engagement
Sent: May 21, 2019 9:34 AM
To: Ryan Shotton
Subject: FW: Bike lanes on 5th St.

From: Personal info
Sent: May 17, 2019 3:48 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on 5th St.

1. Hi,
2.
3. As has been suggested, I support building the bikeway on 5th St to provide direct access to Quadra Elementary - for numerous reasons I'm sure already mentioned.
4.
5. In addition however, this allows Parents and kids safe access to school. This will encourage more bicycles and fewer cars and demonstrate with action, positive modeling to early years, that the community values responsible transportation and environmental choices.

   Regards,
   Personal info

   PS – The courageous progress this city has made to date, in terms of cycling alone, is enormously progressive and impressive!
6.

Personal info

This message is intended only for the designated recipients and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If you are not the intended recipient, or acting on their behalf, please notify the sender immediately and delete this e-mail from your system. Please consider the environment before printing this email.

Rob Gordon

From: Timothy Hewett
Sent: May 17, 2019 4:16 PM
To: Personal info
Cc: Sarah Webb; Ryan Shotton
Subject: RE: Feedback on bikelanes - Vancouver Street 17 May 19

Good day Personal info thanks for writing to the City to share your design insights. Sorry to hear that you were unable to make it out to the past engagement activities.

The planned cycling improvements for Vancouver Street are intended for those who are interested in cycling more but have safety concerns. The design concepts we have shared with the public include traffic calming to create a shared use cycling environment through the neighbourhoods of North Park and Fairfield and one-way protected bike lanes through the busy portion of downtown (Balmoral to Meares Street). Best case design practices suggest reducing traffic volumes to less than 500 vehicles per day and reducing speeds lower than 30 km/hr. Our target traffic volumes to facilitate a safe shared use cycling environments are under 1000 vehicles per day with a design speed of less than 30 km/hr. Traffic diversions are instrumental in accomplishing these design objectives which include directional closures to minimize cut-through traffic and reduce vehicle speeds. The retention or addition of on-street parking is always a common key message heard from the public which we try to accommodate when feasible.

Vancouver Street has indeed become busier in the past years. The street is classified as both a collector and local road which was never intended to function as an arterial – that is the nature of Cook, Quadra, Blanshard, and Douglas. The majority of traffic is cut-through traffic – not local traffic. The project objectives are to provide access to Vancouver Street but not throught Vancouver Street so this corridor can be safe for a broad range of cyclists including young and old, experienced and new and more pleasant for pedestrians.

We are planning to provide refined design concepts to Council in June which reflect the past 8 months of engagement feedback.

As always, thanks for your comments.

Have a great long weekend.

Tim.

From: Personal info
Sent: May 17, 2019 3:47 PM
To: Timothy Hewett <THewett@victoria.ca>
Subject: RE: Feedback on bikelanes - Vancouver Street 17 May 19

Hi Tim

I would like to add some feedback to the discussion of the Vancouver Street bikeway. Having been a regular user of Vancouver Street from Cook Street to Pandora for the past 15 years during peak hours, and I think I can offer some comments that should be of use as a reasonable voice of experience.

I earlier commented on the preference of Vancouver over Cook Street which I am relieved to hear was finally adopted. Great! While I was not able to attend a public feedback session I wanted to provide you with some feedback now.

First, I have never encountered real issues on this route as a cyclist or on occasion when I have driven on it. There isn't a problem with speeding or traffic volume, so we should not be treating this street as if these were problems.

I am not at all in favour of doing more than what is required minimally to allow for the co-existence of bicycles and moving cars on Vancouver Street. There has been suggestions of adding traffic calming "features" and as I understand it, changing Vancouver Street to one way for a section (unless I am mistaken).

I would like to make clear I am not at all in favour of making Vancouver Street one way, as I presume this would be the most significant argument for this is a way of preserving parking on one side of the street. I do understand that parking is an increasing concern in the downtown area, but I don't think that saving parking on Vancouver in the area between Meares and Fairfield is the way to do it. There are no businesses along this stretch, so what exactly is the compelling argument for parking spaces? I strongly suspect its level of popularity has more to do with being the inner rim zone of downtown unmetered and therefore free parking.

I am not a big fan of the long stretches of hard curbs to the bike lanes. While there may be some level of added safety attached to this approach on high traffic volume streets like Fort and now Wharf, I would see this as being unnecessary and in a sense would add an unattractive element to Vancouver. On this route, less is more.

Hope this is helpful.

Personal info

Rob Gordon

From: Engagement
Sent: May 13, 2019 4:05 PM
To: Ryan Shotton
Subject: FW: Vancouver St. improvements

From: Hall, Stuart <Stuart.Hall@cathedralschool.ca>
Sent: May 13, 2019 10:12 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver St. improvements

Good morning,

Thank you very much for your detailed response. I am reassured that you are keeping the drop-off and pick-up volumes at the school in mind as you design these changes. Rockland, Burdett, and McClure as well, are all narrow residential streets and my concern about congestion on those streets remains. We would not want the frustration of local residents directed toward the school parents and look forward to learning about any mitigation of the potential congestion on these streets that you have planned.

I really appreciate the consideration you are giving to the Burdett intersections at Quadra and at Vancouver. It appears these would improve safety for pedestrians. Your suggestion of a cross walk at Burdett and Vancouver would certainly encourage active pedestrian use, as long as you take into consideration the poor visibility afforded to drivers cresting the hill from the south. I am sure your design and engineering team has this in mind.

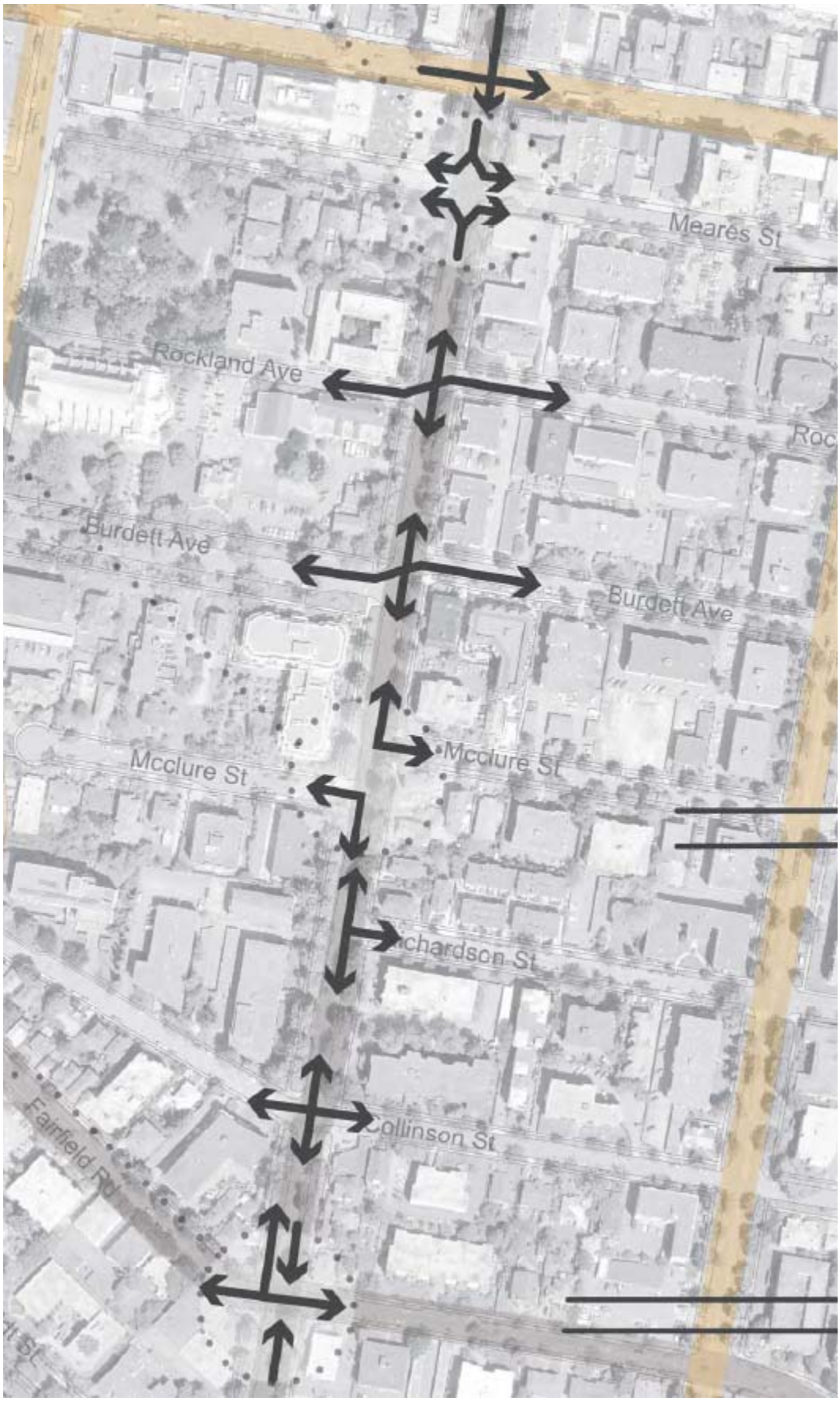
I certainly would not want to slow down your design process but I would appreciate being kept in the loop regarding new developments and designs near the school.

Thank you and have a great week.

Stuart Hall
Head of School
Christ Church Cathedral School
912 Vancouver Street
Victoria, British Columbia
Canada, V8V 3V7
Tel: (250) 383-5125
Fax: (250) 383-5128
www.cathedralschool.ca

On Mon, May 13, 2019 at 9:09 AM Engagement <engage@victoria.ca> wrote:

> Dear Mr. Hall,
>
> Thank you for your letter voicing your support and design concerns for the Vancouver Street project.
>
> Staff are reviewing all insights, comments and suggestions that came through the recent engagement activities and are consolidating feedback on the proposed designs that will be shared with Council this quarter.
>
> The City is aware of the importance of pick up and drop off areas at Christ Church Cathedral School (912 Vancouver Street) and have developed a proposed design to reflect suitable circulation opportunities for parents and visitors to the school.
>
> A traffic calming feature at Burdett was considered although this would have had a greater impact on circulation to and from the school and is the reason why the diversion is proposed at McClure. This allows the City to provide a new pedestrian crossing at Burdett to service the school. An additional benefit of the traffic calming features is that more on-street parking will be available on the west side of Vancouver Street (currently not permitted through the day).
>
> As you have indicated, the left turn from Quadra to Burdett is not permitted due to the safety issues associated with the poor sightlines for north bound vehicles on Quadra Street. Staff agree that it would be highly desirable to permit the southbound left turn From Quadra to Burdett. The design team is looking at a number of design ideas including potentially a four way stop at Quadra and Burdett to improve the safety at this intersection and provide additional circulation options to this segment of Vancouver Street from Quadra Street. Parents coming from the north might find using Cook Street the most convenient as right turns are much easier from Cook Street to Rockland, Burdett or McClure Streets.
>
> Regarding traffic volumes, thank you for your estimates on the number of vehicles doing pick up and drop off. The target traffic volumes are 500 – 1000 with likely closer to 1000 vehicles per day for this segment of Vancouver Street. Design speeds are proposed at 30 km/hr to make the area safer for those walking or cycling.
>
> Thanks again for your observations and suggestions as they are spot on with many of the discussion we are having to provide convenient access to the businesses, residents and services along Vancouver Street while maintaining the traffic calming goals to make walking and cycling safer.


Mearès St
Rockland Ave
Burdett Ave
Burdett Ave
Mcclure St
Mcclure St
Fairfield Rd

Hello Mr. Armstrong,

I am the Head of School at Christ Church Cathedral School located at 912 Vancouver St. As a school that promotes environmental awareness, has a 'Green Team' of students, participates in ABC (anything but cars!) days and bike to work week, we are in full approval of the City's move toward more sustainable and liveable neighborhoods. Having a quieter street in front of our school will be a real plus from our perspective. However, I do have some real concerns about the proposed design for Vancouver St. between Meares and McClue Streets.

We have 190 students at our school and in spite of efforts to promote greener transportation to and from school, many still choose to drop off and pick up their children by car. I would suspect there are at least 100 cars coming to the school in the morning and another 100 leaving in the afternoon. In addition, there is the Christ Church Cathedral right behind the school and many people use the school parking lot or the church parking lot off Burdett for weekend services and events. My understanding is that the planning department would like to see the traffic on Vancouver St. in the affected area reduced to 500 cars daily. I am quite certain that between the school and the Cathedral we will comprise more than half that quota.For any families who have to drive from the west shore or down from the north, instead of coming along Vancouver to the school they will be required to go up to Cook and then down either Rockland or Burdett. Both these streets are quite narrow and usually bordered on both sides by parked residents' cars. I am wondering about the impact that funneling our commuters down those two streets will have on the quiet nature of those streets.

The school is also in the early stages of a process that will determine if we need to expand our capacity. If we did expand to potentially double our current capacity, this would further exacerbate traffic congestion on Rockland and Burdett west of Cook St.

The corner of Quadra and Burdett is already a dangerous intersection for both drivers and pedestrians. Drivers headed south on Quadra continue to make illegal left turns onto Burdett, endangering both other drivers and pedestrians. Drivers coming off Burdett attempting to cross Quadra or turn left onto Quadra also have the difficulty of not seeing what is coming up the Quadra hill from the south. The fact there’s a playground at that corner makes this all the more serious as children are in the area. My concern here is these dangers will only be compounded as more drivers will be looking for shortcuts to get to the School and Cathedral rather than drive the extra (albeit short) distance to Cook St. or they will choose to exit the school/cathedral then go west along Burdett to Quadra, adding traffic to that intersection, rather than north along Vancouver. Might a 4-way stop at the corner of Quadra and Burdett help eliminate some of these concerns?

Thank you for taking the time to consider my comments. If you could let me know you’ve received this, I would appreciate that.

Sincerely,

Stuart Hall
Head of School
Christ Church Cathedral School
912 Vancouver Street
Victoria, British Columbia
Canada, V8V 3V7
Tel: (250) 383-5125
Fax: (250) 383-5128
www.cathedralschool.ca

Rob Gordon

From: Sarah Webb
Sent: May 13, 2019 7:58 AM
To: Ryan Shotton
Subject: FW: Vancouver St. improvements

Response below for sending please,
Thanks
Sarah

Dear Mr. Hall,

Thank you for your letter voicing your support and design concerns for the Vancouver Street project.

Staff are reviewing all insights, comments and suggestions that came through the recent engagement activities and are consolidating feedback on the proposed designs that will be shared with Council this quarter.

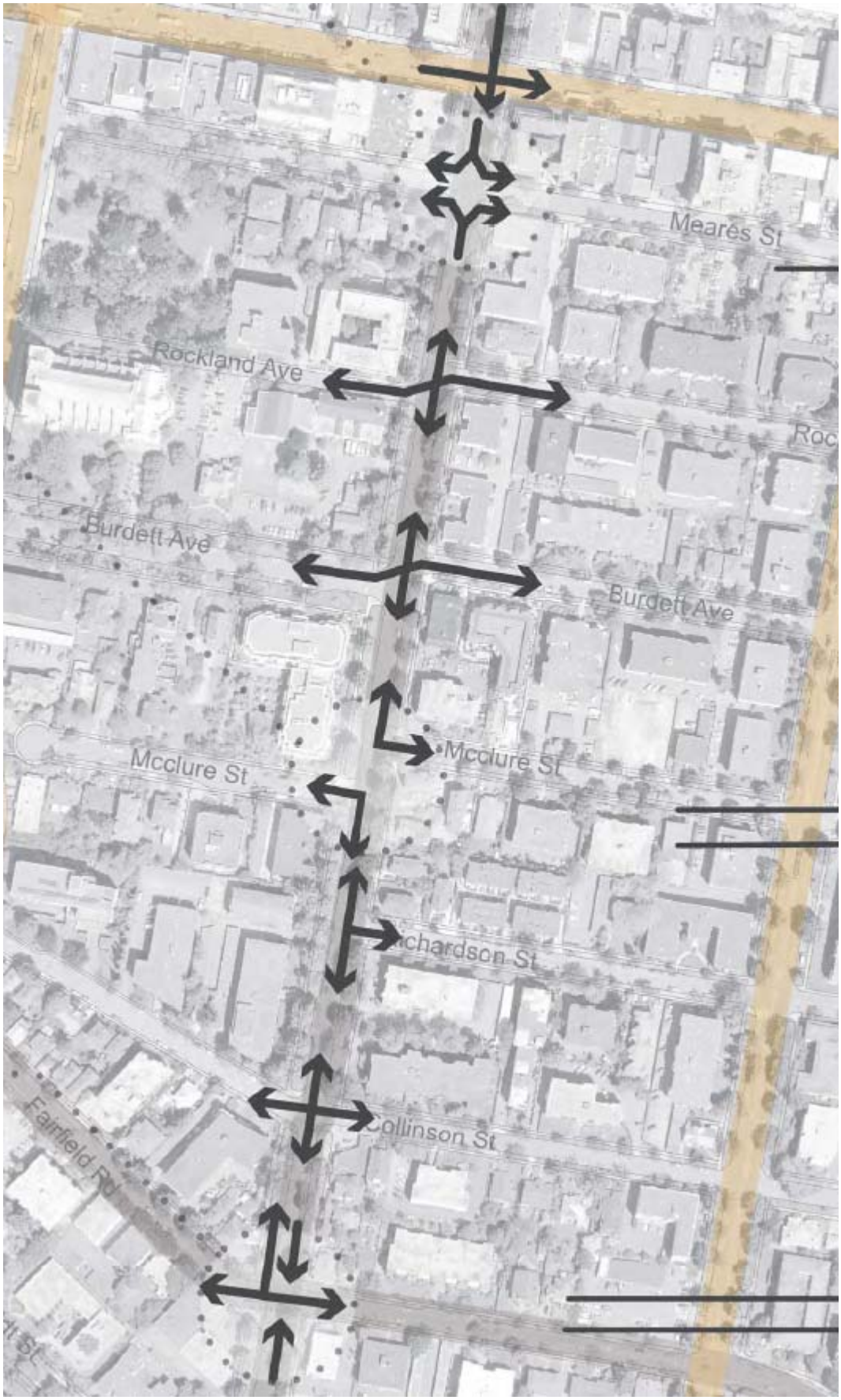
The City is aware of the importance of pick up and drop off areas at Christ Church Cathedral School (912 Vancouver Street) and have developed a proposed design to reflect suitable circulation opportunities for parents and visitors to the school.

A traffic calming feature at Burdett was considered although this would have had a greater impact on circulation to and from the school and is the reason why the diversion is proposed at McClure. This allows the City to provide a new pedestrian crossing at Burdett to service the school. An additional benefit of the traffic calming features is that more on-street parking will be available on the west side of Vancouver Street (currently not permitted through the day).

As you have indicated, the left turn from Quadra to Burdett is not permitted due to the safety issues associated with the poor sightlines for north bound vehicles on Quadra Street. Staff agree that it would be highly desirable to permit the southbound left turn From Quadra to Burdett. The design team is looking at a number of design ideas including potentially a four way stop at Quadra and Burdett to improve the safety at this intersection and provide additional circulation options to this segment of Vancouver Street from Quadra Street. Parents coming from the north might find using Cook Street the most convenient as right turns are much easier from Cook Street to Rockland, Burdett or McClure Streets.

Regarding traffic volumes, thank you for your estimates on the number of vehicles doing pick up and drop off. The target traffic volumes are 500 – 1000 with likely closer to 1000 vehicles per day for this segment of Vancouver Street. Design speeds are proposed at 30 km/hr to make the area safer for those walking or cycling.

Thanks again for your observations and suggestions as they are spot on with many of the discussion we are having to provide convenient access to the businesses, residents and services along Vancouver Street while maintaining the traffic calming goals to make walking and cycling safer.



Hello Mr. Armstrong,

I am the Head of School at Christ Church Cathedral School located at 912 Vancouver St. As a school that promotes environmental awareness, has a 'Green Team' of students, participates in ABC (anything but cars!) days and bike to work week, we are in full approval of the City's move toward more sustainable and liveable neighborhoods. Having a quieter street in front of our school will be a real plus from our perspective. However, I do have some real concerns about the proposed design for Vancouver St. between Meares and McClue Streets.

We have 190 students at our school and in spite of efforts to promote greener transportation to and from school, many still choose to drop off and pick up their children by car. I would suspect there are at least 100 cars coming to the school in the morning and another 100 leaving in the afternoon. In addition, there is the Christ Church Cathedral right behind the school and many people use the school parking lot or the church parking lot off Burdett for weekend services and events. My understanding is that the planning department would like to see the traffic on Vancouver St. in the affected area reduced to 500 cars daily. I am quite certain that between the school and the Cathedral we will comprise more than half that quota.For any families who have to drive from the west shore or down from the north, instead of coming along Vancouver to the school they will be required to go up to Cook and then down either Rockland or Burdett. Both these streets are quite narrow and usually bordered on both sides by parked residents' cars. I am wondering about the impact that funneling our commuters down those two streets will have on the quiet nature of those streets.

The school is also in the early stages of a process that will determine if we need to expand our capacity. If we did expand to potentially double our current capacity, this would further exacerbate traffic congestion on Rockland and Burdett west of Cook St.

The corner of Quadra and Burdett is already a dangerous intersection for both drivers and pedestrians. Drivers headed south on Quadra continue to make illegal left turns onto Burdett, endangering both other drivers and pedestrians. Drivers coming off Burdett attempting to cross Quadra or turn left onto Quadra also have the difficulty of not seeing what is coming up the Quadra hill from the south. The fact there’s a playground at that corner makes this all the more serious as children are in the area. My concern here is these dangers will only be compounded as more drivers will be looking for shortcuts to get to the School and Cathedral rather than drive the extra (albeit short) distance to Cook St. or they will choose to exit the school/cathedral then go west along Burdett to Quadra, adding traffic to that intersection, rather than north along Vancouver. Might a 4-way stop at the corner of Quadra and Burdett help eliminate some of these concerns?

Thank you for taking the time to consider my comments. If you could let me know you’ve received this, I would appreciate that.

Sincerely,

Stuart Hall
Head of School
Christ Church Cathedral School
912 Vancouver Street

Victoria, British Columbia
Canada, V8V 3V7
Tel: (250) 383-5125
Fax: (250) 383-5128
www.cathedralschool.ca

Rob Gordon

From: Engagement
Sent: May 8, 2019 10:42 PM
To: Ryan Shotton
Subject: FW: Bike route proposal

From: Personal info
Sent: May 8, 2019 3:49 PM
To: Engagement <engage@victoria.ca>
Subject: Bike route proposal

To whom it may concern,

I was able to attend the recent consultation and information session regarding the proposed bike route to Tolmie.

We are a cycling family whose children attend Quadra elementary. We need to voice our complete opposal to the proposed route which would run through Quadra school grounds.

This opposal is due to the following concerns:
-reduced play area
-segmentation of the school grounds
-would promote greater community access to our school grounds during all hours increasing traffic and risk
-most importantly would put our children at risk through possible collisions with bicycles, and increased vulnerability due to greater increase in community usage

We would support any alternative route that does not cross school grounds, however our preferred route is the Graham/jackson/Tolmie route.

Thank you,
Personal info and family

Rob Gordon

From: Engagement
Sent: May 8, 2019 9:53 AM
To: Ryan Shotton
Subject: FW: Quadra Hillside Proposed Bike

From: Personal info
Sent: May 8, 2019 9:44 AM
To: Engagement <engage@victoria.ca>
Subject: Quadra Hillside Proposed Bike

Good day,

I am writing to voice my opinion **against using Fifth street** as a connector for the greenway bike path (the path connecting Graham street through to Saanich). I have many concerns about this choice, but of most importance is the safety of the student population at Ecole Quadra school. I would like to know what kind of plan has been set forth by your committee, the city council, or whoever is on the decision making board on this subject, for when a student gets seriously injured(or worse) or a cyclists is hit by a car during the impossibly busy drop off and pickup times. I am curious if this will be the only thing that truly diverts this decision and I am scared and frustrated that it will have to come to that.

I understand that the topography on Jackson street is less favorable to cyclists, but I believe that this is not an argument as the rest of the bike paths throughout the city encounter large hills and difficult terrain. Also there is no thoroughfare at fifth street, it comes to a dead stop at Finlayson, where Jackson street would allow for a continuous pathway. It would be even better if a crosswalk were put at that intersection, but I am certain these issues have been thought out.

My second concern revolves around the use of the words All Ages and Abilities. I believe that using this title and those words is purposefully misleading, and that you are taking advantage of the current climate surrounding inclusivity. These ideas are important to people who have worked very hard to make inclusion into our community a vital part of any new addition. By using this type of language in your proposal you are muddying the waters and misdirecting people who have the communities best interest at heart, and I believe that it is fully intentional on your part. While I am certain that there is an attempt to make pathways accessible to all different types of abilities this thoroughfare will be a **commuter pathway** during the busiest times at the school. I can see that outside of these times that pathway **might** be used by the families and cyclists as an AAA type of pathway, but before and after school/work it is a commuter pathway, which will unnecessarily add more congestion to the road and increase the likelihood that someone will be seriously injured.

These decisions are difficult to make, but increasing the traffic through an active school ground already encroached upon by portables, having lost much valuable play space around the school, is **absolutely not the right decision.** It is astounding to me that it is even being considered, someone's child is going to be hurt, and that will be on your hands. I hope that the people considering these choices have children and can for one minute consider how you would feel if your child was senselessly injured due to poor city planning. These children are aged 4 – 11 and should not have to be worried about being run over during their playtime at their school.

I am happy that representatives have been present a various times and places in order to hear the many concerns of families of this neighbourhood and school. I am hopeful that you have heard the serious concerns of the 450 families whose children attend the school, and will take our thoughts and suggestions to heart.

Personal info

Rob Gordon

From: Engagement
Sent: May 7, 2019 11:30 AM
To: Ryan Shotton
Subject: FW: Letter regarding Vancouver/Pandora Street Closure idea

---

From: Chris Kask <Kask@vcm.bc.ca>
Sent: May 6, 2019 3:32 PM
To: Engagement <engage@victoria.ca>
Subject: Letter regarding Vancouver/Pandora Street Closure idea

Please see attached,

Chris

Chris Kask | Chief Financial & Operating Officer
Victoria Conservatory of Music | *Breathing Music Into Life*
T: 250.386.5311 | E: kask@vcm.bc.ca
A: 900 Johnson Street, Victoria, BC V8V 3N4 Canada | vcm.bc.ca

Rob Gordon

From: Engagement
Sent: May 7, 2019 11:30 AM
To: Ryan Shotton
Subject: FW: Ecole Quadra PAC Official Response re: Hillside-Quadra Connector

From: Heather Stober Personal info
Sent: May 6, 2019 3:58 PM
To: Engagement <engage@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Ben Isitt (Councillor) <BIsitt@victoria.ca>; Marilyn Campbell <mlcampbell@sd61.bc.ca>; jwatters@sd61.bc.ca; dmcnally@sd61.bc.ca; nduncan@sd61.bc.ca; tferris@sd61.bc.ca; Hentze, Angie <ahentze@sd61.bc.ca>; eleonard@sd61.bc.ca; rpainter@sd61.bc.ca; Paynter, Rob <rpaynter@sd61.bc.ca>; awhiteaker@sd61.bc.ca; Quadra PAC <quadra.pac@vcpac.ca>
Subject: Ecole Quadra PAC Official Response re: Hillside-Quadra Connector

Good afternoon,

Please accept the attached letter as the official École Quadra PAC response to the proposed Hillside-Quadra bike route through our school grounds.

We appreciate the opportunity to provide our input. City staff have been available, friendly, and informative.

Please confirm that you have received this letter.

Thank you,

Heather Stober (on behalf of École Quadra PAC)

Rob Gordon

From: Engagement
Sent: May 3, 2019 3:08 PM
To: Ryan Shotton
Subject: FW: 2019 Cycling Network Projects – Hillside / Quadra connection – Feedback submission

From: Personal info
Sent: May 3, 2019 12:37 PM
To: Engagement <engage@victoria.ca>
Subject: 2019 Cycling Network Projects – Hillside / Quadra connection – Feedback submission

Please accept these comments in relation to the above –related matter.

- The issue of selecting the appropriate bicycle route for the Hillside / Quadra connection is a matter of significant personal interest to me. I am a resident on Wicklow Street, Personal info , and I use the Jackson Street bicycle corridor 5 days a week, pretty much 12 months a year, to bicycle to work in downtown Victoria. Also, my Personal info old children attend Quadra Elementary School, so their safety is obviously a concern as well.,

- I'll say at the outset that my biggest bicycle safety concern on this route is not crossing Finlayson or Hillside (with the new lights), but rather Bay, when heading southbound. After using the Graham St. cross walk at Bay, one must either walk their bike up the sidewalk to the where Vancouver St. continues, or bike the wrong way on the east bound bike lane to get to vancouver. The former method is too slow, the latter is illegal, so instead I often turn right on the King St. dog's leg off southbound Graham and come up Vancouver to Bay, which means I have to turn left across Bay in rush hour traffic. That means a long wait for a suitable gap and/or turning when only the inside eastbound lane is free, which freaks out motor vehicle drivers in the outside lane and often causes them to slam on their brakes. So whether the City of Victoria ends up putting the route down Fifth or Graham, the Bay Street crossing needs attention.

- The Jackson Street Hill is a slog. After 2 years of up and down it every day, I have actually come to enjoy it – it's my daily "cardio sprint", and so I would prefer keeping this route, personally. However, I can see that it could be a major disincentive to bikers who take the route only occasionally, or are not in good shape, or who have miles to go up to Gordon Head, etc., so I think common sense weighs in favour of Jackson, subject to my next concern. (Going up and down Jackson every day is also hard on derailleurs , chains and brake pads over time).

- As a parent of small children at Quadra, I am very concerned about bikes whizzing through the middle of the school playground. I simply cannot imagine how busy commuters will be able to bike through the middle of a school yard at acceptable bicycle commuting speeds without putting children (and themselves) at risk. Then there is the added consideration that Fifth is chock-a block congested with cars dropping off kids before and after school. You are going to need some very clever engineering here to design a safe and efficient bike lane through this

area. I'm not sure it's possible without 8 foot high chain link fences on either side of the bicycle corridor or some other such extreme measues.

- I am strongly opposed to the Topaz Park / Yew St. route. As I live on Wicklow, this will be too far out of my way, and I'll end up going up Jackson or some other way or (shudder) having to bike along Quadra every day.

- (This next one doesn't concern me, as I live on Wicklow, but I also realize this is not a City of Victoria issue *per se,* but rather a Saanich / CRD issue) From a broader perspective, I worry that the route kind of "peters out" so to speak when it hits Cook and Quadra. I'm not sure how cyclists who want to get further north can do so without encountering a lot of hills and zigzags, and I get the impression that they just blast up Blanshard instead. I know that that's "Saanich's problem", but what's the point of building a beautiful "Active Transportation Network" if it disintegrates into nothing at the Saanich Border? There needs to be some serious thought on the Saanich side of Tolmie on what they are doing to create viable bicycle commuting routes that link into yours, as that will greatly increase the latter's utility for commuters who live beyond Victoria's city limit. Perhaps this is a matter to press Saanich with at the CRD level or informally?

Thank you for considering my submission.

Personal info

Call
Send SMS
Call from mobile
Add to Skype
You'll need Skype CreditFree via Skype

Rob Gordon

From: Alannah Rodgers
Sent: May 3, 2019 1:56 PM
To: Ryan Shotton
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

Do you mind providing Monica with one or two lines we've been using typically to respond to emails from the public re: 2019 bmp? Many thanks!

From: Monica Dhawan <mdhawan@victoria.ca>
Sent: May 3, 2019 1:54 PM
To: Alannah Rodgers <arodgers@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

I'm good with being the one to respond and saying it's been shared with Council and included in public feedback (if that's true – please confirm)

If you think a more detailed response is needed, please draft one and I can send it.

Thanks,
Monica

From: Alannah Rodgers
Sent: Friday, May 03, 2019 1:49 PM
To: Monica Dhawan <mdhawan@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

Hi Monica – I've shared with Sarah and Ryan in Engagement. Wasn't sure if it was best to have a response from Mayor & Council. Otherwise I am happy to draft a response.

From: Monica Dhawan <mdhawan@victoria.ca>
Sent: May 3, 2019 1:48 PM
To: Alannah Rodgers <arodgers@victoria.ca>
Subject: FW: Proposed Vancouver Street Bikeway (Cycling Network)

Hi Alannah,

Will you be coordinating a response to this? Just wondering if I need to share with anyone else, engagement or Sarah Webb?

Thanks!
Monica

From: Personal info
Sent: Thursday, May 02, 2019 1:04 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: info@victoriadra.ca; Alannah Rodgers <arodgers@victoria.ca>
Subject: Proposed Vancouver Street Bikeway (Cycling Network)

Mayor Lisa Helps and Councillors:

Last evening about 20 local residents participated in a walking tour of the proposed Vancouver Street Bikeway. The tour was organized by the Downtown Residents Association (DRA) and led by staff from the City of Victoria's Engineering Department. Seven residents from our building (Pacific Monarch, 1015 Pandora Street) joined the tour.

We support the proposal to provide a bikeway along Vancouver Street and the City's objective to reduce potential conflicts between cars, bikes and pedestrians. However, I am are writing to you on behalf of my husband and other residents who share our concerns about the proposal to close a section of Vancouver Street just south of Pandora and create a public plaza.

This area of Pandora Street, especially between Quadra and Cook, already experiences problems with people living on the street with drug and alcohol related issues and their tendency to gather in public spaces. A plaza would only add to the existing issues with noise, garbage and safety concerns. Our building of thirty apartments is seeing the departure of long term residents who are moving as a result of the street-related noise and public safety.

The proposed plaza would also require that northbound traffic on Vancouver Street be redirected to the secondary road along the Pandora parkway for access to Cook or Pandora. We fear an increase in traffic on the access road would cause further safety concerns as the road is narrow and includes well-used parking along both sides. Reducing street parking along this road is not the answer. An alternative solution should be considered.

We appreciate that DRA organized yesterday's tour, but we note that this event was the first time that we were made aware or consulted about the project. City staff commented that consultation has been underway since the summer of 2018 but we and most people on the tour noted that they had never been notified and were not aware of the proposal. We would certainly have participated earlier in the process if we had learned about it sooner.

We understand that this project will be before Council in the near future and hope that our concerns are considered and addressed. Please keep us informed as the project proceeds.

Yours truly,

Personal info

Rob Gordon

From: Engagement
Sent: May 2, 2019 3:54 PM
To: Personal info
Subject: RE: Vancouver Street

Dear Personal info

Thank you for getting in touch with the City of Victoria and providing your comments regarding the proposed changes to Vancouver Street.

We appreciate you taking the time to express your concerns about potential congestion on Cook Street and a desire to maintain the existing vehicle circulation patterns.

The design concepts were informed by the feedback the City heard from the community in the summer and fall of 2018. For background, the traffic calming approach has been proposed in Fairfield and North Park neighbourhoods as an alternative to constructing protected bike lanes for the full extent of the project. Introducing protected bike lanes would enable the vehicle circulation patterns to stay the same, however, a significant amount of on-street parking would be impacted in these neighbourhoods. If the bike lanes were to be installed on the boulevards, there would be fewer impacts to parking, but new impacts to the boulevard trees (either reduced lifespan or in many cases, required removal of trees). The traffic calming approach allows us to keep motor vehicle access to Vancouver Street but reduce the amount of cut-through or non-local traffic.

The City of Victoria recognizes the importance of an inclusive, accessible transportation network. This means space for cars, trucks, buses and commercial vehicles. Staff understand that many people are not able to or do not want to bicycle. Part of the focus of these infrastructure investments are to improve safety so those who can and want to ride more often, can do so, freeing up space for others to drive.

Your email has been received and will be shared with Mayor and Council later this spring as a part of all of the input we have received on the project.

Should you have any further questions, please do not hesitate to call Sarah Webb at 250-361-0482.

From: Personal info
Sent: May 2, 2019 9:26 AM
To: Engineering Email inquiry <eng@victoria.ca>
Subject: Vancouver Street

I have looked at the proposed Vancouver Street traffic calming and intersection improvements through North Park and Fairfield and protected bike lanes from Balmoral to Meares. I have to admit that some of these details seem a little vague. However, I understand the concept is to reduce vehicle traffic and improve bicycle traffic. As a person with a disability, we are not all so fortunate as to be able to toss away our cars and hop on bikes or walk long distances to where we need to go. I fear that the desires of cyclists are trumping the needs of the elderly and disabled. The traffic flow suggestions on Vancouver Street are going to force a major amount of vehicle traffic onto Cook which, when viewed yesterday at about 1:00 pm, was already three blocks long heading north. As you are well aware, Cook Street is a major road that individuals use to access Dallas Road. I can't imagine what the traffic congestion will look like when Vancouver Street has been "adjusted". Will the merchants on Cook Street actually be happy when people stop coming to the Village to shop because traffic is just too ridiculous?

I hope you can reconsider the Vancouver Street traffic calming measures. I think the inclusion of a bike lane on Vancouver would work well, but we still need to use that street as a way to reduce vehicle traffic on Cook.

Thank you for your attention.

Personal info

Rob Gordon

From: Engagement
Sent: May 2, 2019 2:06 PM
To: Ryan Shotton
Subject: FW: Vancouver and Pandora neighbourhood.

From: Monica Dhawan
Sent: May 2, 2019 1:28 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: FW: Vancouver and Pandora neighbourhood.

FYI and sorry for not getting this in sooner. Should I let them know their feedback has been included?

Thanks,
Monica

From: Personal info
Sent: Friday, April 26, 2019 2:22 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: Personal info
Subject: Vancouver and Pandora neighbourhood.

We attended the Open House regarding the latest plans for Vancouver St. where we saw the proposed provision of 2 or 3 'street plazas', one of which would be constructed at the Pandora/Vancouver intersection.

A potential usage suggested for the Pandora Ave. plaza was the creation of a skateboard zone, with areas to congregate on grass and benches. This is apparently an attempt to develop more of a "community spirit"??.

We are already forced to endure the 'community spirit' that currently exists on the median of the 900 Block of Pandora,- spirit that often spills over onto the median of the 1000 Block. The new normal on the 900 Block median has again escalated to include permanent camping and tenting, in addition to the other undesirable/dangerous behaviours.

We don't need/want MORE areas for people to hang out in our already challenged neighbourhood! Remember the garden boxes located in front of Our Place? They were soon broken and barren because people chose to use them as places to sit, urinate, throw garbage and store/hide things.

Not only has our neighbourhood been saddled with these unsightly and unsettling activities, but in addition we are exposed to the constant and often ear piercing noise of all the 7AM to 5PM (or later) construction which, we've been told can be expected for the next 6 years at least.

Our concern, as residents at 1015 Pandora, is the potential for increased noise and problems associated with members from the homeless and drug addicted community who will undoubtedly view this installation as an opportunity to spread their own version of community spirit.

Regards
Personal info
-1015 Pandora Ave

Rob Gordon

From: Engagement
Sent: May 2, 2019 2:06 PM
To: Ryan Shotton
Subject: FW: Vancouver Street

From: Monica Dhawan
Sent: May 2, 2019 1:26 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: FW: Vancouver Street

FYI

-----Original Message-----
From: Personal info
Sent: Friday, April 26, 2019 12:08 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Vancouver Street

Dear Mayor and Council,
I hope you will reconsider you proposed actions to make Vancouver Street car-unfriendly. Painted bike lanes will suffice.
Cheers,
Personal info
Victoria

https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fdigital.timescolonist.com%2Fepaper%2Fiphone%2Fhomepage.aspx%23_article696a9737-03b0-457c-9bb7-2f90249d47e8%2Fwaarticle696a9737-03b0-457c-9bb7-2f90249d47e8%2F696a9737-03b0-457c-9bb7-2f90249d47e8%2F%2Ftrue&data=02%7C01%7Cmayorandcouncil%40victoria.ca%7Cd2cb5948deb1493a44c408d6ca7a889f%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C636919024956926356&sdata=IA%2FxcSGnmHJf%2FPFmD8yxuxMY634dwT%2FS8TV0PG%2Bs5hc%3D&reserved=0

Sent from my iPad

Rob Gordon

From: Timothy Hewett
Sent: May 2, 2019 1:51 PM
To: Ryan Shotton
Cc: Sarah Webb; Richard Adam; Christine Brinton
Subject: RE: Vancouver Street

Hey Ryan, can you add to the mix of related letters. We will likely need to draft some themed responses as we are likely to see more.

Thanks and let us know how we can help.

From: Richard Adam <RAdam@victoria.ca>
Sent: May 2, 2019 1:24 PM
To: Christine Brinton <cbrinton@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: RE: Vancouver Street

This one's Sarah's group.

From: Christine Brinton <cbrinton@victoria.ca>
Sent: May 2, 2019 12:20 PM
To: Richard Adam <RAdam@victoria.ca>
Subject: FW: Vancouver Street

Hi Rich,
Would this be something you would respond to? Or Sarah?

From: Personal info
Sent: May 2, 2019 9:26 AM
To: Engineering Email inquiry <eng@victoria.ca>
Subject: Vancouver Street

I have looked at the proposed Vancouver Street traffic calming and intersection improvements through North Park and Fairfield and protected bike lanes from Balmoral to Meares. I have to admit that some of these details seem a little vague. However, I understand the concept is to reduce vehicle traffic and improve bicycle traffic. As a person with a disability, we are not all so fortunate as to be able to toss away our cars and hop on bikes or walk long distances to where we need to go. I fear that the desires of cyclists are trumping the needs of the elderly and disabled. The traffic flow suggestions on Vancouver Street are going to force a major amount of vehicle traffic onto Cook which, when viewed yesterday at about 1:00 pm, was already three blocks long heading north. As you are well aware, Cook Street is a major road that individuals use to access Dallas Road. I can't imagine what the traffic congestion will look like when Vancouver Street has been "adjusted". Will the merchants on Cook Street actually be happy when people stop coming to the Village to shop because traffic is just too ridiculous?

I hope you can reconsider the Vancouver Street traffic calming measures. I think the inclusion of a bike lane on Vancouver would work well, but we still need to use that street as a way to reduce vehicle traffic on Cook.

Thank you for your attention.

Personal info

Rob Gordon

From: Engagement
Sent: May 2, 2019 1:18 PM
To: Ryan Shotton
Subject: FW:

You're saving these, right?

From: Sarah Webb
Sent: May 2, 2019 9:06 AM
To: Engagement <engage@victoria.ca>
Subject: FW:

For records
Sarah

From: Personal info
Sent: May 2, 2019 9:05 AM
To: Lisa Helps (Mayor) <LHelps@victoria.ca>; Ben Isitt (Councillor) <BIsitt@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>
Subject:

Hello Mayor Helps and Councillor Isitt,

I appreciate Council's efforts to encourage active transportation in Victoria by building biking networks. My family does our best to do our daily commute to work and daycare by bike.

I am writing to express my strong opposition to the Fifth Street Alignment proposed as part of the Hillside-Quadra Project. I do not want bike lanes passing through Quadra School, where my kids will attend. That the bike lane would bisect the grounds creates an unacceptable level of risk to children and cyclists. As a parent, I fear an accident and, as a biker, I would not be comfortable biking through a school playground. In addition, Quadra School already has comparatively less green space than other downtown schools and a bike lane will further limit that space. Crossing Finlayson at Fifth is also less ideal, given its proximity to Quadra, than the alternatives.

My concerns are consistent with those already identified to the City by the Quadra School PAC and Community Association.

I favor the Jackson Alignment or Topaz Park & Yew Alignment. I bike Jackson (with my kids) and see lots of others do it too. If some bikers find the incline too difficult, it's not asking them too much to dismount and walk their bikes for less than a minute.

Thank you for your consideration,

Personal info

Rob Gordon

From: Alannah Rodgers
Sent: May 2, 2019 1:15 PM
To: Ryan Shotton; Timothy Hewett; Sarah Webb
Subject: RE: Proposed Vancouver Street Bikeway (Cycling Network)

FYI – Ryan if you could save this in our records and let me know if you'd like to proceed in a response.

Thanks,
Alannah

From: Personal info
Sent: May 2, 2019 1:04 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: info@victoriadra.ca; Alannah Rodgers <arodgers@victoria.ca>
Subject: Proposed Vancouver Street Bikeway (Cycling Network)

Mayor Lisa Helps and Councillors:

Last evening about 20 local residents participated in a walking tour of the proposed Vancouver Street Bikeway. The tour was organized by the Downtown Residents Association (DRA) and led by staff from the City of Victoria's Engineering Department. Seven residents from our building (Pacific Monarch, 1015 Pandora Street) joined the tour.

We support the proposal to provide a bikeway along Vancouver Street and the City's objective to reduce potential conflicts between cars, bikes and pedestrians. However, I am are writing to you on behalf of my husband and other residents who share our concerns about the proposal to close a section of Vancouver Street just south of Pandora and create a public plaza.

This area of Pandora Street, especially between Quadra and Cook, already experiences problems with people living on the street with drug and alcohol related issues and their tendency to gather in public spaces. A plaza would only add to the existing issues with noise, garbage and safety concerns. Our building of thirty apartments is seeing the departure of long term residents who are moving as a result of the street-related noise and public safety.

The proposed plaza would also require that northbound traffic on Vancouver Street be redirected to the secondary road along the Pandora parkway for access to Cook or Pandora. We fear an increase in traffic on the access road would cause further safety concerns as the road is narrow and includes well-used parking along both sides. Reducing street parking along this road is not the answer. An alternative solution should be considered.

We appreciate that DRA organized yesterday's tour, but we note that this event was the first time that we were made aware or consulted about the project. City staff commented that consultation has been underway since the summer of 2018 but we and most people on the tour noted that they had never been notified and were not aware of the proposal. We would certainly have participated earlier in the process if we had learned about it sooner.

We understand that this project will be before Council in the near future and hope that our concerns are considered and addressed. Please keep us informed as the project proceeds.

Yours truly,

Personal info

Rob Gordon

From: Timothy Hewett
Sent: May 1, 2019 3:13 PM
To: Christine Brinton; Vicki Costello
Cc: Alannah Rodgers; Ryan Shotton; Sarah Webb
Subject: Help typing up notes.

Hey Christine and Vicki – thanks again for helping out with typing up the comments received during the 2019 bike projects engagement activities.

I have made up some spreadsheets to enter the comments into (see attached). They are primarily set up for the comments boards specific engagement questions. We also have comments on other boards related to vehicle circulation and design concepts which Alannah and I can address.

For the purposes of now we would be looking for help on the comment boards which are at our desks when you want to grab them to get started. I estimate this will take an hour or two to complete.

Pop by anytime so we can discuss further and thanks again for your support.

Tim.

Timothy John Hewett
Interdisciplinary Planner, MSc, RPP, MCIP

Engineering and Public Works, Transportation
City of Victoria

1 Centennial Square, Victoria BC V8W 1P6
T 250.361.0306 **C** 250.884.8562

Rob Gordon

From: Sarah Webb
Sent: April 30, 2019 4:30 PM
To: Ryan Shotton
Subject: RE: Comments, Patrick Lanman, 1020 View St

Here is the response you can send:

"Dear Personal info

Thank you for getting in touch with the City of Victoria and sharing the digital comments from Sean Patrick Lanman of the Strata Council located Personal info 1020 View Street.

This correspondence will be added to the public record as input received for the Vancouver Street project. No date has been confirmed for the report to council, however, it will likely be this quarter. We can add you to our email distribution list for information alerts related to this project so that you can keep posted on progress. Should Personal info to explore cycling ridership rates, the City's mobility targets, infrastructure funding approaches and insights gathered on the design so far, he can visit www.victoria.ca/cycling to learn more. If you have any further questions, please do not hesitate to contact Sarah Webb at 250-361-0482 in the Engineering & Public Works Department."

From: Ryan Shotton <rshotton@victoria.ca>
Sent: April 30, 2019 9:23 AM
To: Sarah Webb <swebb@victoria.ca>
Subject: FW: Comments, Patrick Lanman, 1020 View St

Not sure if you have the hard copy or not….

From: Engagement <engage@victoria.ca>
Sent: April 29, 2019 3:13 PM
To: Ryan Shotton <rshotton@victoria.ca>
Cc: Bill Eisenhauer <beisenhauer@victoria.ca>
Subject: FW: Comments, Patrick Lanman, 1020 View St

Bill, I've copied you on this one as it is addressed to you but it's for Ryan to handle.

From: Personal info
Sent: April 29, 2019 12:37 PM
To: Engagement <engage@victoria.ca>
Subject: Comments, Patrick Lanman, 1020 View St

Hi Bill,

I attended the "engagement event" on April 23 as our two condo towers abut the full block of Vancouver Street between Yates and View..

Our strata council chair could not attend, but asked if I would take his comments along, based on what he had read in the Times Colonist. I did provide a hard copy to one of the City staff present but he advised me to submit via this "engage"

email address, so please check that Patrick's comments have been recorded. If you need to validate the comments I've provided Patrick's address.

Would you also please tell me when this matter will next be on the City agenda? I heard someone referring to a May 1 or 2 meeting but cannot find it on the City website.

Thanks,
Personal info
1020 View Street

****

(the following is from Sean Patrick Lanman, Strata Council Chair and Owner Personal info ***1020 View Street)***

I'll keep to point form my concerns in this matter. I could go on for hours on this subject, as I know most of us could. So here goes:

1. **Ensure that NO trees are removed along the Vancouver Street corridor during and after the construction of the bike lanes.** Vancouver Street is iconic with it's treed boulevards, it would be a grave insult to the city to remove them. The trees are an effective carbon sink and sound 'calming' element. Isn't that part of what the whole bike lane issue is about?

2. **No park benches along the route.** Victorians walk along Vancouver St. to their destination. Sitting on a bench on Vancouver St. is not a destination. The benches will invite the homeless to camp out and relax. Witness the benches out front of the CRA offices on Vancouver between Johnson and Pandora and the benches on Rockland between Vancouver and Quadra.

3. **No reduction in parking on Vancouver St.** Parking is already strained to the limit and will be even more of a critical demand once the condominium developments adjacent to the Vancouver St. bike route, and the additional business and retail components are complete. The city is fostering a policy of a less than 100 percent parking requirement in multi-unit developments. We know, being representative of a 202 unit development that even with 100 percent parking, we still are challenged for parking for our residents.

4. **Blocking off Vancouver at Pandora to encourage diversion of traffic**. This is counter-productive. First, look at Pandora. Who would benefit the most from a park like extension into the street? Not the taxpayers. Right now the area is over-run by homeless and is not a destination area for citizens to go and relax. Access to the forthcoming Save on Foods on Pandora will be severely limited for those travelling north on Vancouver Street, i.e. the majority of new and existing condominium home owners. As an aside, should the access through Pandora be cut off, residents in Regents Park on View and Vancouver will have to access a north route by turning left at View and Cook, which is virtually impossible at the best of times. There is no light nor crossing stripes to control the flow of traffic north and south on Cook at this intersection.

5. **Blocking off traffic at McLure to encourage diversion of traffic** will effectively turn that quiet street into a traffic artery east/west to divert traffic to Cook or Quadra.

The city is hell-bent on implementing an AAA biking policy: All Ages and Abliities, with the goal being 25% + use of bikes by 2038 and beyond. First off, since when are we to predict the future of transportation 20 years down the road, and by doing so, so exacerbate the current transportation crisis? The plans for this Vancouver Street biking corridor will put greater traffic pressure on Quadra and Cook streets, for a start, and will measurably slow traffic through those corridors. Secondly, this slowing of traffic will be greatest at peak hours, morning and late afternoon as it currently is on Vancouver Street. So we are about to go to the expense of changing up working traffic patterns to accommodate an increased traffic flow for approximately 2 hours in 24? Currently, vehicles and bike traffic are able to get through the areas with little to no disruption in flow.

This whole bike lane model is based on an idea that citizens are going to abandon their cars and take to bikes to go to and from work.
Uh-huh. How far will those workers have to travel by bike, from the suburbs, to their jobs in downtown Victoria? Where is the further commitment to offset vehicular traffic with additional bus service?

Has anyone in planning for this bothered to observe the bike traffic along the bike corridor on Fort Street? I cross Fort Street at least twice a day and to see more than two bikes on the corridor from Cook to Quadra is an exception. It seems

to be no problem for bike access along Johnson and along Yates, so why was Fort so disrupted by this? Has anyone from the city tried to park or pullout on Fort Street during busy traffic flows? Has anyone in the city seen what difficulty there is for bus traffic stop and go? And what about emergency traffic throughput along this corridor? Access to businesses on the north side of Fort for suppliers? It goes on. And this will have to be addressed should a similar corridor situation be considered for Vancouver Street.

Cook Street, Vancouver Street and Quadra Street don't seem to be witnessing a lot of bike traffic. Those bikes that are using the streets and moving along quite well.

It is said that during September to December 2018, existing condition assessments were undertaken with 'key stakeholders'. We are, as mentioned previous, a 202 unit (202 taxpayers @ roughly $1200 city taxes per suite per = $242,000 per annum) two tower condominium
development bordering View Street, Yates Street and for one block along the east side of Vancouver. It think that qualifies us as 'key
stakeholders' in this regard. It would be interesting to know who the resident or personal stakeholders were in this discussion, because we weren't invited or consulted.

I would say, that to do with bikes, get them off of the sidewalks. This is epidemic. And it is not those with impediments or ability challenges that are blasting along the sidewalks. It is capable and equipped cyclists who are doing this, along with a number of homeless on lock-broken green rental bikes (in case the city hasn't noticed). Talk about a hazard to pedestrians.

As to pedestrians, it was reported that the impetus for traffic calming is to reduce the number of vehicular / pedestrian collisions on city streets. Here's a radical, and cheaper suggestion. Re-educate the walking public to look both ways before crossing and to not so rampantly jaywalk along main streets. I cannot count the number of times I have observed people dodging in and out of moving traffic, or, more often, stepping off a sidewalk to cross a street, headphones plugged in and not even glancing left or right before proceeding. It is scary.

In Conclusion

It is all well and good to desire to have everyone joyfully riding through Victoria on bikes. But that is not the reality. People are more often than not used to having a car for their transportation needs. We are not Amsterdam or Copenhagen. We are a country with vast open spaces and people who are used to traversing those spaces in vehicles. For the past 100 years, our cities were designed around the use of the automobile. This has to be realized and dealt with. Within the span of making the bike lanes and upsetting the current order, the city is not going to change the habits of the majority of the citizenry. That is not it's mandate, nor should not be. The mandate of the city is to attend to the needs of the city through judicious use of taxpayers dollars for the taxpayers benefit, security and well-being. It is highly unlikely that those seeking to currently benefit from the changeover to bike lanes comprise a majority of citizens and their needs.

You cannot seek to increase the population of the downtown core without considering and planning for greater strain and demand for
vehicle access and parking. To not address this is folly. To seek to put barriers up to this reality is further folly. We don't know what the city or the world will be like in 20+ years and it has been proven time and again that to attempt to predict this is invariably foolish. We have enough challenges dealing with today.

Patrick

Rob Gordon

From: Timothy Hewett
Sent: April 30, 2019 8:51 AM
To: Mike Van Der Laan; Devon Cownden
Cc: Sarah Webb; Joaquin Karakas; Ryan Shotton
Subject: RE: Att: Director, Community Planning

Thanks for forwarding on this letter Mike. I had a good 15-20 minute conversation Personal info who would like to see an urban playground.

Definitely a tricky design exercise and so all ideas should be put on the table to refine as we continue the discussions with the Mayors task force for the 900 block.

I have catalogued the letter with the other engagement feedback.

Thanks for forwarding on.

Tim.

From: Mike Van Der Laan <mvanderlaan@victoria.ca>
Sent: April 29, 2019 2:22 PM
To: Devon Cownden <DCownden@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>; Timothy Hewett <THewett@victoria.ca>; Joaquin Karakas <JKarakas@victoria.ca>
Subject: RE: Att: Director, Community Planning

My bad – Andrea Hudson is acting Director…

From: Mike Van Der Laan
Sent: April 29, 2019 2:18 PM
To: Devon Cownden <DCownden@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>; Timothy Hewett (THewett@victoria.ca) <THewett@victoria.ca>; Joaquin Karakas <JKarakas@victoria.ca>
Subject: RE: Att: Director, Community Planning

Hi Devon – this letter is addressed to the Director, Community Planning Persona I info might expect a response from Alison.

I have cc'ed members of the project team to collectively determine the best way to respond to the letter.

Thanks,
Mike

Mike van der Laan
Transportation Planner, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 778.350.3158

From: Community Planning email inquiries
Sent: April 29, 2019 2:05 PM
To: Mike Van Der Laan <mvanderlaan@victoria.ca>
Subject: FW: Att: Director, Community Planning

Hi Mike,

We received this letter with regards to the Vancouver street bike lanes and the public meeting on April 23. Are you able to look into it and respond as appropriate?

Thanks,

Devon Cownden
Planning Secretary
Sustainable Planning and Community Development
1 Centennial Square
Victoria, BC V8W 1P6
Phone: 250-361-0283
Email: dcownden@victoria.ca

From: Personal info
Sent: Monday, April 29, 2019 12:20 PM
To: Community Planning email inquiries <CommunityPlanning@victoria.ca>
Subject: Att: Director, Community Planning

Dear Director, Community Planning:

If I've taken the time to write, all I ask is that you take the time to read, please, before forwarding to your public relations department.

I attended the engagement event on Tues April 23, Vancouver Street Bicycle Lanes. I am a strata council member and engaged citizen and taxpayer. Our property, 1010 and 1020 View, fronts on View St but abuts Vancouver Street for the entire block from Yates to View. I would have thought our strata council would be notified of upcoming meetings given that there are 202 owner/taxpayers and residents in our two towers adjacent the subject area but I only found out via online Times Colonist.

I was disappointed in staff at the event trying to persuade me that the space taken up by two single direction bicycle lanes and two painted or built curbing/barriers was the same as that taken up by a single two-way lane and its single barrier. They also tried to tell me that this decision was made as the only way to maintain the existing curbs. I pointed out that both statements were not true, and why. They were eventually more honest about avoiding extra expense of intersection modifications etc. and we had a much better discussion.

The proposed Pandora Plaza area is an interesting experiment. What concerns me is the planners earnest belief that building a gathering place there will attract substantial numbers of residents of nearby new condo developments.

People will not want to exercise their pets or children on any grassy areas that may hide needles or drugs or human excrement. Parents of young children will not want to picnic or play while the drug-dependent and the mentally ill flail about, yell loudly, shoot up, nod out, pee in corners, etc just across the way. The only way this makes sense is if someone has proven that bringing "normal" social behaviours into an area will discourage anti-social behaviours over time. If that's the case, please show us the 5-year follow-up studies and we'll try to be patient.

I fully support a playground just like the new installation behind the courthouse, as that is a wonderful facility and well-used by both daycares and families. But please consider building a sculpture wall, fountain wall, hedgerow or something similar to screen the youngest from the awful reality of life on Pandora and Vancouver. Someone at the engagement event actually said that observing those goings-on "would provide a teaching moment". Perhaps, but not really the purpose of a relaxing and playful family gathering place, is it?

Last night I was up from 3 to 4 am, reporting to Victoria Police and Ambulance then watching from my window. A strong young man on the corner of View and Vancouver was out of his mind, jumping as if on a pogo stick, waving, striking things, including his own face, and yelling loudly while running up towards Yates and falling over things as if he was blind. He ended up banging on and repeatedly running into the glass doors at the lobby of our building at full speed. I had the window open and could hear and see it all. The police officer tried to calm him and did a great job which took time and patience. He'd apparently done heroin but, as the police and ambulance determined, there was an additional drug causing this bizarre behaviour and he'd done too much. In addition, he'd misplaced both his backpack with all his work stuff and his friend's longboard. If this had happened during the day or early evening, when families were in the Pandora Plaza it would have terrified children.

My point is that you cannot build an amenity in the middle of all the social services and circle of friends that attract this clientele to the Johnson/Vancouver/Pandora area and then just hope that the problems resolve somehow. We will need additional police, paramedics, social specialists and bylaw officers to help change our area as the incident I've described is just one of many that are now spreading out along Vancouver Street, including more tagging than ever before.

And putting in a skateboard park would be a big mistake if you don't have a way of locking it off in the evenings. Unless you've lived in a high-rise next to a skateboard park you'll have NO idea how loud those wheels smashing repeatedly can be, and how late into the evening, as the sound reverberates up the sides of the towers. With more and more young families moving into condos they will have to get child-sized earplugs to get the little ones to sleep. We all keep windows open as we don't have air-conditioning as they do in some other large urban centres. The AC would help screen out street noise but it is not permitted in our building or in many other condos. Those of us living downtown embrace a certain level of street noise, but yelling and crashing skateboards in the middle of the night should not be acceptable behaviours in any residential area.

Thanks for listening,

Personal info

-1020 View Street

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:50 AM
To: Ryan Shotton
Subject: FW: Cycling Network Engagement Update

From: Sam Vekemans Personal info
Sent: April 23, 2019 2:38 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Network Engagement Update

Thanks,

The next idea is to have a bicycle repair station at Janion Plaza, although for a fully equipped station, a water fountain is needed.
I think that a bicycle repair station should be next to the water fountain at the silly looking TCT/The Great Fail pavilion, along with a bench.
The reason a water fountain is needed next to a repair station is to be able to wash your hands after working on the Bike.

Thanks
Sam

On Tue, Apr 23, 2019, 12:08 PM Engagement <engage@victoria.ca> wrote:

> Hi Sam,
>
> Thanks for your follow up emails. We've shared your comments with the transportation team as they plan on how to best communicate to all users how to navigate what are sure to become busy hubs filled with lots of people. Thanks again for taking the time to provide your feedback.

From: Sam Vekemans Personal info
Sent: April 19, 2019 4:09 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Network Engagement Update

hi again,

I see benches were now installed, awesome!

Here's what could work for cyclists heading to the bridge from Wharf street. The solid green filled in lane could be done all the way to through the intersection, and on the road, and over the bridge and then under the bridge and onto the right hand turn to the galloping goose. And actually having the words 'To Galloping Goose' printed directly on the Bike lane so to make it clear that cyclists don't need to take the Multi-use path side of the bridge, and can still get to the galloping goose.

Thanks,

Sam

On Wed, Apr 17, 2019, 11:53 AM Sam Vekemans Personal info wrote:

> Thanks, great to learn that there will be more trees added, and benches installed and signage on both sides of the bridge. And for the information Maps, specifically there needs to be 3 Maps. A local area map (from Yates to Harbour road on ramp) a regional map (showing from Mile 0 to the Saanich Municipal Hall - showing all access to the Bike routes. And a regional map showing from Sooke to Bamberton Park to Swartz Bay to Mile 0.
>
> These 3 Maps are needed to help visitors understand the area. (They can also take a photo of it on their phone - maybe encouraged to do so, for reference)
>
> Thanks,
>
> Sam
>
> On Wed, Apr 17, 2019, 10:16 AM Engagement <engage@victoria.ca> wrote:
>
> > Hi Sam,
> >
> > Thanks for your email. Additional signage, benches and trees will be added to the Janion Plaza, but as for a water fountain we're unaware of a plan to install one at this location as of right now. As part of the cycling engagement we've recently done around Harbour Road we've heard there is a need for signage on both sides of the Johnson Street Bridge to help people navigate the area, so we'll be looking at opportunities to add information for people wherever appropriate. Thanks again for your email.

From: Sam Vekemans Personal info
Sent: April 16, 2019 3:55 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Network Engagement Update

Yesterday I noticed that there are some bike racks installed in front of the Janion Building, thank you very much for adding them as they were needed. Will there be more fixtures added to this area? What fixtures will be added? And is there plans to include a 3 sided information map showing historical information and the local area map & the regional map? And will there be a water fountain?

Thanks,
Sam

Sam Vekemans
Lead Organizer,
Bike Across Canada Route Network
Victoria (Songhees), BC Canada

Skype: 'Sam Vekemans'

On Mon, Apr 15, 2019 at 2:26 PM Engagement <engage@victoria.ca> wrote:

> Greetings,
>
> City of Victoria staff have been out in the community over the past two weeks sharing designs for safer walking and cycling infrastructure on **Vancouver Street** and **Harbour Road** and collecting feedback on **Hillside-Quadra** route options and design requirements.
>
> More than 500 people have attended open house events, information stations and design workshops so far this month. If you haven't yet had a chance to provide feedback, we invite you to the following public events:

EVENT	DATE AND TIME	LOCATION
Hillside / Quadra route: public information stations	Tuesday April 16 and Wednesday April 17 from 2:30pm – 4:30pm	L'Ecole Quadra Elementary
All projects – Public Open House	Tuesday April 23, 2019 from 4:30pm – 6:30pm	City Hall, #1 Centennial Square
Hillside Quadra Neighbourhood Action Group – Walk About	Saturday April 27, 2019 from 10am – 12pm	Meet at corner of Hillside and Graham Street – focus on alignment from Hillside to Finlayson
Vancouver Street: Downtown Residents Walking Tour	Wednesday May 1st from 5:30pm – 7:00pm	Meet at corner of Pandora and Vancouver – focus on downtown portion of Vancouver Street project.

If you are unable to make it in person, please visit our website at www.victoria.ca/cycling to review the proposed design concepts and participate in the on-line survey before April 29, 2019.

The best design solutions come from the insights, experience and ideas of neighbours, commuters and people who use these corridors. The feedback from the public gathered this month will help inform the recommended designs that will be presented to Council later this spring. Detailed design is anticipated for the summer and construction starting in the fall. Please feel free to share this email with friends, neighbours, staff and commuters who might be interested.

If you would like to be removed from this distribution list, please respond with subject "REMOVE FROM LIST". Thank you for your time.

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:44 AM
To: Ryan Shotton
Subject: FW: Support for proposed changes to Vancouver Street

---

From: Sarah Webb
Sent: April 23, 2019 11:55 AM
To: Philip Bellefontaine <pbellefontaine@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: RE: Support for proposed changes to Vancouver Street

Adding to engage for our records – thanks for sharing

Sarah

From: Philip Bellefontaine <pbellefontaine@victoria.ca>
Sent: April 23, 2019 11:29 AM
To: Sarah Webb <swebb@victoria.ca>
Subject: FW: Support for proposed changes to Vancouver Street

FYI

Philip Bellefontaine
Assistant Director – Transportation
Engineering & Public Works
City of Victoria
1 Centennial Square, Victoria, BC V8W 1P6

T 250.361.0418 **C** 236.464.0634

From: Personal info
Sent: April 19, 2019 8:28 AM
To: Councillors <Councillors@victoria.ca>; Philip Bellefontaine <pbellefontaine@victoria.ca>; PW Workflow <pw@victoria.ca>; Engineering Email inquiry <eng@victoria.ca>; Bill Eisenhauer <beisenhauer@victoria.ca>
Subject: Support for proposed changes to Vancouver Street

Dear Victoria City Council,

As a James Bay Resident I am writing to you in support of proposed changes to Vancouver Street as reported by the Times Colonist today.

In particular, I am pleased to see proposed changes to the Vancouver-Southgate intersection. My youngest son currently attends Sir James Douglas, and the dangerous nature of this intersection in particular makes me reluctant to

allow him to bike or walk to school. There are other streets on the east side of Beacon Hill Park he could take, but the volume and speed of traffic at around 8am makes the journey unsafe. Street parking for cars on various roads also means there is less visibility and less room.

So, the proposed pedestrian crossing at Oliphaunt is also great news, and will provide me with peace of mind when he is out and about.

The protected bike lanes from Balmoral to Meares are also to be welcomed, from my perspective. Traveling north on Vancouver by bike, Fort Street represents a barrier, with the beginning of heavier city traffic.

Linking the Vancouver route with the new Dallas bike path is also welcome news. Right now there is no safe way for children and families to travel east-west on bike between James Bay and Fairfield. Any infrastructure that prioritizes local residents, gets us out of our cars (which are a safer mode for transportation at the moment, given the lack of cycling infrastructure) is just great.

Sincerely,

Personal info

Superior Street (V8V 1V1)

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:44 AM
To: Ryan Shotton
Subject: FW: Vancouver St. Greenway

Lots of action on the bike lanes after the event last night. I'll continue to forward to you individually if that works?

From: Sarah Webb
Sent: April 23, 2019 11:36 AM
To: Philip Bellefontaine <pbellefontaine@victoria.ca>; Ross Kenny <rkenny@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: RE: Vancouver St. Greenway

Thanks – we will include this in the engagement summary as well

---

From: Philip Bellefontaine <pbellefontaine@victoria.ca>
Sent: April 23, 2019 11:30 AM
To: Sarah Webb <swebb@victoria.ca>; Ross Kenny <rkenny@victoria.ca>
Subject: FW: Vancouver St. Greenway

FYI

Philip Bellefontaine
Assistant Director – Transportation
Engineering & Public Works
City of Victoria
1 Centennial Square, Victoria, BC V8W 1P6

T 250.361.0418 **C** 236.464.0634

From: Personal info
Sent: April 20, 2019 10:49 PM
To: Philip Bellefontaine <pbellefontaine@victoria.ca>
Subject: Vancouver St. Greenway

Dear Mr. Bellefontaine

Thanks so much for your comment in Friday's TC referencing Vancouver St. as both an existing greenway and a local road and explaining that the nearby arterial roads are for through traffic. It's been over 15 years since the City of Victoria Greenways Plan was adopted by Council and this is possibly the 1st time such an explanation has been made to the media by someone in transportation.

For those of us in the community supporting the Greenways Plan implementation through projects such as the People Priority Greenways of Brighton Ave. or Kings Rd., your remarks were much appreciated.

Regards

Personal info

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:43 AM
To: Ryan Shotton
Subject: FW: Change to loading zone parking after 6pm

From: Personal info
Sent: April 23, 2019 11:21 AM
To: Engagement <engage@victoria.ca>; Lisa Helps (Mayor) <LHelps@victoria.ca>
Subject: Change to loading zone parking after 6pm

Hello Mayor, council.

First off, I am 100% behind you on Bikevictoria. As a cyclist and even as a regular driver downtown, the new lanes are awesome. When I'm riding, they're safer and quicker. When I'm driving, every bike in those lanes is one less driver on the road and one less car to compete for parking. And even though during construction and after completion they'll dramatically affect my ability as a working musician to park and load into the pub on Wharf st 2-3 X's per week, I'm still all for it, but I feel like I'm in a shrinking minority at times. Ill probably ride to gigs more than I do now, even with the 150lb load I need to haul on the trailer… when the weather is good, however Im definitely in a tiny 3-5 musician minority on that score.

But when the weather isn't cooperating, and with the upcoming loss of ***even more*** parking downtown, every spot is becoming more and more precious, especially the loading zone areas that were free after 6pm. There were often an oasis in a parking desert for a musician circling the streets endlessly as the clock ticks closer and closer to downbeat, after loading in illegally in a taxi/yellow/alley zone. And spending $10-20 at the Robbins lots means you're cutting into a significant portion of your pay, so its not a friendly option for most of us, even if the lot is close to the venue.

Please bring back free loading zone parking after 6pm. My feed reflects similar concerns. If you wont reconsider, then consider garnering every Victoria muso's vote by implementing Seattle-style designated musician loading areas after 6pm in front of the busy central venues in town: Capital Ballroom, Darcy's/Upstairs, Rubber Boot, Lucky, Irish Times, Bard, Canoe, Hermann's (although Hermann's has decent loading in back), and failing that, move some of the generic 3 minute zones in front of these venues. We are literally a sizeable portion of the only working vehicles unloading quite a bit of heavy equipment in the evening outside of regular working hours.

Thanks for your attention in this.

Personal info

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:43 AM
To: Ryan Shotton
Subject: FW: Mayor and Council email RE: Vancouver Street bike lanes

---

From: Victoria Mayor and Council
Sent: April 23, 2019 11:18 AM
To: Personal info
Cc: Engagement <engage@victoria.ca>
Subject: Mayor and Council email RE: Vancouver Street bike lanes

Dear Personal info

Thank you for your email, it has been shared with Mayor and Council.

The City is interested in hearing from as many people as possible on the cycling design concept for Vancouver Street, and we would encourage you to complete the online survey, open until April 26. The concepts and survey are available on our website here.

I have also shared your email with our Engagement department at engage@victoria.ca, who are collecting public feedback.

Thank you for taking the time to share your thoughts with Mayor, Council and the City of Victoria.

Sincerely,

Monica Dhawan
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

From: Personal info
Sent: Tuesday, April 23, 2019 9:02 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Vancouver Street bike lanes

Dear Mayor and Council,

Regarding the proposal for Vancouver Street, it appears you are shying away from building protected bike lanes. I use Vancouver St. a lot and know that the only area where there is the amount of traffic you describe is between Pandora and Fort. The rest is a nice quiet street.

I would ask for protected bike lanes for the entire Vancouver Street and forget the rest of the additions which will probably draw more people. Cars do tend to travel faster when they can in Victoria, in general, and this is the case on Vancouver Street. This is why the bike lane needs to be protected for all abilities of cyclists to be able to cycle around Victoria and connect with other bike lanes.

Shifting traffic to Cook and Quadra only exacerbates the traffic already at maximum on those two streets. The city has allowed all manor of building to allow people to have cars. When you want people to use other modes of transportation why do you allow everyone to have a parking spot? Hence the traffic problem. Fifteen years ago there were no traffic problems and smooth sailing along the streets of Fairfield. Today single homes have become four-plexes and garden suites are allowed street parking. Now we have traffic backed up along Cook and other streets though more than one intersection. This is not green planning. People do not need cars in the city.

Please reconsider having a complete protected bike lane the entire length of Vancouver Street.

Thank you.

Personal info

Rockland

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:42 AM
To: Ryan Shotton
Subject: FW: Mayor and Council email RE: Very happy with proposed changes to Vancouver St

You're tracking public feedback on the bike lanes, correct? How do you track this? Just curious.

From: Victoria Mayor and Council
Sent: April 23, 2019 11:18 AM
To: P
Cc: Engagement <engage@victoria.ca>
Subject: Mayor and Council email RE: Very happy with proposed changes to Vancouver St

Dear Personal info

Thank you for your email, it has been shared with Mayor and Council.

The City is interested in hearing from as many people as possible on the cycling design concept for Vancouver Street, and we would encourage you to complete the online survey, open until April 26. The concepts and survey are available on our website here.

I have also shared your email with our Engagement department at engage@victoria.ca, who are collecting public feedback.

Thank you for taking the time to share your thoughts with Mayor, Council and the City of Victoria.

Sincerely,

Monica Dhawan
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

From: Personal info
Sent: Sunday, April 21, 2019 8:50 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Very happy with proposed changes to Vancouver St

Hi councillors,

Just wanted to let you all know that the proposed upgrades to Vancouver St look fantastic and are desperately needed - we bike up and down Vancouver often and it has waaaayyyy more vehicle traffic than appropriate, especially given that there are arterial streets a block away on either side.

Thank you so much for expediting this project.

Personal info

Rob Gordon

From: Engagement
Sent: April 24, 2019 9:39 AM
To: Ryan Shotton
Subject: FW: General - City of Victoria Feedback Form

From: Public Service Centre - Internet email
Sent: April 23, 2019 10:31 AM
To: Personal info
Subject: RE: General - City of Victoria Feedback Form

Hello Personal info

Thank you for contacting the City of Victoria. I have forwarded your email to our Engagement Deaprtment. If you would like to have your thoughts and concers heard by our Mayor and City Council, you can email them directly at mayorandcouncil@victoria.ca .

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: April 23, 2019 7:49 AM
To: Public Service Centre - Internet email <publicservice@victoria.ca>
Subject: General - City of Victoria Feedback Form

You have received an email from Cheryl Conrad via the City of Victoria website feedback form

Name: Personal info
Email:
Topic: General
Phone: Personal info
Address: Paul Kane Place
Message: Please consider the impact of pushing yet MORE traffic to Cook Street with the proposed changes to Vancouver. Vancouver has very wide boulevards in the section between Fort and Southgate; use those for painted (not concrete divided) bike lanes where needed. Also, closing that section between Pandora and Yates will just make the already busy Pandora and Quadra intersection busier and more dangerous, will force more

cars to turn across parked cars and bike lanes to enter the McDonalds parking lot. Have you considered the number of streets where left turn access from Quadra is prohibited, making access for Vancouver area residents more difficult? And you'll need to add a light at Cook and Southgate. Look at the bigger picture before making these Ill-considered changes.

Date: Tuesday, April 23, 2019 7:48:33 AM

Rob Gordon

From: Engagement
Sent: April 18, 2019 3:10 PM
To: Ryan Shotton
Subject: FW: Bicycle Lanes Quadra Hillside

From: Personal info
Sent: April 18, 2019 1:51 PM
To: Engagement <engage@victoria.ca>
Cc: Personal info
Subject: Bicycle Lanes Quadra Hillside

I live on Fifth St. between Finlayson and Tolmie avenues.

I am totally opposed to putting a cycle lane/path down Fifth St for the following reasons:

1. You would be putting it through the children's playground at Quadra school of forcing the school to move the playground.

2. You would be putting it through the drop off zone on Fifth St accessed by Summit avenue, creating more traffic(bicycle traffic) for the children to dodge.as they exit their cars

3. You would be putting it through the secondary drop off area at the top of Fifth St at Finlayson. These kids walk to the corner of Quadra and Finalyson and cross with the crossing guards.
This area is very well used and very busy morning, lunch hours and after school, and doesn't need bicycles increasing the traffic around the children and they exit or get in to the cars.

4. The bottom of Fifth St.
The city of Victoria agreed years ago to a townhouse complex on Tolmie Ave between Fifth St and the church on the corner of Jackson St.
The family who owned the properties tried to sell the townhouse plan and when this didn't work out they went back to city hall and changed the plans to 10 tiny houses on the 4 lots.
They then tried to sell this plan and when that didn't succeed they are now selling the lots off individually to anybody who wants to buy a lot.
So now we have 10 individual buyers and house constructions at the bottom of our street happening sometime in the near future.
For the last 2 weeks our street has been completely closed to traffic every day, and we have no idea what or when or how these 10 individual constructions will impact our street.

Throwing a bike lane in to the mix sounds like the city is creating just a bigger mess.

5. The bottom of Fifth St again.
The Baptist Housing Society is planning on building a 97unit seniors apartment building across the street from the bottom of Fifth St up to the corner of Linwood Ave.

So now we have 10 new houses and 97 apartments..... and a bike lane right down the middle of the construction zone!!!

You need to go back to the idea of putting the bike lane through Topaz Park to join up with the bike lanes on Blanshard I presume.

You should also be putting bike lanes up Cook St to connect to the bike lanes already on Cloverdale St.

Although in Saanich, bike lanes should also be created up Maplewood and Blenkinsop all the way up to Mckenzie.

Yours truly

Personal info

Fifth St.
ria B.C.

Rob Gordon

From: Engagement
Sent: April 9, 2019 10:38 AM
To: Ryan Shotton
Subject: FW: Bike lanes through school yard

Am I tracking this 'public record input'? I've seen a couple references to this now so want to make sure I flag them if need be.

From: Sarah Webb
Sent: April 8, 2019 6:10 PM
To: Lisa Helps (Mayor) <LHelps@victoria.ca>; Personal info
Cc: Engagement <engage@victoria.ca>
Subject: RE: Bike lanes through school yard

Hi Personal info

Great to hear from you.

Thank you for taking the time to provide us with your insights, observations and ideas about a pedestrian and cycling connection on the Graham and 5th corridor.

The City is reviewing a number of options for the Hillside / Quadra "all ages and abilities" route.

The Graham and 5th street connection is an existing greenway and was identified through the 2015 / 2016 network planning process as the preferred route because of its direct connection to the school as a destination, links to the Saanich cycling network, and relatively gentle topography. We know that the current layout, from observations as well as direct feedback from parents and administration, is not ideal. This is a great opportunity to ask ourselves if we can collectively explore a better solution that can meet multiple objectives. Safety for children is a top priority and we know how important the recreation space is at this school.

Over the past weekend we were able to connect with close to 350 people who provided further thoughts on existing challenges and potential solutions. We have received some great ideas and are continuing to have conversations with the school community. Staff will be up at the school on April 16th and 17th for student / parent interview sessions and then to the PAC meeting in early May. We are likely to host a walking tour with the Hillside / Quadra neighbourhood action group this month as well (date TBD, they are considering schedule).

If your preference is to not proceed on the 5th / Graham route, we would welcome your feedback on the alternatives we have been exploring including:

- Jackson Street to Tolmie Ave
- Topaz Street, through Topaz Park and via Yew to Tolmie Ave
- Summit road, up Quadra, through Spruce to Topaz park and then via Yew to Tolmie Ave

You can find out more and fill out the on-line survey at www.victoria.ca/cycling. In the meantime, we appreciate your note and will add it to the public record input. Please do not hesitate to call or email if you have any other questions.

Kind regards
Sarah

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria
250-361-0482
swebb@victoria.ca

From: Lisa Helps (Mayor) <LHelps@victoria.ca>
Sent: April 8, 2019 12:51 PM
To: Personal info
Cc: Sarah Webb <swebb@victoria.ca>
Subject: Re: Bike lanes through school yard

Person
al info

Personal info thanks so much for you input. Sarah, please see below Sarah is our terrific staff lead on the project and I'm copying her for your input. She and staff are working hard to bring forward the best option possible.

Thanks again and take care,

Lisa

From: Personal info
Sent: Monday, April 8, 2019 11:01 AM
To: Lisa Helps (Mayor)
Subject: Bike lanes through school yard

Hello Ms. Helps,

I am in favour of bike lanes. Last fall my partner was rear ended by a car while cycling on the road and was badly injured. I think using a bike lane would have prevented that accident and those broken bones.

I was shocked to discover the City of Victoria is proposing putting a bike lane through Ecole Quadra's school yard, between the green space and playgrounds for the kids. I attended the open house at City Hall and examined the options presented. One city planner stated that the objective of the plan is put the bikes through the school yard. I left uncertain how truly open they are to other plans, their own included.

There are ways to make cycling safer, including the use of bike lanes, but it is unethical and amoral, in my opinion, to try to do that the expense of the safety of children. We have a responsibility to protect kids. This plan does not do that.

The issues I see with route traffic through this school yard are as follows;
-children are unpredictable
-cyclists are unpredictable
-school grounds should be as safe as possible for children, traffic through them is inherently unsafe.
-all of the design plans involve children having to cross a bike lane to access green space or playgrounds.
-children should not have to worry about being hit by vehicles while in their own play areas
-500+ school children are supervised by a handful of adults, who should not be expected to enforce bike lane rules [eg dismounting]

-the public should not be encouraged to use school property during school hours; currently all visitors are to check in with the office when they enter school property. This is to protect children.
-There is no way design can adequately reduce risk of collision, and the consequences of injury to children and cyclists is potentially catastrophic.

As a parent of 2 children at the school and a resident of this lovely neighbourhood, this is of great concern to me.

Fencing and bike gates should be added to the existing layout to ensure cyclists that currently use the sidewalk must dismount to cross the playground.

I voted for you based on your good work and your integrity. I implore you add this to your fine record, and to do what you can to prevent this bike path from going through the school's playground.

Thank you for your time and consideration.

Sincerely,

Personal info

Rob Gordon

From: Engagement
Sent: April 9, 2019 9:54 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bicycle Lanes Segment C Park Boulevard to Mears Street

---

From: Personal info
Sent: April 8, 2019 5:21 PM
To: Engagement <engage@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Geoff Young (Councillor) <gyoung@victoria.ca>
Subject: Vancouver Street Bicycle Lanes Segment C Park Boulevard to Mears Street

I am property owner living on the west side of Vancouver Street between McClure and Burdett Streets.

I attended the recent Saturday morning City Hall public input session regarding the above which I found to be very informative and well run.

Please accept the following as my confirmation that the present design proposals reflect and address the concerns which I have raised at past public consultation sessions regarding the Victoria Bicycle Lane Initiative.

I am especially in agreement with

- The north-south bicycle corridor running along Vancouver Street rather than Cook Street.
- Bicycle lanes on the street with traffic calming and diversions to direct cross traffic to adjacent collector streets and arterial roads.
- The objective of reducing vehicle traffic volumes on Vancouver Street to 1000 to 1500 vehicles daily at a maximum of 30 kph.
- The proposed reconfiguration and street amenities at the minor intersection of Vancouver and McClure Streets.
- The proposed traffic diversions and calming efforts at the intersections of Vancouver and Mears, McClure, Fairfield and Southgate Streets.

City staff present at the session which I attended were extremely knowledgeable, pleasant, and up-beat regarding the objectives and the details of the All Ages and Abilities Bicycle Routes Initiative.

Please express my thanks to the staff and their respective department heads.

Personal info

Burdett Ave.

Victoria BC V8V 3G7

Personal info

Rob Gordon

From: Sarah Webb
Sent: April 3, 2019 3:03 PM
To: Personal info
Subject: Follow up - CoV Email

Hi Personal info

Thank you for taking the time to reach out to the City of Victoria.

To clarify, there is no proposal for a bike lane through the playground. As a part of the traffic calming, cycling safety and pedestrian upgrades planned for the Hillside / Quadra neighbourhood, the City has identified four possible routes for investment in 2019. The Graham / 5th route is the preferred choice but requires a creative design solution adjacent to L'Ecole Quadra. We are inviting the school community and public to consider how this space can be re-designed to better support school recreation and play needs, as well as community active transportation.

We know how important the play space is, particularly with recent growth over the past five years, and think that there is a great opportunity to improve this area. We would love to have you (and your son!) attend one of our upcoming events to review the alternate routes and help us consider ways to re-imagine this space. Please feel free to join us. We have reached out to both the PAC and school administration and anticipate hosting some dedicated school consultation activities later in the month.

Open House & Design Workshops

Saturday April 6

- 10am-1pm at Victoria City Hall

Monday April 8

- 11am-1pm at Victoria City Hall
- 3pm-5pm at Victoria City Hall

On-Street Information Stations:

Sunday, April 7

- 10am-11am in Central Park (North Park)
- Noon-1pm on the Galloping Goose Trail at Harbour Road
- 2pm-3pm at the Beacon Hill Park Playground

You can also learn more at www.victoria.ca/cycling

Thank you once again for reaching out with your initial thoughts and observations,
Kind regards

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works

City of Victoria
250-361-0482
swebb@victoria.ca

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:09 PM
To: Ryan Shotton
Subject: FW: Cycling Input

-----Original Message-----
From: Personal info
Sent: December 7, 2018 7:42 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Input

Thanks for the response and good luck moving forward with your plans.
(And yes, I continue to struggle with dangerous, aggressive cyclists on a weekly basis in the new laned areas but such is life) Take care Personal info

> On Dec 7, 2018, at 4:38 PM, Engagement <engage@victoria.ca> wrote:
>
> Hi Personal info
>
> Thank you for your detailed email about your concerns regarding the cycling facilities along Vancouver Street. We appreciate you taking the time to write in with your insights, observations and priorities, particularly around the vicinity of the Church. Your email has been shared with the design team.
>
> Managing the roadway and improving safety and comfort for pedestrians and cyclists is a challenging task. The City has to balance a number of needs, including access, parking and loading for motorists, transit, commercial and emergency vehicles. With respect to the new infrastructure installed on Pandora and Fort, we are sorry to hear that you have had some frustrating experiences. Everyone plays a role in road safety – this includes cyclists, motorists and pedestrians. These types of design treatments are new to Victoria but are common in a number of cities across North America. The data on ridership is encouraging so far and City staff continue to monitor the impacts of this infrastructure on the built environment.
>
> There are no plans to remove the boulevard or trees on Vancouver Street. As a way to reduce impact to on-street parking in the downtown segment (between Pandora Avenue and Fort Street), the team is considering options to locate the protected bike lanes in the boulevard. Trade-offs of this design, however, include a higher cost, potential impacts to the anticipated lifespan, and more construction time, compared to installing the bike lanes on the roadway.
>
> The rest of the corridor is suitable for a shared road application. This means no bike lanes, but rather a traffic calmed approach with goal to reduce vehicle speeds and volumes. There may be options to add to on-street parking but of course, visibility and safety are key aspects to consider. Vancouver Street has been identified for improvements in 2019 – the goal is to maintain access to destinations on the corridor but to reduce the volumes of cut-through traffic and motor vehicle speeds.
>
> Once Personal info we appreciate your comments and look forward to
> sharing the proposed design with you in the new year. I have added you
> to our email contact list so that you can be alerted for opportunities
>

>
> -----Original Message-----
> From: Personal info
> Sent: November 30, 2018 5:29 PM
> To: Engagement <engage@victoria.ca>
> Subject: Re: Cycling Input
>
> Hi,
> I live on Vancouver Street at McClure, and I have lived in this building for more than a decade. I am wanting to make sure you are aware of some of the issues in this area and to let you know that in general, I am not in favour of any changes to Vancouver Street, although I imagine my feelings are of little concern.
> I use Vancouver Street daily, usually multiple times a day, both walking and driving (and occasionally biking). I am familiar with this area of downtown as I walk most places whenever I can. The first thing I will mention is how unsafe I now feel as a pedestrian on the streets where the new bike lanes have been put in. Several times I have nearly been hit, walking, when the lights tell me to, on lit, controlled intersections. Most of those near misses were from cyclists. It is the first time ever in this town I have not felt safe around cyclists. This is largely in part due to the two way lanes on one way streets, but is also due, I assume, to the newness and confusion around the new lanes. It is also now significantly more difficult to drive on the streets that have been adjusted as they are narrower (even if only to the driver's eye) I know in hearing people speak about using Vancouver street they say that the boulevards and trees could be reduced, but this is part of what we like about Vancouver St. It is part of what makes it such a nice street and so charming. I would really hate to see the grass and trees removed or reduced.
> I am sure you have observed this portion (where I live) of Vancouver street to gather information but there are some things I want to make sure you are aware of. The street may be quieter than Cook, but it is still a very busy street. You will often see pedestrians crossing when and where they like, and I worry that were traffic patterns to change, someone would get hit, or there would be an accident.
> My biggest concern is the amount of cars that park on Vancouver (and on our side streets) when they are allowed. We are the parking location not just for downtown events, but for the nearby school (drop off/pick up/events) and most especially for the church. On church event days/times, turning from McClure onto Vancouver is already extremely difficult. There is no way to see around the parked cars and you have to be extremely cautious because you are really turning blind. This portion of Vancouver St is an extremely high volume parking area, especially for the church, and I really hope that has been taken into consideration for whatever planning is being done. And, no it is not just on Sundays. The church holds events regularly, and ceremonies and funerals and all sorts of things all year long. It is evenings, weekends, the parking here is crazy, and if it's anything like Canada Day or some big downtown event, the entire street and neighbouring streets will be packed.
> We also are very near the transitional housing space down the street. This means there are some people who are not as cognisant of their surroundings as might be safe. We have a lot of folks on scooters in the area as well as older folks. Change in traffic patters on Vancouver is going to be unsafe, not just during potential construction, but after as well for many many folks.
> Speaking of construction, there is seemingly never-ending construction on Vancouver street… which again, makes driving already tricky. There are times when you drive from home, down what is practically a one lane street due to parking, and then wait on a construction situation further down the road. Vancouver Street is already difficult to navigate as a driver, I would hope it be left alone and not made even more difficult.
> I looked over the proposed "ideas" for Vancouver Street and am unclear how any of them would improve the street and I really hope that it does not turn into the dangerous, frustrating situation we have on the other downtown "bike lane" streets now.
> As I mentioned above, the bike lanes have made me as a pedestrian feel unsafe due to confused motorists and aggressive cyclists, and have made me wish I could avoid the bike lane streets as a driver as they feel overly narrow and confined.
> I understand wanting to encourage cycling in the city and I understand that there is a strong, vocal, assertive cycling coalition here, but please, there are so many of us who are not bike-based, who want to feel safe, comfortable, and happy in our own town.

> Yes, I am biased towards keeping Vancouver as it is, but I live here, I hope to continue to live here, the street already has its frustrations and difficulties, and I unfortunately haven't seen any positives to the bike lanes already put in by the city.
> I know my voice may be ignored here, but please at least consider the massive parking situation in this area when you are making your final decisions.
> Thanks and good luck with it all,
Personal info

>
>> On Nov 26, 2018, at 4:19 PM, Engagement <engage@victoria.ca> wrote:
>>
>> HiPersonal info
>>
>> You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.
>>
>> We look forward to hearing from you
>>
>>
>> -----Original Message-----
>> From: Personal info
>> Sent: Friday, November 16, 2018 11:54 AM
>> To: Engagement <engage@victoria.ca>
>> Subject: Cycling Input
>>
>> Hi there,
>> I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
>> I don't need a one on one meeting or anything, so is there somewhere I could email or?
>> Thanks,
Personal info
>

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:06 PM
To: Ryan Shotton
Subject: FW: Feedback on Vancouver St active transportation project

From: Personal info
Sent: December 10, 2018 11:33 AM
To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: president@gvcc.bc.ca
Subject: Feedback on Vancouver St active transportation project

Hi,

I attended one of the recent Open Houses on the Vancouver St bike corridor but didn't provide immediate feedback at the session, because I wished to give more thought to the design elements.

I am copying the Mayor and Council on my comments now because many of my points are broader issues that may arise at Council.

I think the Cycling engagement process needs to be refocused. Engagement can become endless, and pointless, if we give people the impression they can do coloured-dot voting on the location of specific improvements, or if we show them "options" that (for safety or other reasons) should not even be on the table.

Here are broad themes that need more attention:

A Clear Consistent Focus on the Big Picture
We (as a community) are embarking on the bike routes and related active transportation improvements to increase public safety, shift transportation modes, and reduce Victoria's carbon footprint. This is not an easy shift. It becomes harder if we work under the delusion that we can keep status quo elements in place (all parking, all vehicle travel routes, etc) while making this shift. It's a tough message, but if we want to shift modes for people who are able to shift modes, we need to prioritize the active modes and that will make single-vehicle travel less convenient in the short term. Long term, shifting people onto foot and bike actually reduces traffic congestion. But we can't get there by pretending we can have our cake and eat it too.

What this means is that we need to quit promising or implying we can have 'no net loss of parking' or 'no loss of vehicle lanes' when we are implementing these big changes. Change is change.

The current engagement materials don't imply major compromises in design to maintain the status quo, but I fear that such compromises often happen at the last minute, when final implementation is approved at Council. I have become somewhat disengaged by engagement processes that entice residents to give early input, then make dramatic shifts at later dates. To avoid that, we need to be clearer that mode shift will require some change. For example, we can't retain all vehicle lanes and parking the downtown section of Vancouver St if we are going to achieve our goals. Such statements are better addressed now than at the last moment, when a delegation that is "surprised" by change shows up in Council chambers.

Don't Propose Alternatives That Are Unsafe or That are 'Easy Outs' for the Status Quo

On the Open House consultation boards, the "Precedent Imagery" includes many options that, based on the latest transportation design knowledge, should not be options. Examples are "paint and signage" - when research shows that "sharrow" style on-street paint has no safety value at all. It becomes simply an easy out for car drivers who think, 'oh, yes, why can't we just put up a "shared street" sign and call it a day?' It's irresponsible to consider such an option on a AAA bike route.

Similarly, intersection bulb outs as shown in the illustration are great for people on foot but terrible for people on bikes. They create squeeze points where cars overtake bikes in a narrow space and the person on the bike is always the loser. I have been in that situation a number of times myself. Bulb outs need to be designed such that they have a raised platform and/or a bike cut-through, so that bikes and cars aren't competing for the same narrow roadway. Illustrations should not show unsafe options - what happens when non-bike riders say that's their preferred option? The same story applies to traffic circles... let's get the best international precedents for safe infrastructure and show those.

The Need for Iterative Design Processes
For a number of years, I have been advocating that the City of Victoria use more nimble design and implementation of on-street transformation. In 2015, we demonstrated how a parking-protected bike lane could be implemented on Cook Street. I once again encourage the City to shift to iterative design in the many, many instances where it will work better than endless consultation and multi-year design / contracting / build sequences.

Iterative design typically involves a 4 step sequence:

- prototype
- test
- analyze
- adapt

Vancouver St, particularly the Fort through Southgate section, is a perfect scenario to use iterative design. By March 2019 we could have temporary traffic diverters set up. All users of Vancouver St can then see and experience the changed street, and provide real life feedback. Professionals can analyze the flow of people using various modes. The design elements can then be adjusted and improved before larger investments are made in permanent installations.

At this stage, it makes no sense to ask the public (for example) which cross streets on Vancouver should have vehicle diverters (Meares? Fairfield? Balmoral? Burdett? Southgate?). This turns the process into a popularity contest based on people's current individual travel patterns. By all means, let people know that diverters are part of the plan, keeping in mind the broad goal to reduce vehicle volumes on Vancouver St to safe AAA targets. Then, iterative design should take over, with diverters going up quickly (accompanied by informative signage), followed by analysis and adaptation.

Some Observations on Design Specifics
I think many of the design proposals are on the right track. Some specific opportunities or challenges that I think need consideration are:

- A new public plaza between Caledonia and Greet St - this is in the engagement materials and I would strongly support this, again with a quick implementation using temporary materials initially; the proximity to Royal Athletic Park gives this place great potential for enhanced placemaking as a festive gathering space.
- Platform or raised pedestrian crossings should be a strong consideration, especially given that we want to slow vehicles, and emergency vehicles will primarily travel on Quadra and Cook Streets; a platform not only slows vehicles but keeps people on foot a bit "above" the street level - it helps visibility for all; it is also a philosophical statement that people on foot or using assistive devices like wheelchairs are the #1 priority.
- In Segment B (Downtown), locating bike lanes on the boulevard would create a dangerously unfamiliar scenario; bike lanes elsewhere will be on the street surface. Many vehicle drivers "roll through" intersections, proceeding partially into the intersection before deciding whether to stop or turn (regardless of Stop signage or signals). They would have already intersected with the bike lane before they realized it. Option A, with the lanes on the

street, is much safer. Yes, it will require some parking stalls to be removed. See my earlier point - we can't preserve parking everywhere if we are to really shift mode share.

- I am concerned that there are no specific design interventions proposed for Vancouver St south of Southgate, down to Park Boulevard. This street is currently far from a AAA route for vulnerable bike riders (younger, older, less experienced) due to the number of parked vehicles, the narrow roadway, and vehicle volumes. Even if limited to local vehicle traffic, it will still be a challenge. Consideration needs to be given to reducing parking, clustering it all on one side, or similar treatments. Or - - we need to think about where southbound travellers on bike are really going to want to go, once they reach Vancouver and Southgate. A percentage will head toward Beacon Hill Park, while many others will be going to Cook St Village. We either need to split the route(s) onto Heywood and Cook, or to make Vancouver south of Southgate very, very, attractive to people on bikes.

Thanks for this opportunity for input.

Let's move ASAP to implementation on Vancouver St and beyond - into the neighbourhood connectors - so Victoria can continue to grow into an All Ages and Abilities cycling city.

Personal info

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:06 PM
To: Ryan Shotton
Subject: FW: Comments on Bike Lanes and Fairfield "Affuenza"

-----Original Message-----
From: Victoria Mayor and Council
Sent: December 10, 2018 2:59 PM
To: Engagement <engage@victoria.ca>
Subject: FW: Comments on Bike Lanes and Fairfield "Affuenza"

Hi, please see below for feedback on Vancouver Street. Thanks!

-----Original Message-----
From: Personal info
Sent: Sunday, December 09, 2018 10:16 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: Ben Isitt (Councillor) <BIsitt@victoria.ca>
Subject: Comments on Bike Lanes and Fairfield "Affuenza"

I'm writing to make a two comments the first to the mayor and council with respect to Vancouver Street Bike Lane and the second to Ben Isitt with respect to the article in Friday December 7, 2018 Times Colonist.

In addressing the bike lane I cannot stress the importance of traffic calming measures specifically between Fairfield and Park Blvd. This is a major cut through road for non-resident, commercial and city parks traffic to avoid the congestion and controlled intersections on Cook St. I would suggest that these measures limit vehicular traffic to residents and emergency vehicles only. My other suggestion is at Southgate jog the bike path to Heywood. This is not in lieu of the traffic calming measures suggested but it seems to me a better route. I say this for the following reasons; less traffic, Heywood abuts Beacon Hill park on the westside so a path could be built inexpensively without any parking issues and by using Heywood you will be joining the bike path that is currently built through the park to Dallas Road.

In addressing Mr Isitt comments in the paper I find them offensive and insulting. I believe the residents of Fairfield have participated in addressing the problem ie Mount Edward Court. The housing problem falls on the governments and should not be an additional burden on private enterprise. The idea that the developer should build "non-market housing" in order to get a permit is ludicrous. Someone has to pay for these condos and it won't be the developer. The costs will be passed on the individuals who buy the other condos in the project. Thereby, further increasing residential housing prices. Should the City want non-market housing they have plenty of land they could donate toward a private public partnership or some other arrangement for such a project. Legislation forcing the developers to build something that the government will not is a pretty lame solution to the problem. If this is all you got the citizens of this City are in trouble.

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:05 PM
To: Ryan Shotton
Subject: FW: Vancouver St Cycle Route Engagement Process

From: Personal info
Sent: December 7, 2018 6:48 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver St Cycle Route Engagement Process

Thank you for the response. Actually, I had seen the web page you refer to. As far as I can see, the only information on that page is the route and the intersection of the Vancouver St route with the existing routes and the planned Humboldt route. There is no indication of what kind of traffic calming measures are planned for intersections along the route or which intersections require traffic calming. The survey asked for opinions but, in my opinion and that of others, the survey is attempting to get people to agree to traffic calming measures that they may really not want.

At the end of my own street (Pakington), for example, designs for the now abandoned Cook St route would have seen a skateboard shaped roundabout from Humboldt St to Pakington. Traffic on Vancouver St would have been prevented from proceeding south of Fairfield St. A left turn from Pakington St onto Vancouver St or from Vancouver St onto Pakington St would have been impossible. I am hopeful that this blockade at that intersection is not part of the present planning, as it would make it extremely difficult for residents of Pakington St, especially in the event that the Cook St end of Pakington was blocked by a large truck or construction work, as has happened in the past. Nor do we wish Pakington St...a narrow street on which two cars can only pass each other if they are small...to become more heavily trafficked than it already is.

It is my opinion as a person who frequently walks along Vancouver St and crosses Vancouver St at the intersection of Vancouver and Pakington (as well as other intersections between Pakington and Fort St), that traffic is already very calm. I am never concerned about crossing the street as a pedestrian anywhere on Vancouver St. Even the intersection of Vancouver St and Fairfield seems very safe to cross as a pedestrian and, as a driver, I have never had difficulty with the 4 way stop signs.

I am looking forward to the "details" as they emerge.

Personal info

Pakington St

On Fri, Dec 7, 2018 at 4:37 PM Engagement <engage@victoria.ca> wrote:

> Hi Personal info
>
> Thanks for your email. We are sorry that we didn't get a chance to meet you in person at one of the recent pop-up events or public open houses.

The information boards from the open house are posted on the Vancouver Street page at: www.victoria.ca/cycling

The design engagement process will continue in the new year. This stage of the process was intended to share information and gather high-level feedback about potential treatments and issues to consider on Vancouver Street. In late January the City will produce actual designs taking into account technical requirements and community feedback. At that time there will be a number of opportunities to get involved and view the "details" of the project. We appreciate your feedback and look forward to connecting with you in the new year.

Kind regards

From: Personal info
Sent: November 30, 2018 12:30 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St Cycle Route Engagement Process

Hello -

I was unable to attend any of the engagement meetings re the Vancouver St Cycle Route plans. In the past, the posters and other materials have also been on the city website, along with the survey. This time, there is no information available on the website to show what is being considered.

As a person who lives on a street adjacent to Vancouver St (Pakington St), I am concerned about plans for traffic calming at that intersection. Without knowing what is even being considered, it is difficult to respond to the survey questions.

Furthermore, the survey, as usual, seems to be designed to elicit positive only responses to the use of Vancouver St as a cycle route and the use of various traffic calming measures on it. Who would actually answer no to more safety for cyclists??? The devil, as usual, is in the details and details are sadly lacking.

Please put the posters from the engagement meetings up on your website so that people like me can make informed comments.

Thank you

Personal info

Pakington St

--

Personal info

Rob Gordon

From: Engagement
Sent: December 10, 2018 3:04 PM
To: Ryan Shotton
Subject: FW: Vancouver Street bike Lanes

-----Original Message-----
From: Personal info
Sent: December 7, 2018 6:13 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street bike Lanes

Sir/Madam:

A few more points, in rebuttal:

-an "All Ages and Abilities" bicycle network is a pipe dream, since it is absolutely impossible to create one outside of a closed environment, such as a parking lot or an arena with no cars and no bicycles and no pedestrians. The AAA concept was just metaphysically made up, out of whole cloth, and is fundamentally flawed.

-traffic currently travels at less than 50 kph on Vancouver Street, regardless of the posted speed limit. Have you actually cycled that route? There is no need to lower the official speed limit. If you want to ban car traffic altogether, just say so. This fiction you are perpetrating is disingenuous and unworthy of a government official.

- new or emerging cyclists have no place in the downtown core roads. If you want to learn how to do something you start small, and work your way up through varying levels of skill to increasingly challenging horizons. If you are learning to swim, you don't have a helicopter dump you into the middle of the ocean! Tertiary residential streets are the starting point for new and emerging cyclists; not busy traffic (read: cycling traffic) lanes, such as your 'protected' lanes. They will just get in the way of those who belong there (read: the populace you want to use them).

With all due respect, your methods and goals are wrong, misinformed, and terribly impractical, and someone has maliciously lied to you to allow you to believe that this farrago can come to practical fruition. This exercise is the classic example of pounding a square peg into a round hole. In the end, you do not have a square peg, nor a round hole. Just a mess.

Personal info

> On Dec 7, 2018, at 4:35 PM, Engagement <engage@victoria.ca> wrote:
>
> Hi Personal info
>
> Thank you for your email citing support for Vancouver Street as the priority route for the All Ages and Abilities (AAA) bicycle network compared to Cook Street.
>
> We acknowledge your preference for making no further design interventions to Vancouver Street.
>

> You are correct in that the City was not consulting the public in our recent survey about whether or not to make changes to Vancouver Street, rather, we were asking about the types of changes that might be most suitable.
>
> The goal with AAA shared road treatments is to provide traffic speeds of 30km/hr or less or vehicle volumes of ~1500 vehicles per day. Research has found that both perceived and objectively assessed lower traffic speeds and lower traffic volumes are associated with higher odds of cycling for transport, attracting those who are "interested in cycling but concerned about safety." The current speeds and volumes on Vancouver are comfortable for enthusiastic and strong cyclists, but further interventions can be made to support new or emerging riders. In the downtown segment (between Pandora Avenue and Fort Street), the City is considering protected bike lanes as traffic volumes are considerably higher.
>
> More info on the objectives and background for these types of infrastructure treatments can be found on our website at
https://na01.safelinks.protection.outlook.com/?url=www.victoria.ca%2Fcycling&data=02%7C01%7C%7C00a38385
76b846f19d2308d65ef3bb46%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C636800798235993854&sd
ata=99psnsD1%2B5skKcCY8MzPSJFT8xn8pcOxyASIH0ano1c%3D&reserved=0
>
> We appreciate you taking the time to get in touch
>
>
> -----Original Message-----
> From: Personal info
> Sent: Wednesday, November 28, 2018 3:04 PM
> To: Engagement <engage@victoria.ca>
> Subject: Vancouver Street bike Lanes
>
> Sir/Madam:
>
> I am very happy to see that City Hall has abandoned the idea of making Cook Street a bicycle route to the ocean. The idea was poorly thought out, and I am happy that those who were pushing the project listened to those of us who cycle the streets of Victoria.
>
> I am hopeful that the same fate will befall this Vancouver Street bike lanes project. Vancouver Street, between Bay and the Park, is a natural bike route. The car/truck traffic volume is relatively low in the downtown section (compared with the streets that were the recipients of protected bike lanes), and almost non-existent, in my experience, in the other two sections.
>
> Vancouver Street, as it stands, is a safe, practical route for bicycle travel, and needs nothing more than a few signs designating it as a Bike Route to improve it to its maximum two-wheeled efficacy. No 'traffic calming' is required, as the traffic is already as calm as it will ever be, short of concrete barriers preventing any traffic at all.
>
> I am writing this note to you, because when taking the survey you designed, there was no option to disagree with the basic proposal; you assumed that everyone was on board with your idea, and that all that was left to do was iron out the details. Nothing could be further from the truth.
>
> Vancouver Street is a good bike route as it stands. Leave it alone.
>
> Sincerely,
>
Personal info

> PS. When the weather is good, I cycle parts of this Street up to three times a week, and enjoy every minute of it.
>

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:39 PM
To: Personal info
Subject: RE: Vancouver St 2019

Hi Personal info

Thanks for your follow up email and for attending our information session last week. Your comments and observations about the intersection of Bay and Vancouver have been shared with our project team. This particular location has a number of opportunities for safety improvements and we look forward to developing an appropriate intersection treatment to support pedestrians, motorists and people on bicycles.

We look forward to seeing you again in the new year and sharing the proposed designs based on technical analysis and comments from the community. Please stay tuned to our website at www.victoria.ca/cycling for updates on this project.

Kind regards

From: Personal info
Sent: December 3, 2018 4:25 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St 2019

Hi There,
I have lived on the corner of Bay and Vancouver for approximately 7 years. My kitchen and dining room windows face the crosswalk on Bay, while my living room and office windows face Vancouver. During the past 7 years, I have had a front row seat to the ongoing traffic and cycling issues this busy intersection has. Personal info Bay St to help out at various accident scenes over the years. I emailed the city this summer regarding the crosswalk and was told this intersection was part of an upcoming project to make improvements. I recently attended the design discussion at Fernwood Cafe and just completed the online surveys. The two main issues that I would like to point out regarding this area:

1. I emailed the city to request the crosswalk signs be lowered down and mounted on a pole like the ones at Cook and North Park. Drivers simply cannot see the hanging, flashing lights. This is especially troublesome during the summer months during rush hour on Bay St heading in both directions. In the morning all of the hospital traffic has the sun in their eyes and their car visors down and therefore cannot see the flashing crosswalk lights that are suspended way up in the air. This also occurs on the way home from work with the sun. I feel that if the crosswalk signal lights were lower down it would be easier for the drivers to see.

2. From Monday to Friday, between 4-6 you cannot make a left hand turn off Bay St onto Quadra. This has drivers turning left onto Vancouver instead. It causes a back up of traffic to Cook St during rush hour which also blocks vision for the crosswalk as it is bumper to bumper traffic in all the lanes in each direction.

There are of course countless other items I could mention such as vehicles speeding down Bay Street. Cyclists and pedestrians not pushing the button to enable the crosswalk signal to flash.

Cyclists who walk their bikes across the crosswalk on Bay Street and then get onto their bike either on the sidewalk or in the opposing bike lane to cut diagonally across Vancouver, and of course cyclists running the stop sign to turn right off Vancouver onto Bay. Hopefully this will shed a bit of light of what I see on a daily basis.

Thank you for you time.

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:38 PM
To: Personal info
Subject: RE: Cycling Input

Hi Personal info

Thank you for your detailed email about your concerns regarding the cycling facilities along Vancouver Street. We appreciate you taking the time to write in with your insights, observations and priorities, particularly around the vicinity of the Church. Your email has been shared with the design team.

Managing the roadway and improving safety and comfort for pedestrians and cyclists is a challenging task. The City has to balance a number of needs, including access, parking and loading for motorists, transit, commercial and emergency vehicles. With respect to the new infrastructure installed on Pandora and Fort, we are sorry to hear that you have had some frustrating experiences. Everyone plays a role in road safety – this includes cyclists, motorists and pedestrians. These types of design treatments are new to Victoria but are common in a number of cities across North America. The data on ridership is encouraging so far and City staff continue to monitor the impacts of this infrastructure on the built environment.

There are no plans to remove the boulevard or trees on Vancouver Street. As a way to reduce impact to on-street parking in the downtown segment (between Pandora Avenue and Fort Street), the team is considering options to locate the protected bike lanes in the boulevard. Trade-offs of this design, however, include a higher cost, potential impacts to the anticipated lifespan, and more construction time, compared to installing the bike lanes on the roadway.

The rest of the corridor is suitable for a shared road application. This means no bike lanes, but rather a traffic calmed approach with goal to reduce vehicle speeds and volumes. There may be options to add to on-street parking but of course, visibility and safety are key aspects to consider. Vancouver Street has been identified for improvements in 2019 – the goal is to maintain access to destinations on the corridor but to reduce the volumes of cut-through traffic and motor vehicle speeds.

Once again Persona we appreciate your comments and look forward to sharing the proposed design with you in the new year. I have added you to our email contact list so that you can be alerted for opportunities
l i f

-----Original Message-----
From: Personal info
Sent: November 30, 2018 5:29 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Cycling Input

Hi,
I live on Vancouver Street at McClure, and I have lived in this building for more than a decade. I am wanting to make sure you are aware of some of the issues in this area and to let you know that in general, I am not in favour of any changes to Vancouver Street, although I imagine my feelings are of little concern.
I use Vancouver Street daily, usually multiple times a day, both walking and driving (and occasionally biking). I am familiar with this area of downtown as I walk most places whenever I can. The first thing I will mention is how unsafe I now feel as a pedestrian on the streets where the new bike lanes have been put in. Several times I have nearly been hit, walking, when the lights tell me to, on lit, controlled intersections. Most of those near misses were from cyclists. It is

the first time ever in this town I have not felt safe around cyclists. This is largely in part due to the two way lanes on one way streets, but is also due, I assume, to the newness and confusion around the new lanes. It is also now significantly more difficult to drive on the streets that have been adjusted as they are narrower (even if only to the driver's eye) I know in hearing people speak about using Vancouver street they say that the boulevards and trees could be reduced, but this is part of what we like about Vancouver St. It is part of what makes it such a nice street and so charming. I would really hate to see the grass and trees removed or reduced.

I am sure you have observed this portion (where I live) of Vancouver street to gather information but there are some things I want to make sure you are aware of. The street may be quieter than Cook, but it is still a very busy street. You will often see pedestrians crossing when and where they like, and I worry that were traffic patterns to change, someone would get hit, or there would be an accident.

My biggest concern is the amount of cars that park on Vancouver (and on our side streets) when they are allowed. We are the parking location not just for downtown events, but for the nearby school (drop off/pick up/events) and most especially for the church. On church event days/times, turning from McClure onto Vancouver is already extremely difficult. There is no way to see around the parked cars and you have to be extremely cautious because you are really turning blind. This portion of Vancouver St is an extremely high volume parking area, especially for the church, and I really hope that has been taken into consideration for whatever planning is being done. And, no it is not just on Sundays. The church holds events regularly, and ceremonies and funerals and all sorts of things all year long. It is evenings, weekends, the parking here is crazy, and if it's anything like Canada Day or some big downtown event, the entire street and neighbouring streets will be packed.

We also are very near the transitional housing space down the street. This means there are some people who are not as cognisant of their surroundings as might be safe. We have a lot of folks on scooters in the area as well as older folks. Change in traffic patters on Vancouver is going to be unsafe, not just during potential construction, but after as well for many many folks.

Speaking of construction, there is seemingly never-ending construction on Vancouver street… which again, makes driving already tricky. There are times when you drive from home, down what is practically a one lane street due to parking, and then wait on a construction situation further down the road. Vancouver Street is already difficult to navigate as a driver, I would hope it be left alone and not made even more difficult.

I looked over the proposed "ideas" for Vancouver Street and am unclear how any of them would improve the street and I really hope that it does not turn into the dangerous, frustrating situation we have on the other downtown "bike lane" streets now.

As I mentioned above, the bike lanes have made me as a pedestrian feel unsafe due to confused motorists and aggressive cyclists, and have made me wish I could avoid the bike lane streets as a driver as they feel overly narrow and confined.

I understand wanting to encourage cycling in the city and I understand that there is a strong, vocal, assertive cycling coalition here, but please, there are so many of us who are not bike-based, who want to feel safe, comfortable, and happy in our own town.

Yes, I am biased towards keeping Vancouver as it is, but I live here, I hope to continue to live here, the street already has its frustrations and difficulties, and I unfortunately haven't seen any positives to the bike lanes already put in by the city. I know my voice may be ignored here, but please at least consider the massive parking situation in this area when you are making your final decisions.

Thanks and good luck with it all,

Personal info

> On Nov 26, 2018, at 4:19 PM, Engagement <engage@victoria.ca> wrote:
>
> HiPersonal info
>
> You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.
>
> We look forward to hearing from you

>
>
> -----Original Message-----
> From: Personal info
> Sent: Friday, November 16, 2018 11:54 AM
> To: Engagement <engage@victoria.ca>
> Subject: Cycling Input
>
> Hi there,
> I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
> I don't need a one on one meeting or anything, so is there somewhere I could email or?
> Thanks,
Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:37 PM
To: Personal info
Subject: RE: Vancouver St Cycle Route Engagement Process

Hi Personal info

Thanks for your email. We are sorry that we didn't get a chance to meet you in person at one of the recent pop-up events or public open houses.

The information boards from the open house are posted on the Vancouver Street page at: www.victoria.ca/cycling

The design engagement process will continue in the new year. This stage of the process was intended to share information and gather high-level feedback about potential treatments and issues to consider on Vancouver Street. In late January the City will produce actual designs taking into account technical requirements and community feedback. At that time there will be a number of opportunities to get involved and view the "details" of the project. We appreciate your feedback and look forward to connecting with you in the new year.

Kind regards

From: Personal info
Sent: November 30, 2018 12:30 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St Cycle Route Engagement Process

Hello -

I was unable to attend any of the engagement meetings re the Vancouver St Cycle Route plans. In the past, the posters and other materials have also been on the city website, along with the survey. This time, there is no information available on the website to show what is being considered.

As a person who lives on a street adjacent to Vancouver St (Pakington St), I am concerned about plans for traffic calming at that intersection. Without knowing what is even being considered, it is difficult to respond to the survey questions.

Furthermore, the survey, as usual, seems to be designed to elicit positive only responses to the use of Vancouver St as a cycle route and the use of various traffic calming measures on it. Who would actually answer no to more safety for cyclists??? The devil, as usual, is in the details and details are sadly lacking.

Please put the posters from the engagement meetings up on your website so that people like me can make informed comments.

Thank you

Personal info

Pakington St

--

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:36 PM
To: Personal info
Subject: RE: Vancouver Street bike Lanes

Hi Personal info

Thank you for your email citing support for Vancouver Street as the priority route for the All Ages and Abilities (AAA) bicycle network compared to Cook Street.

We acknowledge your preference for making no further design interventions to Vancouver Street.

You are correct in that the City was not consulting the public in our recent survey about whether or not to make changes to Vancouver Street, rather, we were asking about the types of changes that might be most suitable.

The goal with AAA shared road treatments is to provide traffic speeds of 30km/hr or less or vehicle volumes of ~1500 vehicles per day. Research has found that both perceived and objectively assessed lower traffic speeds and lower traffic volumes are associated with higher odds of cycling for transport, attracting those who are "interested in cycling but concerned about safety." The current speeds and volumes on Vancouver are comfortable for enthusiastic and strong cyclists, but further interventions can be made to support new or emerging riders. In the downtown segment (between Pandora Avenue and Fort Street), the City is considering protected bike lanes as traffic volumes are considerably higher.

More info on the objectives and background for these types of infrastructure treatments can be found on our website at www.victoria.ca/cycling

We appreciate you taking the time to get in touch

-----Original Message-----
From: Personal info
Sent: Wednesday, November 28, 2018 3:04 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street bike Lanes

Sir/Madam:

I am very happy to see that City Hall has abandoned the idea of making Cook Street a bicycle route to the ocean. The idea was poorly thought out, and I am happy that those who were pushing the project listened to those of us who cycle the streets of Victoria.

I am hopeful that the same fate will befall this Vancouver Street bike lanes project. Vancouver Street, between Bay and the Park, is a natural bike route. The car/truck traffic volume is relatively low in the downtown section (compared with the streets that were the recipients of protected bike lanes), and almost non-existent, in my experience, in the other two sections.

Vancouver Street, as it stands, is a safe, practical route for bicycle travel, and needs nothing more than a few signs designating it as a Bike Route to improve it to its maximum two-wheeled efficacy. No 'traffic calming' is required, as the traffic is already as calm as it will ever be, short of concrete barriers preventing any traffic at all.

I am writing this note to you, because when taking the survey you designed, there was no option to disagree with the basic proposal; you assumed that everyone was on board with your idea, and that all that was left to do was iron out the details. Nothing could be further from the truth.

Vancouver Street is a good bike route as it stands. Leave it alone.

Sincerely,

Personal info

PS. When the weather is good, I cycle parts of this Street up to three times a week, and enjoy every minute of it.

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:34 PM
To: Personal info
Subject: RE: Vancouver Street Bike Lanes

Hi Personal info

Thanks for your email. We apologize you were out of town during our recent engagement activities. We welcome your initial insights and opinions via email to this address until the end of December or you can fill out the on-line survey until December 14, 2018 at www.victoria.ca/cycling . The City is collecting feedback through a number of channels and will continue with community design discussions in the new year. There will be a number of public feedback opportunities on a proposed design in late January and early February which we hope you can be involved with. In the meantime, we look forward to receiving your comments via email.

Kind regards

From: Personal info
Sent: Wednesday, November 28, 2018 12:53 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bike Lanes

I only just received information on your three sessions on this matter. This is very short notice and unfortunately I am out of town for the days offered. I would like to provide some insight and opinion on the design, as I live in that neighborhood. Please let me know when this can happen.

Personal info

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:33 PM
To: Personal info
Subject: RE: Vancouver Street Bicycle Network Survey

Thanks for taking the time to write the City of Victoria and providing feedback on the survey design. Vancouver Street has been selected as a corridor for investment to improve the pedestrian and cycling environment. The survey was intended to gather input on potential design treatments to achieve these objectives. We have, however, received a full spectrum of responses to date. The survey is one of many tools we use to collect feedback. The City has hosted open houses, pop-up events on the street and walking tours. In the new year we will continue with activities to get feedback on a specific design.

We welcome all viewpoints – if you have some specific ideas or comments that you would like to provide to the design team at this stage that you were not able to communicate in the survey, please let us know and we would be happy to share.

Kind regards

Personal info
From:
Sent: Wednesday, November 28, 2018 12:17 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bicycle Network Survey

I have just completed the City's on-line survey. I have to say I find the survey extremely biased in the way one may answer some of the questions. There is little opportunity to provide in-put that is "pro" pedestrian or vehicle. I do feel that all viewpoints should be heard.

Thank you.

Rob Gordon

From: Engagement
Sent: December 7, 2018 4:32 PM
To: Personal info
Subject: RE: Vancouver St Proposed Bike lanes

Dear Personal info

Thanks for getting in touch with the City of Victoria. The type of treatments being considered for Vancouver Street (between Bay Street and Pandora and Fort Street and Park Boulevard) are called shared use facilities.

This is where we establish a more traffic calmed environment where cars and cyclist share the road - there are no bike lanes and the parking remains in place. BC Transit will still be able to access and run the #1 route with this design.

There are protected bike lanes being considered in the downtown segment (between Fort and Pandora). There are two potential design options: protected bike lanes on the road (which will remove some parking) or protected bike lanes in the boulevard (which will keep more parking, but potentially impact the lifespan of the trees). We currently have an online survey that can be found at www.victoria.ca/cycling to gauge appetite and ideas for various design treatments on the corridor. In the new year we will produce a design based on the technical analysis and feedback. We would welcome your participation in this phase of the process as well.

Thank you again for the early feedback,
Best regards

-----Original Message-----
From: Personal info
Sent: Wednesday, November 28, 2018 9:07 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver St Proposed Bike lanes

To whom it may concern,

My concerns with this is this street is already so narrow. So narrow that parking during the weekday is prohibited to enable traffic flow.

If a bike lane was to be implemented would this not make it tighter for vehicles to pass? (As it made Fort St much narrower)

Also would it remove the much needed street parking in the evening? There are a lot of residential buildings, only residential buildings to be exact from Fort St to Park Blvd (as Vancouver does not go to Dallas Rd) and you would be taking away the parking for where we live.

How do you propose to not create and upset for those residents, who already pay high rent costs? How do you plan on keeping the road available for vehicles? keeping in mind that BC transit also uses part of Vancouver St as a route, and also a detour route when needed.

I think you need to Survey for an average of many people actually ride their bicycles in one day over 30 days, and see if it will be worth a multi-million dollar investment. And see how many people need it for parking, esp in the evening.

I believe that before adding more bike lanes, our downtown parking crisis needs to be address. It is only going to get worse in winter months.

Thank you for your time.

Personal info

Sent from my iPhone

Rob Gordon

From: Sarah Webb
Sent: December 7, 2018 4:36 AM
To: Ryan Shotton
Cc: Timothy Hewett
Subject: RESPONSES - Emails for Vancouver

To whom it may concern,

My concerns with this is this street is already so narrow. So narrow that parking during the weekday is prohibited to enable traffic flow.

If a bike lane was to be implemented would this not make it tighter for vehicles to pass? (As it made Fort St much narrower)

Also would it remove the much needed street parking in the evening? There are a lot of residential buildings, only residential buildings to be exact from Fort St to Park Blvd (as Vancouver does not go to Dallas Rd) and you would be taking away the parking for where we live.

How do you propose to not create and upset for those residents, who already pay high rent costs? How do you plan on keeping the road available for vehicles? keeping in mind that BC transit also uses part of Vancouver St as a route, and also a detour route when needed.

I think you need to Survey for an average of many people actually ride their bicycles in one day over 30 days, and see if it will be worth a multi-million dollar investment. And see how many people need it for parking, esp in the evening.

I believe that before adding more bike lanes, our downtown parking crisis needs to be address. It is only going to get worse in winter months.

Thank you for your time.

Personal info

ADD HER TO EMAIL LSIT

DearPersonal info

Thanks for getting in touch with the City of Victoria. The type of treatments being considered for Vancouver Street (between Bay Street and Pandora and Fort Street and Park Boulevard) are called shared use facilities.

This is where we establish a more traffic calmed environment where cars and cyclist share the road - there are no bike lanes and the parking remains in place. BC Transit will still be able to access and run the #1 route with this design.

There are protected bike lanes being considered in the downtown segment (between Fort and Pandora). There are two potential design options: protected bike lanes on the road (which will remove some parking) or protected bike lanes in the boulevard (which will keep more parking, but potentially impact the lifespan of the trees). We currently have an

online survey that can be found at www.victoria.ca/cycling to gauge appetite and ideas for various design treatments on the corridor. In the new year we will produce a design based on the technical analysis and feedback. We would welcome your participation in this phase of the process as well. I have added you to our distribution list so that you can keep in touch with the process.

Thank you again for the early feedback,
Best regards

I have just completed the City's on-line survey. I have to say I find the survey extremely biased in the way one may answer some of the questions. There is little opportunity to provide in-put that is "pro" pedestrian or vehicle. I do feel that all viewpoints should be heard.

Thank you.

Thanks for taking the time to write the City of Victoria and providing feedback on the survey design. Vancouver Street has been selected as a corridor for investment to improve the pedestrian and cycling environment. The survey was intended to gather input on potential design treatments to achieve these objectives. We have, however, received a full spectrum of responses to date. The survey is one of many tools we use to collect feedback. The City has hosted open houses, pop-up events on the street and walking tours. In the new year we will continue with activities to get feedback on a specific design.

We welcome all viewpoints – if you have some specific ideas or comments that you would like to provide to the design team at this stage that you were not able to communicate in the survey, please let us know and we would be happy to share.

Kind regards

I only just received information on your three sessions on this matter. This is very short notice and unfortunately I am out of town for the days offered. I would like to provide some insight and opinion on the design, as I live in that neighborhood. Please let me know when this can happen.

Personal info

Hi Personal info

Thanks for your email. We apologize you were out of town during our recent engagement activities. We welcome your initial insights and opinions via email to this address until the end of December or you can fill out the on-line survey until December 14, 2018 at www.victoria.ca/cycling . The City is collecting feedback through a number of channels and will continue with community design discussions in the new year. There will be a number of public feedback opportunities on a proposed design in late January and early February which we hope you can be involved with. In the meantime, we look forward to receiving your comments via email.

Kind regards

Sir/Madam:

I am very happy to see that City Hall has abandoned the idea of making Cook Street a bicycle route to the ocean. The idea was poorly thought out, and I am happy that those who were pushing the project listened to those of us who cycle the streets of Victoria.

I am hopeful that the same fate will befall this Vancouver Street bike lanes project. Vancouver Street, between Bay and the Park, is a natural bike route. The car/truck traffic volume is relatively low in the downtown section (compared with the streets that were the recipients of protected bike lanes), and almost non-existent, in my experience, in the other two sections.

Vancouver Street, as it stands, is a safe, practical route for bicycle travel, and needs nothing more than a few signs designating it as a Bike Route to improve it to its maximum two-wheeled efficacy. No 'traffic calming' is required, as the traffic is already as calm as it will ever be, short of concrete barriers preventing any traffic at all.

I am writing this note to you, because when taking the survey you designed, there was no option to disagree with the basic proposal; you assumed that everyone was on board with your idea, and that all that was left to do was iron out the details. Nothing could be further from the truth.

Vancouver Street is a good bike route as it stands. Leave it alone.

Sincerely,

Personal info

PS. When the weather is good, I cycle parts of this Street up to three times a week, and enjoy every minute of it.

Personal info

Thank you for your email citing support for Vancouver Street as the priority route for the All Ages and Abilities (AAA) bicycle network compared to Cook Street.

We acknowledge your preference for making no further design interventions to Vancouver Street.

You are correct in that the City was not consulting the public in our recent survey about whether or not to make changes to Vancouver Street, rather, we were asking about the types of changes that might be most suitable.

The goal with AAA shared road treatments is to provide traffic speeds of 30km/hr or less or vehicle volumes of ~1500 vehicles per day. Research has found that both perceived and objectively assessed lower traffic speeds and lower traffic volumes are associated with higher odds of cycling for transport, attracting those who are “interested in cycling but concerned about safety.” The current speeds and volumes on Vancouver are comfortable for enthusiastic and strong cyclists, but further interventions can be made to support new or emerging riders. In the downtown segment (between Pandora Avenue and Fort Street), the City is considering protected bike lanes as traffic volumes are considerably higher.

More info on the objectives and background for these types of infrastructure treatments can be found on our website at www.victoria.ca/cycling

We appreciate you taking the time to get in touch

Hello -

I was unable to attend any of the engagement meetings re the Vancouver St Cycle Route plans. In the past, the posters and other materials have also been on the city website, along with the survey. This time, there is no information available on the website to show what is being considered.

As a person who lives on a street adjacent to Vancouver St (Pakington St), I am concerned about plans for traffic calming at that intersection. Without knowing what is even being considered, it is difficult to respond to the survey questions.

Furthermore, the survey, as usual, seems to be designed to elicit positive only responses to the use of Vancouver St as a cycle route and the use of various traffic calming measures on it. Who would actually answer no to more safety for cyclists??? The devil, as usual, is in the details and details are sadly lacking.

Please put the posters from the engagement meetings up on your website so that people like me can make informed comments.

Thank you

Personal info

Pakington St

Personal info

ENSURE THAT THE WEBSITE IS UPDATED BEFORE SENDING TO Personal info

Hi Personal info

Thanks for your email. We are sorry that we didn't get a chance to meet you in person at one of the recent pop-up events or public open houses.

The information boards from the open house are posted on the Vancouver Street page at: www.victoria.ca/cycling

The design engagement process will continue in the new year. This stage of the process was intended to share information and gather high-level feedback about potential treatments and issues to consider on Vancouver Street. In late January the City will produce actual designs taking into account technical requirements and community feedback. At that time there will be a number of opportunities to get involved and view the "details" of the project. We appreciate your feedback and look forward to connecting with you in the new year.

Kind regards

Hi,

I live on Vancouver Street at McClure, and I have lived in this building for more than a decade. I am wanting to make sure you are aware of some of the issues in this area and to let you know that in general, I am not in favour of any changes to Vancouver Street, although I imagine my feelings are of little concern.

I use Vancouver Street daily, usually multiple times a day, both walking and driving (and occasionally biking). I am familiar with this area of downtown as I walk most places whenever I can. The first thing I will mention is how unsafe I now feel as a pedestrian on the streets where the new bike lanes have been put in. Several times I have nearly been hit, walking, when the lights tell me to, on lit, controlled intersections. Most of those near misses were from cyclists. It is the first time ever in this town I have not felt safe around cyclists. This is largely in part due to the two way lanes on one way streets, but is also due, I assume, to the newness and confusion around the new lanes. It is also now significantly more difficult to drive on the streets that have been adjusted as they are narrower (even if only to the driver's eye) I know in hearing people speak about using Vancouver street they say that the boulevards and trees could be reduced, but this is part of what we like about Vancouver St. It is part of what makes it such a nice street and so charming. I would really hate to see the grass and trees removed or reduced.

I am sure you have observed this portion (where I live) of Vancouver street to gather information but there are some things I want to make sure you are aware of. The street may be quieter than Cook, but it is still a very busy street. You will often see pedestrians crossing when and where they like, and I worry that were traffic patterns to change, someone would get hit, or there would be an accident.

My biggest concern is the amount of cars that park on Vancouver (and on our side streets) when they are allowed. We are the parking location not just for downtown events, but for the nearby school (drop off/pick up/events) and most especially for the church. On church event days/times, turning from McClure onto Vancouver is already extremely difficult. There is no way to see around the parked cars and you have to be extremely cautious because you are really turning blind. This portion of Vancouver St is an extremely high volume parking area, especially for the church, and I really hope that has been taken into consideration for whatever planning is being done. And, no it is not just on Sundays. The church holds events regularly, and ceremonies and funerals and all sorts of things all year long. It is evenings, weekends, the parking here is crazy, and if it's anything like Canada Day or some big downtown event, the entire street and neighbouring streets will be packed.

We also are very near the transitional housing space down the street. This means there are some people who are not as cognisant of their surroundings as might be safe. We have a lot of folks on scooters in the area as well as older folks. Change in traffic patters on Vancouver is going to be unsafe, not just during potential construction, but after as well for many many folks.

Speaking of construction, there is seemingly never-ending construction on Vancouver street… which again, makes driving already tricky. There are times when you drive from home, down what is practically a one lane street due to parking, and then wait on a construction situation further down the road. Vancouver Street is already difficult to navigate as a driver, I would hope it be left alone and not made even more difficult.

I looked over the proposed "ideas" for Vancouver Street and am unclear how any of them would improve the street and I really hope that it does not turn into the dangerous, frustrating situation we have on the other downtown "bike lane" streets now.

As I mentioned above, the bike lanes have made me as a pedestrian feel unsafe due to confused motorists and aggressive cyclists, and have made me wish I could avoid the bike lane streets as a driver as they feel overly narrow and confined.

I understand wanting to encourage cycling in the city and I understand that there is a strong, vocal, assertive cycling coalition here, but please, there are so many of us who are not bike-based, who want to feel safe, comfortable, and happy in our own town.

Yes, I am biased towards keeping Vancouver as it is, but I live here, I hope to continue to live here, the street already has its frustrations and difficulties, and I unfortunately haven't seen any positives to the bike lanes already put in by the city.

I know my voice may be ignored here, but please at least consider the massive parking situation in this area when you are making your final decisions.
Thanks and good luck with it all,
Personal info

ADD HER TO THE EMAIL LIST

Hi Personal info

Thank you for your detailed email about your concerns regarding the cycling facilities along Vancouver Street. We appreciate you taking the time to write in with your insights, observations and priorities, particularly around the vicinity of the Church. Your email has been shared with the design team.

Managing the roadway and improving safety and comfort for pedestrians and cyclists is a challenging task. The City has to balance a number of needs, including access, parking and loading for motorists, transit, commercial and emergency vehicles. With respect to the new infrastructure installed on Pandora and Fort, we are sorry to hear that you have had some frustrating experiences. Everyone plays a role in road safety – this includes cyclists, motorists and pedestrians. These types of design treatments are new to Victoria but are common in a number of cities across North America. The data on ridership is encouraging so far and City staff continue to monitor the impacts of this infrastructure on the built environment.

There are no plans to remove the boulevard or trees on Vancouver Street. As a way to reduce impact to on-street parking in the downtown segment (between Pandora Avenue and Fort Street), the team is considering options to locate the protected bike lanes in the boulevard. Trade-offs of this design, however, include a higher cost, potential impacts to the anticipated lifespan, and more construction time, compared to installing the bike lanes on the roadway.

The rest of the corridor is suitable for a shared road application. This means no bike lanes, but rather a traffic calmed approach with goal to reduce vehicle speeds and volumes. There may be options to add to on-street parking but of course, visibility and safety are key aspects to consider. Vancouver Street has been identified for improvements in 2019 – the goal is to maintain access to destinations on the corridor but to reduce the volumes of cut-through traffic and motor vehicle speeds.

Once again Personal info appreciate your comments and look forward to sharing the proposed design with you in the new year. I have added you to our email contact list so that you can be alerted for opportunities

Hi There,
I have lived on the corner of Bay and Vancouver for approximately 7 years. My kitchen and dining room windows face the crosswalk on Bay, while my living room and office windows face Vancouver. During the past 7 years, I have had a front row seat to the ongoing traffic and cycling issues this busy intersection has. I Personal info Bay St to help out at various accident scenes over the years. I emailed the city this summer regarding the crosswalk and was told this intersection was part of an upcoming project to make improvements. I recently attended the design discussion at Fernwood Cafe and just completed the online surveys. The two main issues that I would like to point out regarding this area:

1. I emailed the city to request the crosswalk signs be lowered down and mounted on a pole like the ones at Cook and North Park. Drivers simply cannot see the hanging, flashing lights. This is especially troublesome during the summer months during rush hour on Bay St heading in both directions. In the morning all of the hospital traffic has the sun in their eyes and their car visors down and therefore cannot see the flashing crosswalk lights that are suspended way up in the air. This also occurs on the way home from work with the sun. I feel that if the crosswalk signal lights were lower down it would be easier for the drivers to see.

2. From Monday to Friday, between 4-6 you cannot make a left hand turn off Bay St onto Quadra. This has drivers turning left onto Vancouver instead. It causes a back up of traffic to Cook St during rush hour which also blocks vision for the crosswalk as it is bumper to bumper traffic in all the lanes in each direction.

There are of course countless other items I could mention such as vehicles speeding down Bay Street. Cyclists and pedestrians not pushing the button to enable the crosswalk signal to flash. Cyclists who walk their bikes across the crosswalk on Bay Street and then get onto their bike either on the sidewalk or in the opposing bike lane to cut diagonally across Vancouver, and of course cyclists running the stop sign to turn right off Vancouver onto Bay. Hopefully this will shed a bit of light of what I see on a daily basis.

Thank you for you time.

Personal info

Hi Personal info

Thanks for your follow up email and for attending our information session last week. Your comments and observations about the intersection of Bay and Vancouver have been shared with our project team. This particular location has a number of opportunities for safety improvements and we look forward to developing an appropriate intersection treatment to support pedestrians, motorists and people on bicycles.

We look forward to seeing you again in the new year and sharing the proposed designs based on technical analysis and comments from the community. Please stay tuned to our website at www.victoria.ca/cycling for updates on this project.

Kind regards

Rob Gordon

From: Engagement
Sent: December 5, 2018 10:50 AM
To: Personal info
Subject: RE: Re Bike Lanes

Thanks so much for your feedback ,it's been shared with the project team

-----Original Message-----
From: Personal info
Sent: November 30, 2018 7:18 PM
To: Engagement <engage@victoria.ca>
Subject: Re Bike Lanes

We think that Vancouver St, bike lanes would be a great addition to the bike network that is planned. We both use the Pandora and Fort Street lanes regularly and are thankful that they are now a part of cycling within the inner city.
Personal info

Sent from my iPad

Rob Gordon

From: Engagement
Sent: November 30, 2018 10:09 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.

Feedback – will you log these or would you like me to tag them?

Also, would you like a generic thank you message sent for these?

From: Personal info
Sent: November 29, 2018 7:52 PM
To: Engagement
Subject: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.

Thank you for the opportunity to view plans and to provide feedback and suggestions to City staff during tonight's presentation at City Hall.

I live in a Personal info Burdett Avenue for which the vehicle and bicycle access is off McClure Street just west of Vancouver Street.

I am in agreement with provision of the bicycle lanes on Vancouver Street rather than Cook Street.

I support the proposed traffic improvements and traffic calming measures. I believe the proposal will deliver significant improvements to pedestrian, bicycle, and motor vehicle circulation and safety in this neighbourhood.

The following two (2) suggestions might merit consideration by staff for inclusion in the plan:

1. **Prohibition of motor vehicle parking on the west side of Vancouver St. Between Burdett and McClure St. <u>at all</u> <u>times</u> rather than the present prohibition during weekday daytime hours.**

   <u>Rationale</u>:

   This segment of Vancouver Street attracts all day parking on Saturdays by persons employed downtown, and on Sundays by persons involved in activities at Christ Church Cathedral and Royal Theatre.

   For eastbound vehicles on McClure Street attempting to enter Vancouver Street for either left or right turns, visibility uphill towards the north on Vancouver Street is blocked by

   the brick heritage designated wall of Chelsea condominium, then

   trunks of the mature chestnut trees on west boulevard of Vancouver Street, and finally

   vehicles parked on the west side of Vancouver Street.

   In order to see cyclists or vehicles southbound on Vancouver Street, the driver of a vehicle eastbound on McClure must edge so far forward of the painted vehicle stop line, that the front of the vehicle entering the

intersection is in the path of any southbound cyclists who have been hidden from sight by the parked vehicles.

Prohibition of vehicle parking will mitigate this existing hazard which will increase with increased cyclist numbers when Vancouver Street is designated as a preferred bicycle route.

2. **Provision of pavement marked and signed east west crosswalks over Vancouver street at Burdett Ave. And at Collinson Streets.**

   The intersections of Vancouver Street with both Burdett and Collinson Streets are at the tops of vertical curves of the Vancouver Street roadway elevations.

   Eastbound and westbound pedestrians should be encouraged to cross Vancouver Street by marked and signed crosswalks which should be provided at these locations.

   Presently, pedestrians tend to meander diagonally across Vancouver Street downhill of Burdett and downhill of Collinson where the visibility of pedestrians in the roadway is compromised to southbound vehicles by the hill at Burdett and to northbound vehicles by the hill at Collinson.

   The addition of the suggested two additional crosswalks does not detract from the existing marked crosswalk on the Rockland Greenway.

Once again, thank you for the opportunity to provide suggestions to address resident concerns in this neighbourhood.

The three phots below were taken on Saturday morning and reflect the compromised visibility outlined in suggestion 1 above.

Personal info

Burdett Ave.
Victoria, BC

Personal info

McClure
CONNECTION
NO EXIT

McClure
ST
CONNECTION
NO
EXIT

McClure St
900
CONNECTION
NO EXIT

Rob Gordon

From: Timothy Hewett
Sent: November 30, 2018 8:39 AM
To: Ryan Shotton
Cc: Alannah Rodgers; Charles Davie; Sarah Webb
Subject: Email correspondence

Hi Ryan, could you save all email correspondence to the folder below. It might be worth separating out into folders design related suggestions from higher level questions.

We would like to have a centralized location so we can go through content post the survey close and add to the consolidated findings / themes.

Thanks.

\\files\Sdrive\Bicycle Master Plan Update\2016 - 2018 - Biketoria Phase 1 Implementation\2a. Vancouver\Consultation\2. emerging concepts - October - November 2018\3. Consultation content\Correspondence 2018

Timothy John Hewett
Interdisciplinary Planner, MSc, RPP, MCIP

Engineering and Public Works, Transportation
City of Victoria

1 Centennial Square, Victoria BC V8W 1P6
T 250.361.0306 **C** 250.884.8562

Rob Gordon

From: Sarah Webb
Sent: November 30, 2018 8:38 AM
To: Ryan Shotton
Subject: Fwd: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.

For record and design consideration

Sent from my iPhone

Begin forwarded message:

> **From:** Nick Armstrong <NArmstrong@victoria.ca>
> **Date:** November 30, 2018 at 8:00:14 AM PST
> **To:** Sarah Webb <swebb@victoria.ca>, Timothy Hewett <THewett@victoria.ca>, Charles Davie <cdavie@victoria.ca>, Steve Hutchison <shutchison@victoria.ca>, Brad Dellebuur <bdellebuur@victoria.ca>, Alannah Rodgers <arodgers@victoria.ca>
> **Subject: FW: Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.**
>
> From our old friend Personal info just in case you didn't see this. Please add to our notes and feedback. He did mention this to me and glad he followed up (so I didn't have to regurgitate)
>
> **From:** Personal info
> **Sent:** Thursday, November 29, 2018 7:52 PM
> **To:** Engagement <engage@victoria.ca>
> **Subject:** Vancouver Street Traffic Transportation Improvements- Segment C - Park Blvd. to Fort St.
> Thank you for the opportunity to view plans and to provide feedback and suggestions to City staff during tonight's presentation at City Hall.
> Personal info Burdett Avenue for which the vehicle and bicycle access is off McClure Street just west of Vancouver Street.
> I am in agreement with provision of the bicycle lanes on Vancouver Street rather than Cook Street.
> I support the proposed traffic improvements and traffic calming measures. I believe the proposal will deliver significant improvements to pedestrian, bicycle, and motor vehicle circulation and safety in this neighbourhood.
> The following two (2) suggestions might merit consideration by staff for inclusion in the plan:
>
> 1. **Prohibition of motor vehicle parking on the west side of Vancouver St. Between Burdett and McClure St. at all times rather than the present prohibition during weekday daytime hours.**
>
>   Rationale:
>   This segment of Vancouver Street attracts all day parking on Saturdays by persons employed downtown, and on Sundays by persons involved in activities at Christ Church Cathedral and Royal Theatre.
>   For eastbound vehicles on McClure Street attempting to enter Vancouver Street for either left or right turns, visibility uphill towards the north on Vancouver Street is blocked by the brick heritage designated wall of Chelsea condominium, then
>   trunks of the mature chestnut trees on west boulevard of Vancouver Street, and finally vehicles parked on the west side of Vancouver Street.

In order to see cyclists or vehicles southbound on Vancouver Street, the driver of a vehicle eastbound on McClure must edge so far forward of the painted vehicle stop line, that the front of the vehicle entering the intersection is in the path of any southbound cyclists who have been hidden from sight by the parked vehicles.
Prohibition of vehicle parking will mitigate this existing hazard which will increase with increased cyclist numbers when Vancouver Street is designated as a preferred bicycle route.

2. **Provision of pavement marked and signed east west crosswalks over Vancouver street at Burdett Ave. And at Collinson Streets.**
   The intersections of Vancouver Street with both Burdett and Collinson Streets are at the tops of vertical curves of the Vancouver Street roadway elevations.
   Eastbound and westbound pedestrians should be encouraged to cross Vancouver Street by marked and signed crosswalks which should be provided at these locations.
   Presently, pedestrians tend to meander diagonally across Vancouver Street downhill of Burdett and downhill of Collinson where the visibility of pedestrians in the roadway is compromised to southbound vehicles by the hill at Burdett and to northbound vehicles by the hill at Collinson.
   The addition of the suggested two additional crosswalks does not detract from the existing marked crosswalk on the Rockland Greenway.

Once again, thank you for the opportunity to provide suggestions to address resident concerns in this neighbourhood.
The three phots below were taken on Saturday morning and reflect the compromised visibility outlined in suggestion 1 above.

Personal info

Burdett Ave.
Victoria, BC
Personal info

McClure
NO EXIT

McClure
CONNECTION
NO
EXIT

McClure St
900
CONNECTION
NO
EXIT

Rob Gordon

From: Engagement
Sent: November 28, 2018 9:44 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bike Lane

I've added the email address to the Active Transp Distribution list, but not sure if you want to add anything to send to them.

-----Original Message-----
From: Personal info
Sent: Wednesday, November 28, 2018 9:40 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Bike Lane

Hi. I just noticed your web site about the proposed Vancouver Street bike lane which I support. I would like to receive further design details about the proposed bike lane at Pandora Avenue and Vancouver Street. Presently, there is vehicle right turn access onto the Pandora Avenue frontage road, where my apartment and underground parking access is located off. I would like to ensure that the future bike route intersection design will safely maintain that access for bikes and cars.
Looking forward to recieving your response.

Personal info
Cheers.

Rob Gordon

From: Engagement
Sent: November 27, 2018 9:30 AM
To: Ryan Shotton
Subject: FW: Vancouver St Bike Corridor

From: Personal info
Sent: Tuesday, November 27, 2018 9:28 AM
To: Engagement
Subject: Vancouver St Bike Corridor

Hello,

I am unable to attend one of this week's engagement sessions about the design of the Vancouver Street bicycle corridor, and it is my understanding that I'm able to provide input through this email address. I hope that's correct. (I have also filled out the online survey but wanted to provide more comments than the survey would allow.)

I live on the 2500 block of Vancouver St and commute by bicycle on a near-daily basis to downtown Victoria My commute takes me from the 2500 Block of Vancouver
down to Yates St, where I turn west to downtown. While I find that Vancouver St is already very friendly for bicycles, I would support further development here. Two intersections are commonly an issue on my daily transit: Bay & Vancouver and Caledonia & Vancouver.

Bay & Vancouver: this is currently an unsafe intersection, and I have seen a great deal of unsafe behaviour here. If more bikers utilize Vanouver St, I can only assume that the frequency of these will increase. It is currently very difficult to turn left from Vancouver onto Bay St, and the crosswalk at the base of Graham St is not an efficient or safe means to cross Bay St (the current situation results in bike riders utilizing the sidewalk in order to transit from Vancouver St to Graham St and it is necessary to be on the sidewalk in order to activate the crosswalk light). I would like to see the Bay St crossing moved from Graham St to Vancouver St, with a short section of bike lane on the north side of Bay St allowing bikes to travel to Graham St. Alternatively, this crossing will require the means for a rider to travel from Vancouver to Graham St on the shouth side of Bay St and cross without having to ride on the sidewalk in order to activate the crosswalk lights. I hope that the City is not considering building a corridor up Vancouver St as far as Bay St with no consideration of the unsafe position riders are put in once they reach this point.

Caledonia & Vancouver: this is currently a two-way stop, with traffic transitting Caledonia not having to stop. There can be a lot of cross-traffic during rush hours, and I have seen numerous cyclists cross in an unsafe manner in order to squeeze between traffic on Caledonia. If bike traffic on Vancouver were to increase, I think this crossing warrants some work to facilitate crossing Caledonia.

One more comment on "Upper Vancouver:" The 2500 block of Vancouver is currently very dangerous, with a lot of large potholes big enough for a rider's front tire. While Graham may be the official bike route, living on Vancouver I can confirm that this is a much-used road for biking. I am a competent rider with good lights on my bike, and have recently almost had a serious accident caused by a pothole when riding at night. If biking on Vancouver St is going to be encouraged, the 2500 block of Vancouver could use some TLC and resurfacing to

support this vision.

Please confirm that this feedback will be accepted in lieu of my ability to attend one of the engagement sessions this week.

Thanks,
Personal info

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 5:57 PM
To: Ryan Shotton
Subject: RE: one missed email

Two way bike lanes on one side of the street are dangerous as it is not nature for drivers to have bikes going both directions and to look for them when turning. The redesign has made Fort a very uncomfortable tight street to drive and to get into parking spots. All it has done is have drivers avoid the street. Not enough cycling to justify so much street space to accommodate them.
Sent from my iPad

Do not feel the two way bike lanes are safe, effective and the best use of the road. Prefer the bikes have a space not on the road at all or along the appropriate edge on each side so that drivers have more likelihood of seeing them. If cyclists would follow road rules there were be far less concern and drivers and walkers would be much less annoyed. The cyclists are constantly breaking rules. Also the drivers here are getting much worse about pushing yellow lights, speeding, not full stops at stop signs, etc. It is time for a clamp down on all users of the road. Best way to make cyclists follow the rules of the road is to license the bikes and have cameras set up on the streets and ticket all users of the road. Far better use of resources and the ticket revenues could be used to fund policing and changes to roadways to accommodate all users.

Sent from my iPad

Hi Personal info

Thank you for your recent emails about protected bike lanes in the downtown core and your observations about road user compliance with the Motor Vehicle Act.

The City of Victoria prioritizes safety for all road users.

We understand your preference may be to have cyclists not on the road at all or, with respect to Fort Street, on the south side of the road. Off-street bike paths are ideal in places where there is ample space in the right-of-way. In a built-up urban environment like the City of Victoria, however, there are fewer options. When the City initiates capital projects, staff investigate a variety of different design options. With each option, the benefits and trade-offs are identified, recognizing the ultimate goal is to find the best balance for all road users. This means consideration of those on foot or bike, as well as emergency and transit vehicles, commercial and private vehicles.

Introducing a two-way bike lane on the north side of Fort Street eliminated the conflict between bicycles and busses on the corridor while retaining the majority of on-street parking. While the configuration on Fort is different than it used to be, the travel lanes are the same width as many other streets in Victoria. On Wharf Street a two-way protected bike lane will allow for retention of on-street parking and loading zones, when compared to a design with protected bike lanes on either side of the street.

When it comes to enforcement, the City agrees that all road users, including those on bicycle, have a role and responsibility to follow the rules identified in the Motor Vehicle Act. The Province of BC is the regulatory authority that would be in a position to introduce licensing and insurance requirements for cyclists.

The majority of motorists, pedestrians and cyclists do follow the rules and are adapting to the changes in the downtown street network. Ridership in public transit, walking and cycling continue to increase even with population growth. This type of cycling infrastructure is becoming more common in cities across North America as a way to improve safety and encourage more ridership among people of all ages and abilities. The City of Victoria continues to support enforcement and ticketing by Victoria Police for all road users as well as educational campaigns after opening new facilities to help familiarize people with the changes.

We appreciate your own commitment to safe, respectful travel in the downtown core. Thank you once again for getting in touch with the City of Victoria.

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:22 PM
To: Personal info
Subject: RE: Humboldt street project

Hi Personal info

The only parking spots that will be impacted by the cycling and pedestrian improvements along Humboldt Street are along the south side of the street between Government and Douglas, parallel to the Empress Hotel.

In other blocks, on-street parking will remain in place. There will be new on-street parking established in the 800 block and the areas with existing "residential only" designation will remain in place.

The City worked with the Humboldt Valley Residents Association, local businesses and residents to ensure that the parking composition finds the right balance for all the different parking needs. The City is open to changing parking restrictions and loading configurations as required based on observations, data and comments from stakeholders once the facility is open. Is there a particular location you are referring to?

We would be pleased to provide you with links to staff reports on the design process and the engagement summaries with all the findings between Fall 2017 and Spring 2018 prior to the final approval by Council. I will have one of our staff members follow up via email.

If you have any additional questions or concerns you'd like to discuss, please do not hesitate to call Sarah Webb in the City's Transportation Division at 250-361-0482

From: Personal info
Sent: Saturday, November 24, 2018 5:36 PM
To: Engagement <engage@victoria.ca>
Subject: Humboldt street project

Hi, I have some concerns about the on street parking on this street. After your project is complete how many on street spots will be available to residents of this street? Is there a location on the city's website that shows all of the data you collected during this process about the impacts on residents?
Thank you
Personal info

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:21 PM
To: Personal info
Subject: RE: confusing traffic lights on Pandora

Hi Personal info

Thank you for your email about the Pandora bike lanes and your support for "complete street" designs in the downtown core. We are sorry to hear about your recent close call and are glad you are okay.

The City has seen a continued increase in compliance regarding no right turns on red lights along Pandora, but it has taken some drivers a while to catch on. On Fort Street, we have seen a much smoother transition as motorists are more familiar with left hand turn restrictions.

The City has initiated multiple education and enforcement campaigns in partnership with Victoria Police since May 2017. All signs conform with the Manual of Uniform Traffic Control Devices and placement / number has been reviewed by ICBC and Victoria Police. Unfortunately, a red arrow is not an option to us in BC; they are not a recognized traffic control device in the Motor Vehicle Act. Green arrows are approved for use; solid green signals a protected turn phase and flashing green signals a permitted phase. Given that red arrows aren't used in this province, I'm not sure they would be add any clarity to motorists. Other municipalities, such as the District of Saanich, have started introducing the "no right on red" with the same signs and same traffic signals that Victoria has. Hopefully with more of these in use, the restriction will become more familiar.

We hope this answers your questions and appreciate your insights as a user of the protected bike lanes. Motor Vehicle Act compliance and road safety continues to be an important priority on all Victoria Streets. Should you have any further questions, please do not hesitate to contact Sarah Webb in the Transportation Division at 250-361-0482

From: Personal info
Sent: Friday, November 23, 2018 4:23 PM
To: Engagement <engage@victoria.ca>
Cc: info@gvcc.bc.ca
Subject: confusing traffic lights on Pandora

Hello,

I am a regular user of the Pandora bike lane, which I generally find to be excellent and am very appreciative for. However, I'm writing in response to recently experiencing a dangerous incident that occurred the other day that I think could be avoided by a small tweak to the traffic lights.

A recurrent problem on Pandora that I have seen and experienced, both as a cyclist and a driver, is that drivers get very confused by the set of two traffic lights, one for the traffic going straight or left and the other for the traffic turning right. I personally *still* get confused by this system now and again -- especially when the two lights are different colours -- and I've been taking this route since it opened.

For what it's worth, this type of problem occurs at other intersections in the city, such as at Gorge and Tillicum. I imagine it's also an issue along Fort Street, although I haven't really used that bike lane much.

I do realize there are some small signs on Pandora indicating which light is the "right turn signal" and for the most part, people do refrain from turning right when this signal is red. However, there are still far too many drivers that turn right when the "right turn signal" light is red -- as mentioned, I think they do this out of confusion rather than from trying to cheat. In any case, the upshot of an illegal right turn is that the driver might fail to see any cyclists that are going straight through the intersection (especially if the cyclist is going west, and thus starts off behind the car). I nearly got side-swiped the other day in this fashion.

As such, I propose that the "right turn signal" traffic light **be changed to an arrow pointing right, not just for the green indication, but also for the red and yellow ones**. A red arrow pointing right is a clear and obvious signal to drivers to not turn right; a green arrow (as is currently used) indicates that it is safe to turn. I have seen red/yellow/green arrows all over the world and it works well.

I think it would be a lot clearer to the driver of the truck in this photo if the lights circled in yellow were replaced by red arrows pointing right.

I hope this makes sense -- please let me know if it doesn't and I'd be happy to explain better.

Thank you in advance for your consideration.

Personal info

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:19 PM
To: Personal info
Subject: RE: Cycling Input

Hi Personal info

You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.

We look forward to hearing from you

-----Original Message-----
From: Personal info
Sent: Friday, November 16, 2018 11:54 AM
To: Engagement <engage@victoria.ca>
Subject: Cycling Input

Hi there,
I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
I don't need a one on one meeting or anything, so is there somewhere I could email or?
Thanks,
Personal info

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:18 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

The pop-up engagements were not advertised as our goal was to simply show up in the locations along the Vancouver Street corridor to talk to people using the street. We have advertised the info sessions we are holding this week in the Victoria News, Times Colonist, Facebook, Twitter, website and our email distribution list of over 600 people.

The dates are listed below:

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

City staff also walked Vancouver Street door-to-door and dropped off informational postcards to businesses and residential buildings/houses. In the case of large residential buildings we did our best to speak with the property manager and leave postcards in the lobby.

This is the first phase of engagement - in the new year the City will continue with walking tours, pop up stations and open houses on an actual design.

We have an online survey that is open until December 14, 2018 and welcome your input and ideas through this venue as well.

From: Personal info
Sent: Wednesday, November 21, 2018 9:53 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

Hi,

Thanks for this.

Can I ask why the pop-up info stations were not advertised via this email list? How were they advertised? I'm asking because I live in a multi-dwelling unit on Vancouver street, and this is the first I'm hearing of them. After the fact, which is not super helpful.

Best,

Personal info

From: "engage" <engage@victoria.ca>
Sent: Wednesday, November 21, 2018 9:34:03 AM
Subject: Vancouver Street Project

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

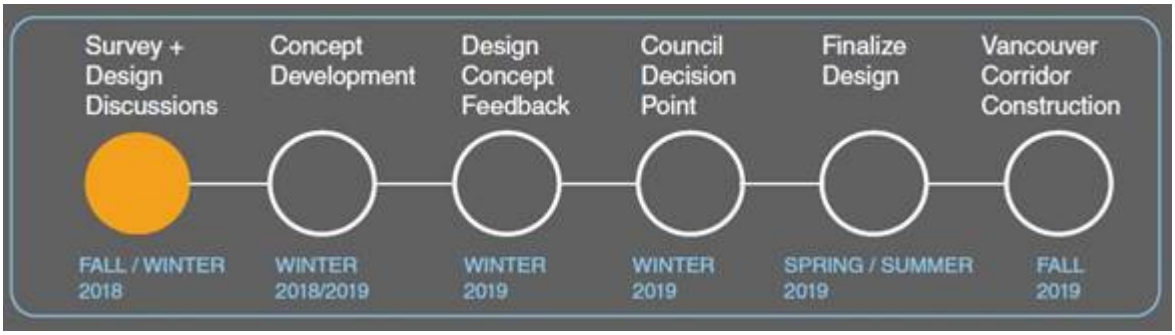
- Traffic calming and road paving

- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**



Vancouver Street
(2018 / 2019)
Bay Street
Pandora Ave (2017)
Fort Street (2018)
Wharf & Humboldt
(2018 / 2019)
Park Blvd

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:17 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

Thank you for the feedback about our Vancouver Street survey. To clarify, this is the first phase of engagement for the project. There will be a number of opportunities to provide feedback on emerging designs in the new year.

The survey may seem like there is less to provide feedback on because we are taking a measured approach to ensure people have ample opportunities to learn about the objectives, share their general concerns and identify design treatments that they would be open to exploring.

The next phase involves taking all this input combining it with technical data and specifications and developing a design. In January we will continue with walking tours, open house events and surveys etc. that are based on an actual design. The City uses this iterative design process to ensure that we get a chance to learn about high-level ideas before we develop a design.

We have three in-person Open House sessions this week (information pasted below) and encourage you to attend and chat with us about the process if you're able to. Otherwise, as mentioned there will be more activities to discuss the Vancouver Street corridor in 2019.

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

From: Personal info
Sent: Thursday, November 22, 2018 10:48 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

> I just took your survey on the upcoming bike lanes to Vancouver Street, and I have to say I am incredibly disappointed in the questions you asked. The only real question you asked was leading and didn't offer any other responses other than one that supported what the city is intending on doing. Asking respondents a yes or no question as to whether they believe that walking or riding bikes is environmentally friendly and nice is a gross over simplification of the very real issues that need to be considered.
>
> As a resident of Vancouver Street and a Public Engagement analyst for the Government of BC I was deeply disappointed by your inauthentic engagement. This is the type of survey that makes people believe that governments do what they want without actually listening to citizens. I expected better.
>
> http://vicmap.maps.arcgis.com/apps/MapJournal/index.html?appid=5f6c2eb855354f469234862c77168f36

Sincerely,

Personal info

Vancouver Street

From: Engagement <engage@victoria.ca>
Sent: Wednesday, November 21, 2018 9:34 AM
Subject: Vancouver Street Project

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment

destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

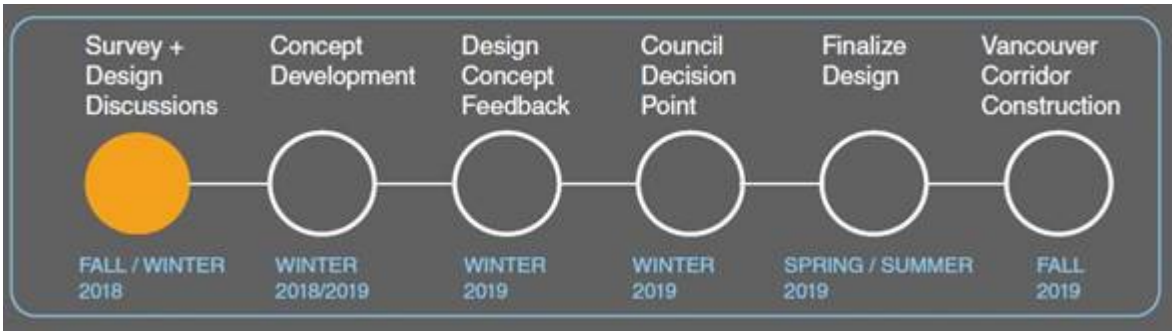
The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**



Vancouver Street
(2018 / 2019)
Bay Street
Pandora Ave (2017)
Fort Street (2018)
Wharf & Humboldt
(2018 / 2019)
Park Blvd

Rob Gordon

From: Engagement
Sent: November 26, 2018 4:16 PM
To: Personal info
Subject: RE: Vancouver Street Engagement

Hi Personal info

Thanks for your email about the Vancouver Street survey. You are correct that Vancouver Street has been selected as a corridor for cycling and walking safety improvements. The City is not consulting on whether or not to make changes, but rather the types of changes we should explore.

While some segments of the corridor may include protected bike lanes, the majority of the corridor is about creating a more traffic calmed environment (no bike lanes). This means making improvements to traffic signals, pedestrian crossings, adding new passenger loading zones and even adding new daytime parking areas, for example. Emergency vehicles will always be able to continue to access Vancouver Street.

The goal of this phase is to learn more about how the street is used now, where challenges exist and where the opportunities are. We then combine this with technical data, input from agency partners like ICBC and Victoria Police and develop designs for the community to review.

In the new year the City will share an actual corridor design with the community to get further input and comments. We will do this with open house events, community walking tours etc. Communicating the specific elements and trade-offs is a key part of the design phase. We are just not there yet.

We hope this helps share the perspective of why the survey was designed in this way. Should you have any further questions, please do not hesitate to contact Sarah Webb at 250-361-0482.

From: Personal info
Sent: Thursday, November 22, 2018 10:40 AM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street Engagement

Hey there,

I just wanted to pass on some feedback on your recent survey for the changes to Vancouver Street.

Overall, I found the survey to not be in any way informative, up-front or honest. It is painfully obvious that you are surveying the people in the area with the intention of building bike lanes. I would ask you, if any of you live, work or commute along Vancouver. If you do, or did, you would know that adding bike lanes would remove parking for residents, create traffic issues for school drop offs and add to the already existing congestion.

Construction will limit access for school drop offs, emergency vehicles for the Mount Edward shelter... among many other things.

While I can appreciate your need to be 'transparent' and consult with the community, I suggest you be more up front with your information. Asking vague questions such as do we believe that walking and cycling is better for a city, while offering no other option for people other than YES or NO... is insulting. Of course everyone knows it is better, but no one wants the bike lanes or the interruption they cause on that road.

I believe the lack of transparency eludes to not wanting to mitigate the issues that will arise from your honesty.

Sincerely,

Personal info

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 2:18 PM
To: Ryan Shotton
Subject: Email 4

(re-Humboldt)
Hi, I have some concerns about the on street parking on this street. After your project is complete how many on street spots will be available to residents of this street? Is there a location on the city's website that shows all of the data you collected during this process about the impacts on residents?
Thank you

Hi Personal info

The only parking spots that will be impacted by the cycling and pedestrian improvements along Humboldt Street are along the south side of the street between Government and Douglas, parallel to the Empress Hotel.

In other blocks, on-street parking will remain in place. There will be new on-street parking established in the 800 block and the areas with existing "residential only" designation will remain in place.

The City worked with the Humboldt Valley Residents Association, local businesses and residents to ensure that the parking composition finds the right balance for all the different parking needs. The City is open to changing parking restrictions and loading configurations as required based on observations, data and comments from stakeholders once the facility is open. Is there a particular location you are referring to?

We would be pleased to provide you with links to staff reports on the design process and the engagement summaries with all the findings between Fall 2017 and Spring 2018 prior to the final approval by Council. I will have one of our staff members follow up via email.

If you have any additional questions or concerns you'd like to discuss, please do not hesitate to call Sarah Webb in the City's Transportation Division at 250-361-0482

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 2:04 PM
To: Ryan Shotton
Subject: Email - Batch 3

Hi there,
I'm wondering if I'm able to write a letter or email to someone to express some of my concerns as a resident of "lower" Vancouver Street? I did chat with the folks at one of the info boots and they suggested filling out the survey, but the survey didn't have much room for me to explain a few things I think are important to note/be aware of.
I don't need a one on one meeting or anything, so is there somewhere I could email or?
Thanks,
Personal info

Hi

You can email back to this email account with your concerns, suggestions or ideas or if you would like to have a conversation, please feel free to call Sarah Webb in the Engineering & Public Works department at 250-361-0482.

We look forward to hearing from you,
Hello,
I am a regular user of the Pandora bike lane, which I generally find to be excellent and am very appreciative for. However, I'm writing in response to recently experiencing a dangerous incident that occurred the other day that I think could be avoided by a small tweak to the traffic lights.
A recurrent problem on Pandora that I have seen and experienced, both as a cyclist and a driver, is that drivers get very confused by the set of two traffic lights, one for the traffic going straight or left and the other for the traffic turning right. I personally *still* get confused by this system now and again -- especially when the two lights are different colours -- and I've been taking this route since it opened.
For what it's worth, this type of problem occurs at other intersections in the city, such as at Gorge and Tillicum. I imagine it's also an issue along Fort Street, although I haven't really used that bike lane much.
I do realize there are some small signs on Pandora indicating which light is the "right turn signal" and for the most part, people do refrain from turning right when this signal is red.

However, there are still far too many drivers that turn right when the "right turn signal" light is red -- as mentioned, I think they do this out of confusion rather than from trying to cheat. In any case, the upshot of an illegal right turn is that the driver might fail to see any cyclists that are going straight through the intersection (especially if the cyclist is going west, and thus starts off behind the car). I nearly got side-swiped the other day in this fashion.
As such, I propose that the "right turn signal" traffic light **be changed to an arrow pointing right, not just for the green indication, but also for the red and yellow ones**. A red arrow pointing right is a clear and obvious signal to drivers to not turn right; a green arrow (as is currently used) indicates that it is safe to turn. I have seen red/yellow/green arrows all over the world and it works well.

I think it would be a lot clearer to the driver of the truck in this photo if the lights circled in yellow were replaced by red arrows pointing right.

I hope this makes sense -- please let me know if it doesn't and I'd be happy to explain better.
Thank you in advance for your consideration.

Personal info

Victoria

Hi

Thank you for your email about the Pandora bike lanes and your support for "complete street" designs in the downtown core. We are sorry to hear about your recent close call and are glad you are okay.

The City has seen a continued increase in compliance regarding no right turns on red lights along Pandora, but it has taken some drivers a while to catch on. On Fort Street, we have seen a much smoother transition as motorists are more familiar with left hand turn restrictions.

The City has initiated multiple education and enforcement campaigns in partnership with Victoria Police since May 2017. All signs conform with the Manual of Uniform Traffic Control Devices and placement / number has been reviewed by ICBC and Victoria Police. Unfortunately, a red arrow is not an option to us in BC; they are not a recognized traffic control device in the Motor Vehicle Act. Green arrows are approved for use; solid green signals a protected turn phase and flashing green signals a permitted phase. Given that red arrows aren't used in this province, I'm not sure they would be add any clarity to motorists. Other municipalities, such as the District of Saanich, have started introducing the "no right on red" with the same signs and same traffic signals that Victoria has. Hopefully with more of these in use, the restriction will become more familiar.

We hope this answers your questions and appreciate your insights as a user of the protected bike lanes. Motor Vehicle Act compliance and road safety continues to be an important priority on all Victoria Streets. Should you have any further questions, please do not hesitate to contact Sarah Webb in the Transportation Division at 250-361-0482

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 1:44 PM
To: Ryan Shotton
Cc: Alannah Rodgers; Timothy Hewett
Subject: Emails - Batch 2

Hey there,
I just wanted to pass on some feedback on your recent survey for the changes to Vancouver Street.
Overall, I found the survey to not be in any way informative, up-front or honest. It is painfully obvious that you are surveying the people in the area with the intention of building bike lanes. I would ask you, if any of you live, work or commute along Vancouver. If you do, or did, you would know that adding bike lanes would remove parking for residents, create traffic issues for school drop offs and add to the already existing congestion.
Construction will limit access for school drop offs, emergency vehicles for the Mount Edward shelter... among many other things.
While I can appreciate your need to be 'transparent' and consult with the community, I suggest you be more up front with your information. Asking vague questions such as do we believe that walking and cycling is better for a city, while offering no other option for people other than YES or NO... is insulting. Of course everyone knows it is better, but no one wants the bike lanes or the interruption they cause on that road.
I believe the lack of transparency eludes to not wanting to mitigate the issues that will arise from your honesty.
Sincerely,
Personal info

Hi

Thanks for your email about the Vancouver Street survey. You are correct that Vancouver Street has been selected as a corridor for cycling and walking safety improvements. The City is not consulting on whether on not to make changes, but rather the types of changes we should explore.

While some segments of the corridor may include protected bike lanes, the majority of the corridor is about creating a more traffic calmed environment (no bike lanes). This means making improvements to traffic signals, pedestrian crossings, adding new passenger loading zones and even adding new daytime parking areas, for example. Emergency vehicles will always be able to continue to access Vancouver Street.

The goal of this phase is to learn more about how the street is used now, where challenges exist and where the opportunities are. We then combine this with technical data, input from agency partners like ICBC and Victoria Police and develop designs for the community to review.

In the new year the City will share an actual corridor design with the community to get further input and comments. We will do this with open house events, community walking tours etc. Communicating the specific elements and trade-offs is a key part of the design phase. We are just not there yet.

We hope this helps share the perspective of why the survey was designed in this way. Should you have any further questions, please do not hesitate to contact Sarah Webb at 250-361-0482.

> I just took your survey on the upcoming bike lanes to Vancouver Street, and I have to say I am incredibly disappointed in the questions you asked. The only real question you asked was leading and didn't offer any other responses other than one that supported what the city is intending on doing.

Asking respondents a yes or no question as to whether they believe that walking or riding bikes is environmentally friendly and nice is a gross over simplification of the very real issues that need to be considered.
As a resident of Vancouver Street and a Public Engagement analyst for the Government of BC I was deeply disappointed by your inauthentic engagement. This is the type of survey that makes people believe that governments do what they want without actually listening to citizens. I expected better.
http://vicmap.maps.arcgis.com/apps/MapJournal/index.html?appid=5f6c2eb855354f469234862c77168f36
Sincerely,
Personal info

Vancouver Street

Hi

Thank you for the feedback about our Vancouver Street survey. To clarify, this is the first phase of engagement for the project. There will be a number of opportunities to provide feedback on emerging designs in the new year.

The survey may seem like there is less to provide feedback on because we are taking a measured approach to ensure people have ample opportunities to learn about the objectives, share their general concerns and identify design treatments that they would be open to exploring.

The next phase involves taking all this input combining it with technical data and specifications and developing a design. In January we will continue with walking tours, open house events and surveys etc. that are based on an actual design. The City uses this iterative design process to ensure that we get a chance to learn about high-level ideas before we develop a design.

We have three in-person Open House sessions this week (information pasted below) and encourage you to attend and chat with us about the process if you're able to. Otherwise, as mentioned there will be more activities to discuss the Vancouver Street corridor in 2019.

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

Kind regards,
XXX

Hi,
Thanks for this.
Can I ask why the pop-up info stations were not advertised via this email list? How were they advertised? I'm asking because I live in a multi-dwelling unit on Vancouver street, and this is the first I'm hearing of them. After the fact, which is not super helpful.
Best,
Personal info

Hi

The pop-up engagements were not advertised as our goal was to simply show up in the locations along the Vancouver Street corridor to talk to people using the street. We have advertised the info sessions we are holding this week in the Victoria News, Times Colonist, Facebook, Twitter, website and our email distribution list of over 600 people.

The dates are listed below:

November 27, 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 4pm - 7pm at Victoria City Hall, #1 Centennial Square.

City staff also walked Vancouver Street door-to-door and dropped off informational postcards to businesses and residential buildings/houses. In the case of large residential buildings we did our best to speak with the property manger and leave postcards in the lobby.

This is the first phase of engagement - in the new year the City will continue with walking tours, pop up stations and open houses on an actual design.

We have an online survey that is open until December 14, 2018 and welcome your input and ideas through this venue as well.

Rob Gordon

From: Engagement
Sent: November 26, 2018 1:41 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

Thanks for your email about the Vancouver Street active transportation improvements.

While the City is always looking for ways to improve the pedestrian and cycling experience, Quadra was not deemed selected as an "All Ages and Abilities" bicycle route for two primary reasons:

1) Road capacity: Quadra is designated as a frequent transit corridor and an arterial street. This means that one of the primary objectives is to move high volumes of vehicles and buses. Reducing road capacity (to accommodate protected bike lanes) would result in unfavorable transit and vehicle delays. This would lead to through-traffic using local roads and negative impacts on transit frequency.

2) Road width: Some segments of Quadra Street are have lane widths at minimum dimensions, so any further modifications would require reductions in pedestrian space (sidewalks) as well as the removal of on-street parking and commercial loading zones. Currently, parking is restricted during daytime hours, but is allowed during the non-peak times. Similarly, the loading zones support commercial and passenger loading in a number of locations on the corridor.

Thank you for your suggestion for signage stating that cyclists can use the full lane. This is the case on any street in Victoria and throughout the province (under the Motor Vehicle Ac, cyclists can take the travel lane when necessary). The City does not typically sign every street, rather is strategic in pinch points. We will pass along your suggestion to our traffic operations team for their review.

The goal with AAA facilities is to create a safer space for those on bicycles and attract riders who do not currently feel comfortable in a busy traffic environment. Improvements on Vancouver Street can help to maintain vehicle service levels while offering improvements for those on foot and bike. The City strives to find the right balance for all road users.

From: Personal info
Sent: Wednesday, November 21, 2018 1:25 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

I'm just wondering why not focus on Quadra Street? Quadra is the main Street that really needs to be improved. Maybe just with painted cycling lanes a d signage for 'cyclist may to the full lane'.

Thanks
Personal info

On Wed, Nov 21, 2018, 9:34 AM Engagement <engage@victoria.ca wrote:

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

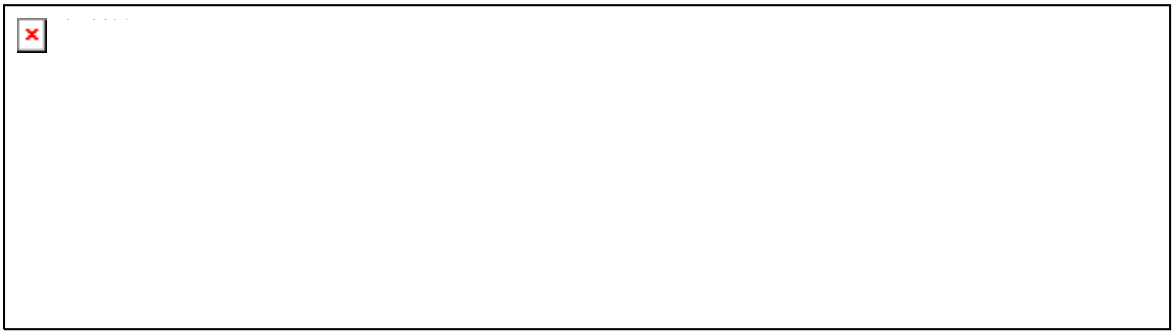
The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

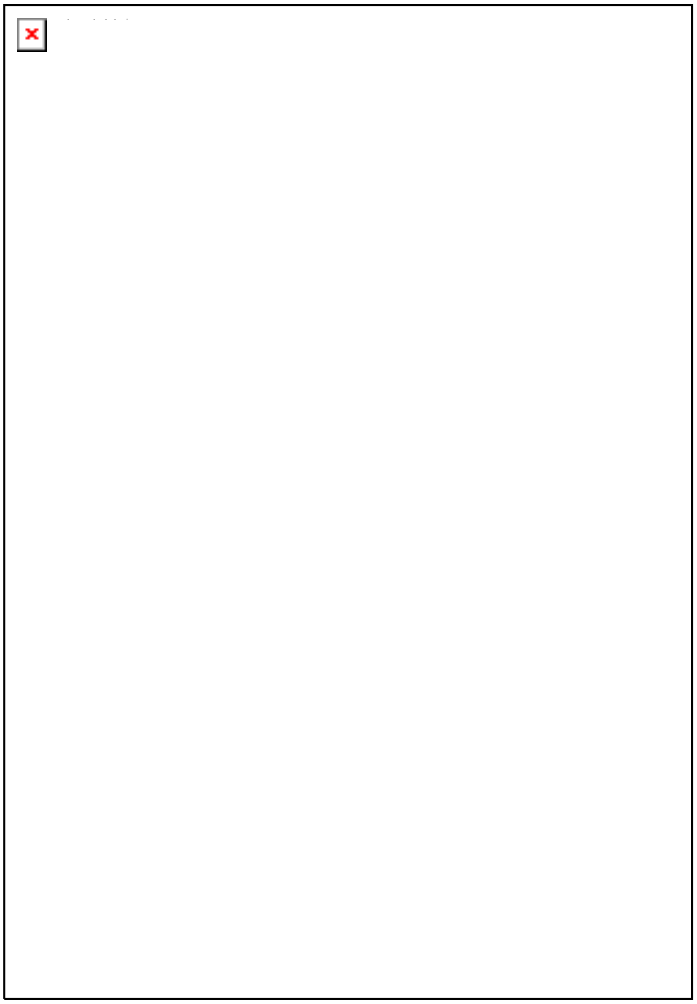
- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**





Rob Gordon

From: Engagement
Sent: November 26, 2018 1:39 PM
To: Personal info
Subject: RE: Vancouver Street Project

Hi Personal info

Thanks for your note. You have not missed out and we apologize if you are angry.

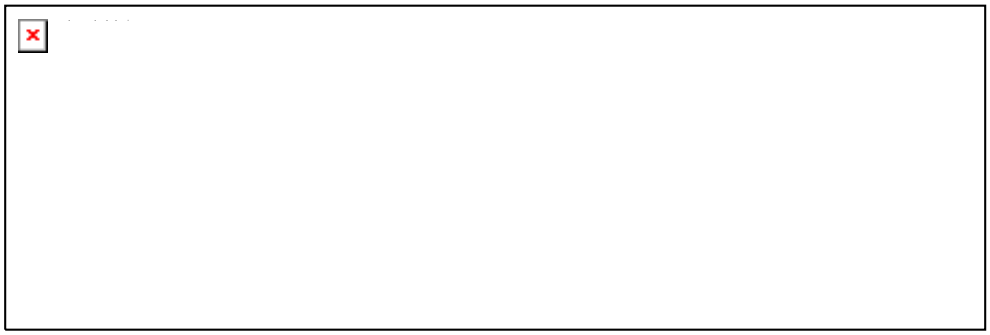
The City is just at the beginning of the engagement process and activities will continue into January 2019. The first phase has three events this week (November 27, 28 and 29 - details below) as well as an on-line survey (open until December 14, 2018).

We are also meeting one-on-one with strata organizations, businesses, school groups and other organizations. So you haven't missed taking part and we welcome your input. In the new year, we will offer additional ways for people to get involved such as corridor walking tours and sessions to review design concepts.

I have pasted the upcoming open house information below.

November 27, 2018 - 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 2018 - 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 2018 - 4pm - 7pm at Victoria City Hall, #1 Centennial Square

We apologize for any confusion and hope to see you at one of these events and welcome additional comments and ideas through the digital survey.



From: Personal info
Sent: Wednesday, November 21, 2018 3:00 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Vancouver Street Project

I am extremely disappointed to have received this email today, after asking to be part of the engagement team a month ago - hence I have now missed the online survey and info sessions mentioned in the below email.

Extremely angry that this is the case.

Personal info

Sent from my iPhone

On Nov 21, 2018, at 9:34 AM, Engagement <engage@victoria.ca> wrote:

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active

transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**

Rob Gordon

From: Sarah Webb
Sent: November 26, 2018 1:17 PM
To: Ryan Shotton
Cc: Alannah Rodgers; Timothy Hewett
Subject: ANSWERS - Emails 1 batch

I am extremely disappointed to have received this email today, after asking to be part of the engagement team a month ago - hence I have now missed the online survey and info sessions mentioned in the below email.
Extremely angry that this is the case.

Personal info

Hi

Thanks for your note. You have not missed out and we apologize if you are angry.

The City is just at the beginning of the engagement process and activities will continue into January 2019. The first phase has three events this week (November 27, 28 and 29 - details below) as well as an on-line survey (open until December 14, 2018).

We are also meeting one-on-one with strata organizations, businesses, school groups and other organizations. So you haven't missed taking part and we welcome your input. In the new year, we will offer additional ways for people to get involved such as corridor walking tours and sessions to review design concepts.

I have pasted the upcoming open house information below.

November 27, 2018 - 4pm - 7pm at Fernwood Cafe, 1105 Caledonia
November 28, 2018 - 4pm - 7pm at Cook Street Activity Centre, 380 Cook
November 29, 2018 - 4pm - 7pm at Victoria City Hall, #1 Centennial Square

We apologize for any confusion and hope to see you at one of these events and welcome additional comments and ideas through the digital survey.

I'm just wondering why not focus on Quadra Street? Quadra is the main Street that really needs to be improved. Maybe just with painted cycling lanes a d signage for 'cyclist may to the full lane'.
Thanks

Personal info

Hi

Thanks for your email about the Vancouver Street active transportation improvements.

While the City is always looking for ways to improve the pedestrian and cycling experience, Quadra was not deemed selected as an "All Ages and Abilities" bicycle route for two primary reasons:

1) Road capacity: Quadra is designated as a frequent transit corridor and an arterial street. This means that one of the primary objectives is to move high volumes of vehicles and buses. Reducing road capacity (to accommodate protected bike lanes) would result in unfavorable transit and vehicle delays. This would lead to through-traffic using local roads and negative impacts on transit frequency.

2) Road width: Some segments of Quadra Street are have lane widths at minimum dimensions, so any further modifications would require reductions in pedestrian space (sidewalks) as well as the removal of on-street parking and commercial loading zones. Currently, parking is restricted during daytime hours, but is allowed during the non-peak times. Similarly, the loading zones support commercial and passenger loading in a number of locations on the corridor.

Thank you for your suggestion for signage stating that cyclists can use the full lane. This is the case on any street in Victoria and throughout the province (under the Motor Vehicle Ac, cyclists can take the travel lane when necessary). The City does not typically sign every street, rather is strategic in pinch points. We will pass along your suggestion to our traffic operations team for their review.

The goal with AAA facilities is to create a safer space for those on bicycles and attract riders who do not currently feel comfortable in a busy traffic environment. Improvements on Vancouver Street can help to maintain vehicle service levels while offering improvements for those on foot and bike. The City strives to find the right balance for all road users.

Rob Gordon

From: Engagement
Sent: November 23, 2018 9:31 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Project

From: Personal info
Sent: Thursday, November 22, 2018 5:21 PM
To: Engagement
Subject: Fwd: Vancouver Street Project

Please consider for Segment 3 using Cook Street for a smoother geographic grade for cyclists from Park to Fort St instead of Vancouver St. AAA fir kids would have fewer hills to climb on Cook St. Riders could use the Fort St bike lane to switch over to Vancouver St bike lanes for Segments B and A through the business district.

Segments B and A are where the lane crunches are on Cook St.

Cook St vehicle traffic is highway like in speed and would benefit from slowing also.

Thanks for continuing with AAA protected lanes in Victoria.

Thank you.

Personal info

---------- Forwarded message ---------
From: **Engagement** <engage@victoria.ca>
Date: Wed, Nov 21, 2018 at 11:04 PM
Subject: Vancouver Street Project
To:

Dear Community Stakeholder,

You are receiving this email as you previously identified an interest to be involved with planning and design of major pedestrian and cycling infrastructure projects in the City of Victoria.

In May 2018 the City opened the Fort Street protected bike lanes. Earlier this month, the City completed the all ages and abilities (AAA) multi-use path in Beacon Hill Park. Construction of the Wharf Street and Humboldt

Street AAA routes is anticipated to start in the new year after the underground infrastructure upgrades are completed. You can learn more about these projects at www.victoria.ca/cycling

We wanted to provide an update on our latest engagement opportunities related to the proposed 2019 Vancouver Street project.

The City held a number of pop-up information stations last week on Vancouver Street with a goal to connect with different road users and promote the on-line survey and upcoming Open House events. Staff met with over 300 people in three days and generated significant interest in the project. The City has delivered post-cards on the corridor and will be placing advertisements in newspapers and on-line to encourage stakeholders and road users to get involved in the design phases. The feedback collected from residents, businesses, stakeholders and road users during this phase will inform designs that will be shared back with the community in the new year.

We hope to see you at one of our community engagement events next week or stay tuned to hear about more consultation opportunities in early 2019!

PS - Should you no longer wish to remain on this distribution list, please respond with "REMOVE FROM LIST" in subject line.

Vancouver Street -Traffic Calming & Active Transportation Project

Vancouver Street is an important north-south connection for pedestrians and cyclists and has been prioritized for 2019 capital improvements. These “complete street” investments represent an important strategy to improve road safety, affordability, demonstrate climate leadership, and support economic development efforts.

Once complete, this corridor will connect the Humboldt, Fort and Pandora All Ages and Abilities (AAA) cycling routes and provide access to a number of parks, schools, residents and employment destinations. The project is designed to support active transportation while maintaining access for motor vehicle traffic, including transit, emergency and commercial vehicles.

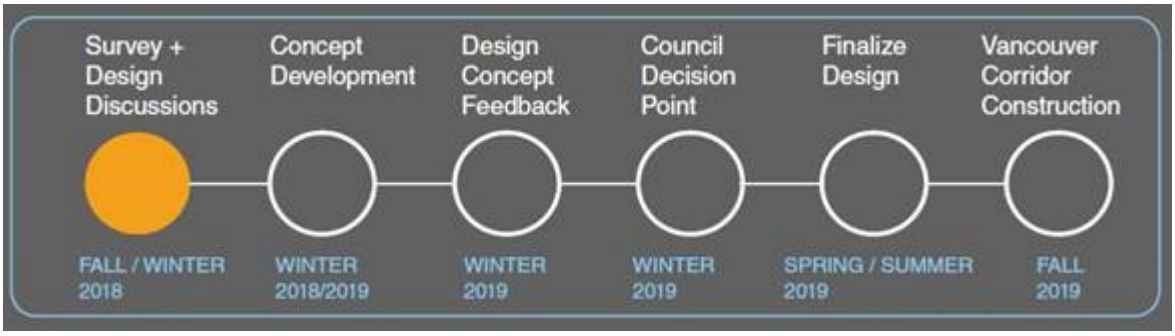
The 2019 Vancouver Street project (Bay Street to Park Boulevard) is likely to include:

- Traffic calming and road paving
- Pedestrian crossing upgrades
- Landscape enhancements
- Intersection modifications
- Modifications to on-street parking and loading
- Protected bike lanes in the downtown core

STATUS: Outreach to businesses and residents on Vancouver Street is currently underway. The City is interested in hearing from as many people as possible, particularly those who live, work, learn, and travel on Vancouver Street. Throughout the month of November and December there will be opportunities for the public to learn more about the objectives for the project and provide feedback on different infrastructure design treatments and considerations. In January 2019 the consultation program will continue with sharing what has been heard to date and to gather input on a preferred design concept, prior to providing a report back to Council.

To fill out the Vancouver Street survey visit www.victoria.ca/cycling before December 14, 2018 or attend one of the upcoming Open House events:

- **November 27, 2018: 4pm – 7pm at Fernwood Café, 1105 Caledonia Street**
- **November 28, 2018: 4pm – 7pm at Cook Street Activity Centre, 380 Cook Street**
- **November 29, 2018: 4pm – 7pm at City Hall, #1 Centennial Square**



Vancouver Street
(2018 / 2019)
Bay Street
Pandora Ave (2017)
Fort Street (2018)
Wharf & Humboldt
(2018 / 2019)
Park Blvd

Rob Gordon

From: Engagement
Sent: November 23, 2018 9:30 AM
To: Ryan Shotton
Subject: FW: Vancouver Street Bike Lanes

From: Personal info
Sent: Thursday, November 22, 2018 10:58 PM
To: Engagement
Subject: Vancouver Street Bike Lanes

Hello,

Thank-you for investing in the participatory planning activities for the bike lanes. Unfortunately, I will be out of town and unable to attend the meeting on November 29th. I have completed the survey. Two things that I would like to emphasize are provided below.

-Keep the trees and protect the boulevard. Cyclists need fresh air. If trees are cut down for this project that will be heartbreaking and a huge loss to the community. Every weekday I walk from Vancouver St. and Johnson St., to View St. and Douglas St. to go to work. I ***choose*** to walk along Vancouver because of the beautiful tree canopy. It is a calming presence in what is becoming a very concrete city.

-Invest in additional landscaping between Fort and Bay but understand that just putting down grass sod won't work. I think there needs to be trees that provide some shade. This year new sod was added on the Vancouver boulevard between Fort and Johnson. Part way through the summer the grass was completely dead. So landscaping would be great but it needs to be something that is draught resistant. Or maybe the department that is responsible for the grass has better information about why the grass doesn't survive along that stretch.

Please keep me in the loop about this initiative. I feel really passionately about the trees on Vancouver street and appreciated the opportunity to provide input.

Thank-you,

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 2:51 PM
To: Ryan Shotton
Subject: FW: two way protected bike lanes

A response to your response. Let me know if you'll be sending another email, otherwise I'll just file this one.

Thanks,
Roz

From: Personal info
Sent: N 18 2:19 PM
To: Engagement
Subject: Re: two way protected bike lanes

Thank you for your detailed response.

I'm glad you are considering one-way lanes on certain streets.

The situation along Dallas Rd is different from the other streets because it is used by serious riders going fast, often in large groups. Depending on strength of the riders, wind, or direction of travel (it is either a false flat or slight downhill) they may or may not be going as fast as cars. Slower cyclists on the roadway will be resented by drivers who opposed the bike lane in the first place. However if those fast riders go on a busy bike lane they will antagonize slower cyclists and likely cause accidents.

Groups of riders on the GG or Lochside generally use those trails to access other roads and are not "hammering it". They certainly hammer along Dallas. I'm not sure you've thought enough about that.

As for Vancouver St... I wish something would be done about Douglas, the main street of the city and the one I use most often.

From: "engage" <engage@victoria.ca>
To: Personal info
Sent: Thursday, November 22, 2018 11:46:34 AM
Subject: RE: two way protected bike lanes

Hi Personal info

Thanks for taking the time to share your perspectives of the new bike lanes. While two-way lanes are new to Victoria, we've seen encouraging uptake in ridership on both Pandora and Fort street.

The two-way designs are utilized primarily to reduce the overall road impact (notably on-street parking loss) and project costs. These routes can be converted in the future to one-way facilities if volumes warrants it.

As a part of the design process, the City considers the implications of different configurations. Having bike lanes on either side of Wharf street, for example, would eliminate close to 90% of on-street parking and loading zones. When we went out to the community, this was a clear priority for the design. As such, we pursued the two-way option.

On Vancouver Street, the City is considering one-way protected bike lanes on either side of the road between Balmoral and Fort Street. If you haven't had a chance to check out our website, you can learn more and provide us with insights before December 14, 2018 at www.victoria.ca/cycling

As for the Dallas Road lanes, they were designed to as a two-way facility to align with the sewage treatment force main route. The lanes are not designed for large cycling groups to use and will be standard 3m in width. In our experience, the "strong and fearless" riders tend to travel at the relative same speed as vehicles and in fact, prefer to be on the roadway. This is a particularly exciting facility as it aligns with the Trans Canada Trail and can be used by both locals and visitors alike.

We appreciate your interest in cycling in Victoria. If you would like, we can add you to our general distribution list so that you can be alerted for opportunities to get involved with 2019 projects such as Harbour Road and the Graham/5th corridor.

Kind regards

From: Personal info
Sent: Monday, October 22, 2018 2:02 PM
To: Engagement <engage@victoria.ca>
Subject: two way protected bike lanes

Hello

I am grateful that we have a few kilometres of protected bike lanes in Victoria and I make use of Pandora St several times each week. I certainly hope we complete the network and add many more kilometres beyond that.

After several months of usage I can say for certain they are preferable to unprotected cycling. However, I admit I would prefer that the lanes be one-way.

One-way following the flow of car travel is more intuitive for the rider and would be more predictable for walkers and drivers.

When I ride Pandora I am sometimes scared by the speed at which oncoming cyclists are travelling. I'm not always sure they see me. When I try to turn left from Pandora onto Douglas I often have to wait for pedestrians to cross. That means I come to a near halt. At the same time cyclists are often riding to the west at high speed through the intersection. I worry about a serious bike to bike collision there. I know that the GG and Lochside are two-way, but they don't also have cars turning or pedestrians crossing. Besides, I would wish they could be one-way if that were possible.

The proposed lane on Dallas Rd worries me if it is two way. Large groups of club riders often go that way travelling at 40km/hr or more. Will they use a two-way lane, and would could be the result? Or, will they eschew the lane because it is clogged with slower riders and go on the roads, only to antagonize drivers who don't want the lanes in the first place?

If all the design work for the network is based upon two-way lanes, then carry on with that plan rather than delaying the project. However, if more protected lanes are added in the future, please consider one-way lanes.

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 2:47 PM
To: Ryan Shotton
Subject: FW: Vancouver Street nonsense survey

From: Personal info
Sent: November 22, 2018 1:42 PM
To: Engagement
Subject: Re: Vancouver Street nonsense survey

I'm certainly hoping to make it to the City Hall session next week on the 29th.

Your engineers and planners spend far too much time worshipping at the altar of convenience of movement for drivers and far, far too little time considering safety of movement for cyclists and pedestrians. The entire Cook vs Vancouver section of that paper you very kindly linked me to basically boils down to "making it safe for everyone would make it too inconvenient for cars" and that is a gigantic load of untreated fecal matter that should be dumped into the ocean.

My main objection to the carefully structured Vancouver Street survey (which I have filled out) is that if we are in favour of protected lanes the whole length (of the wrong road!) the survey is still heavily weighted in favour of "how would you like these bits traffic-calmed" rather than "what would you like to see in these bits".

If a cyclist or pedestrian is injured or killed along Cook in the next few years, the politicians AND staff who chickened out of doing the right thing along Cook are going to have that follow them around for the rest of their lives and their careers. I hope nothing happens but if it does, demands for proper accountability will need to be made.

Yours,
Personal info

On Thu, Nov 22, 2018 at 11:58 AM Engagement <engage@victoria.ca> wrote:

> Hi Personal info
>
> Thanks for your email. The Vancouver Street AAA corridor was prioritized by Council in May 2018. While Cook Street remains on the City's long term network, there were a number of important considerations that led to the recommendation to prioritize Vancouver Street - here is the link to the staff report: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=15385
>
> If your preference is protected bike lanes over a shared use space on Vancouver, we hope you took the chance to provide this feedback through the survey. We also welcome you at one of the upcoming open houses or you can stay connected to the project and view proposed designs in the new year. Protected bike lanes for the full extent of the corridor is possible but not without compromises to on-street parking or green space. The City appreciates your feedback.

From: Personal info
Sent: November 14, 2018 7:49 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street nonsense survey

I'm going to be very, very blunt.

Vancouver Street is a fantastically stupid, stupid place to put bike infrastructure, especially BS "traffic calmed shared space" crap.

Protected bike infrastructure on Cook Street is what is needed.

Not crap on Vancouver.

Please stop wasting staff and Council's time on faffing about with Vancouver, and get back to protected bike infra on Cook where it:

1. reaches destinations people actually want to get to

2. has the space to be proper protected bike infrastructure, not "shared space" horse manure.

We know protected bike infra works. It works on Pandora. It works on Fort. It will work on Wharf. It works in other cities. Stop wasting everyone's time and putting people's lives at risk with crap like that oh-so-carefully constructed Vancouver Street "Traffic Calming and Active Transportation Improvements" survey.

Yours very sincerely,

Personal info

(a Saanich resident, regrettably, but a regular bike commuter into, out of, and around the whole region)

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:58 AM
To: Personal info
Subject: RE: Vancouver Street nonsense survey

Hi Personal info

Thanks for your email. The Vancouver Street AAA corridor was prioritized by Council in May 2018. While Cook Street remains on the City's long term network, there were a number of important considerations that led to the recommendation to prioritize Vancouver Street - here is the link to the staff report: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=15385

If your preference is protected bike lanes over a shared use space on Vancouver, we hope you took the chance to provide this feedback through the survey. We also welcome you at one of the upcoming open houses or you can stay connected to the project and view proposed designs in the new year. Protected bike lanes for the full extent of the corridor is possible but not without compromises to on-street parking or green space. The City appreciates your feedback.

From: Personal info
Sent: November 14, 2018 7:49 PM
To: Engagement <engage@victoria.ca>
Subject: Vancouver Street nonsense survey

I'm going to be very, very blunt.

Vancouver Street is a fantastically stupid, stupid place to put bike infrastructure, especially BS "traffic calmed shared space" crap.

Protected bike infrastructure on Cook Street is what is needed.

Not crap on Vancouver.

Please stop wasting staff and Council's time on faffing about with Vancouver, and get back to protected bike infra on Cook where it:
1. reaches destinations people actually want to get to
2. has the space to be proper protected bike infrastructure, not "shared space" horse manure.

We know protected bike infra works. It works on Pandora. It works on Fort. It will work on Wharf. It works in other cities. Stop wasting everyone's time and putting people's lives at risk with crap like that oh-so-carefully constructed Vancouver Street "Traffic Calming and Active Transportation Improvements" survey.

Yours very sincerely,
Personal
i f
(a Saanich resident, regrettably, but a regular bike commuter into, out of, and around the whole region)

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:56 AM
To: Personal info
Subject: RE: Bike Lane: Fort & Blanchard

Hi Personal info

Thank you for getting in touch with the City of Victoria. We appreciate your own commitment to safe commuting - regardless if you are on bike or in the car.

To answer your question, the City completed a six month road user education campaign after the Fort Stret project opened and have installed all required regulatory signs. We continue to work with the Victoria Police Department on enforcement "blitz" events throughout the year and will identify Blanshard and Fort as a hot spot for their consideration.

Kind regards

From: Personal info
Sent: Thursday, November 8, 2018 8:41 AM
To: Engagement <engage@victoria.ca>
Cc: Personal info
Subject: Bike Lane: Fort & Blanchard

Hi,

I have seen many car drivers ignore the left-hand-turn red during the green bike signal.

I'm really concerned, especially now that it is darker due to the time change, that a driver will turn left on a red and hit a cyclist going through the intersection on a green.

I bike home most days and am really alarmed by the number of times I observe cars running a red light and turn left while cyclists have a green. It is especially bad at Fort and Blanchard. I see someone turn left on the red almost every time I pass through the intersection.

Can you help educate drivers using this intersection with improved signage or a city/police presence to give warnings or tickets? I honestly feel like it's been getting worse over time.

Thank you!

Personal info

Attention: This message is intended only for the use of the individual(s) to which it is addressed and may contain confidential information. If you have received this message in error, please contact the sender immediately and delete the material from your computer. Thank you.

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:55 AM
To: Personal info
Subject: RE: An important Issue to consider - Pedestrian/Cyclist winter safety.

Hi Personal info

Thank you for your email regarding visibility and the importance of staying safe on Victoria streets.

The City of Victoria works with partners like the CRD Traffic Safety Commission, Preventable BC, ICBC to run educational and encouragement campaigns focused on visibility at different times of the year. In October 2018, the City ran a "spot light" campaign with all of our elementary schools in the municipality and gave away more than 1,500 lights to encourage safe active transportation.

The City appreciates your passion for safety and agrees that all road users need to use caution, particularly during the wet and dark winter months. We look forward to working with community partners to expand the reach of these programs and get media attention on the importance of visibility for vulnerable road users.

Thank you for taking the time to reach out to the City of Victoria.

-----Original Message-----
From: Personal info
Sent: Saturday, November 3, 2018 9:24 AM
To: Engagement <engage@victoria.ca>
Subject: An important Issue to consider - Pedestrian/Cyclist winter safety.

good morning,

My name is Personal info and I live and work in Victoria. I have been a Registered Personal info for 33 years... and continue in this profession.

When I first moved here 2 years ago I was ASTONISHED at how many people... pedestrians and bicyclists, wear dark clothing.... sometimes black from head to toe including umbrellas and briefcases. I moved here in September so the light was changing, the rains had started and the visibility of these people from inside a car was nearly impossible!! I have even almost walked into a pedestrian who I was walking towards because they were in such a shadow.

This frightens the hell out of me. In my practice I have had a number of clients who have been hit by a car and thousands of pounds of metal meeting a human body is never good. The person is NEVER the same again.

I am a biker. I am a conscious driver. A pedestrian or a bicyclist may think that it is still light enough to be seen. But the street lights in Victoria are dim. The rain makes everything even more black. Most cars have a dark interior, have windshields that slant and are not glassy clear, and have blind spots created by car struts, etc. From the inside of a car, everything looks darker than what is actually on the outside.

Add to that the reflection of rain on the roads and puddles and the oncoming car lights diminishing one's ability to see.... add to that the difficulty of actually seeing the lines on the road clearly at night.... and this is a recipe for disaster.

I am TERRIFIED that either I will be hit or that I will hit a pedestrian or bicyclist. Unlike the rest of Canada, which has white snow (so dark clothing is actually of benefit), dressing in dark clothes in Vancouver or Victoria is like wearing a target!!!.... saying “hit me!!”

As I drive around at night, I am always surprised that even WITH reflective gear, a pedestrian or cyclist is still just barely visible... but at least it is something. I have heard that in Sweden it is a LAW that ALL outerwear clothing is required to have reflective fabric or piping sewn in. This would be an amazing thing... but maybe later. For now... WELL LIT and NOTICEABLE armband or whatever should be on everyone. (and not some wee little light). People do this for their dog’s, for heaven’s sake!!!.... so the dog’s don’t get hit!!!!

I am currently wearing a reflective armband WITH a light inside that either stays on or blinks... purchased at MEC. If I won a million dollars I would buy the company that makes these things and give them away for FREE to all and sundry. That hasn’t happened yet.

So I am appealing to you to begin a Safety Education Program of some kind. Take pictures of people walking at night and create posters or workshops or talks to emphasize how important this is.

This is a very serious issue. Please, please find some way to create a committee, designate staff,.... do something to address this. No pedestrian or cyclist wants to be hit by a car... and no driver wants to hit someone. I just heard this morning that a skateboarder in Victoria has been hit by a car and is currently in the hospital with head injuries and bleeding on the brain.

If you could respond to my email and let me know...
I am willing to step up and help in some way.

Thank-you,
Sincerely,
Personal info

Sent from my iPad

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:53 AM
To: Personal info
Cc: Ismo Husu; Richard Adam
Subject: RE: Humboldt / Pakington Street corridor improvements

Hi Personal info

Thanks for your email regarding the Humboldt Street Active Transportation project. We're glad to hear that the loading zone is a welcome addition to the street. We will pass along your comments and request for a larger loading zone and designation of a "small car only" stall near the driveway to our Traffic Operations and Parking Management staff. We appreciate you getting in touch.

From: Personal info
Sent: Sunday, November 4, 2018 12:47 PM
To: Engagement <engage@victoria.ca>
Subject: Humboldt / Pakington Street corridor improvements

I live in the Personal info Humboldt Street and I support this project and look forward to its completion next summer.
I do have a couple of concerns regarding the driveway that services the Belvedere and Astoria Buildings.

First, the addition of a loading zone on the East side of this driveway has been a great addition, thank you. I see it being used by parents of the daycare, small delivery vehicles, taxis and even the police. Unfortunately, the space is too small for larger vehicles such as Canada Post, Thrifty Foods or BC ambulance. This results in these larger vehicles occasionally double parking on Humboldt Street or in the driveway, both of which cause traffic congestion. If this loading zone could be made larger it (similar to what the Aria and Astoria have in front of their buildings) could help alleviate some of this unwanted congestion and make it safer for all modes of transportation.

Second, the parking space directly on the West side of the driveway frequently has longer vehicles parked there that actually extend into the driveway. When this occurs it is very difficult for vehicles exiting the drive way to see approaching traffic. If this parking space were made smaller (for "small vehicles only", like the Aria has at its driveway) it would make for a better sight line and safer entrance onto Humboldt Street.

Thank you for your consideration,
Personal info

Humboldt Street

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:52 AM
To: Personal info
Subject: RE: Figures on parking spaces

Hi Personal info

Thanks for your note. Retention of on-street parking and loading zones are critical goals for any downtown infrastructure project, including protected bike lanes. It is true that 95% of on-street parking was retained for the Fort Street project - 11 parking stalls were removed. On Pandora Avenue, 60% of parking was retained - with 40 stalls being removed. Every situation is different. The Vancouver Street AAA bike route, for example, will likely remove parking stalls in some segments but add parking stalls in other segments. (You can also learn more about the Vancouver Street project on our website at www.victoria.ca/cycling - we have a number of upcoming open houses and a survey open until December 14, 2018)

You are correct that the most significant impact to downtown parking supply has been the re-development of surface parking lots on private land. In many of these locations, new underground parking is added and some with additional supply for public parking, but it can be years before this supply comes back on line. The City does not keep detailed track of these changes on private land, but some estimates from the community suggest ~1,500 surface parking lot stalls have been lost due to re-development between 2010 and 2017.

The City does not take any parking loss lightly. We continue to implement policies that support turn-over of parking and seek out creative ways to add to parking supply stock (for example, new angled parking on Yates means we were able to add stalls).

We recognize that many people have to and want to drive downtown. Our on-street and structure parking supplies are being managed to encourage best use while accommodating needs of residents, visitors, emergency vehicles and commercial vehicles.

Thank you for taking the time to write in.

From: Personal info
Sent: Friday, November 2, 2018 10:10 AM
To: Engagement <engage@victoria.ca>
Subject: Figures on parking spaces

Good morning,

I am supportive of the new protected bike lanes and I am concerned about the misinformation that swirls around them. I understand that 5% of the parking spaces have been removed: could you tell me the total number? It seems to me that a far bigger impact on parking downtown has been the conversion of private paid lots to new buildings, but I can't tell people that without the figures on bike lane related removal. I have estimate the number of spaces lost due to private lot removal to be over 500 based on aerial photos, but if you have a figure on that you can provide me I would appreciate that as well.

Best regards,

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:51 AM
To: Personal info
Subject: RE: Future bike lane projects

Hi Personal info

Thanks for your email. In May 2018 City Council made a decision to prioritize the Vancouver Street All Ages and Abilities project. Cook Street remains on the long-term network and will be considered for appropriate intersection upgrades / crossing treatments to support those traveling west from Fairfield / Gonzales neighborhoods to get to Vancouver Street.

If you are interested in participating, we would love to speak more about ideas for this project at one of our upcoming project open houses (Nov. 27/28/29) or you can fill out the design survey (until December 14, 2018) at www.victoria.ca/cycling

---

From: Personal info
Sent: Tuesday, October 30, 2018 3:58 PM
To: Engagement <engage@victoria.ca>
Subject: Future bike lane projects

Hi all,
First of all thank you for the great work you have done in the last few years.
I live in Fairfield/Gonzales area and have a business downtown Victoria.
I commute by bike and foot all year around and using the car only when necessary (mostly to travel out of town)
Just want to say a couple of words about future bike lane projects and in particular about bike lane on Cook St./Vancouver:
- First of all I think that the Cook Street option is still the best because;
- It is wide enough to accomodate bike lanes
- Practically there is no parking spots between Fairfield and Pandora street so no parking spots will be lost (contrary to Vancouver St.)
- Rarely there is traffic between Fairfield and Pandora street except when there are working/construction projects otherwise never a lineup of cars
- If the city decides to proceed building a bike lane on Vancouver Street instead, then I think it is important that the traffic pattern on Cook Street will
be changed. In particular it will be necessary to put traffic lights every two blocks (or each block controllable by bike/pedestrian)
between Fairfield and Pandora street on Cook such that people on a bike can cross Cook Street and join the bike lane on Vancouver.
If the traffic pattern is left has it is, it is practically impossible to cross
Cook street except at Fairfield and Rockland intersections. Most of residents West of Cook street will be likely not use the Vancouver bike lane
since biking on Fairfield has a lot of traffic and Rockland is up/down hill , instead they will use Cook street as I currently do (if they dare to do :)

My two
Cheers, Personal info

==========

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:50 AM
To: Personal info
Subject: RE: Bike lanes on Dallas road

Hi Personal info

To clarify, on-street parking is largely retained on Dallas Road with the CRD Sewage Treatment Force Main Project. While there will be some losses due to new public plaza, new pedestrian crosswalks and bike lanes, the design maintains on-street parking along Dallas Road. The parking supply between Ogden Point and Clover Point will able to support the demand from locals and visitors alike. We look forward to welcoming you to the City in your next car trip.

-----Original Message-----
From: Personal info
Sent: October 28, 2018 7:35 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Dallas road

So this effectively makes it impossible for people who live outside of Victoria to enjoy access to the waterfront by car. Very disappointing. Will there be any parking left along that route? We don't all live within bike access. As residents of North Saanich, we frequent this area, parking along this route to get out and walk along the waterfront. Very disappointing. Victoria will lose money, as tourists will go where they're able to park. No parking issues in nearby Esquimalt Lagoon

Personal info

Sent from my iPhone

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:49 AM
To: Personal info
Subject: RE: Dallas road bike lanes

Hi Personal info

Thank you for your email citing opposition to build bike lanes along Dallas Road as a part of the CRD Sewage Treatment Force Main Project.

There are a number of important amenities that are being built with this project including new crosswalks, new sidewalks, a pubic plaza and public washroom. The cycling facilities are designed to support riders of all ages and abilities and provide a safe space to ride, separated from vehicles and pedestrians. The lanes are largely being built directly on top of the conveyance pipe and retain the maximum amount of green space and on-street parking, while still accommodating large vehicle movements on the corridor (such as tour buses).

If you'd like to learn more about the consultation process associated with the project design, you can visit the CRD website at https://www.crd.bc.ca/project/wastewater-treatment-project.

From: Personal info
Sent: October 28, 2018 6:06 PM
To: Engagement <engage@victoria.ca>
Cc: Lisa Helps <lisa@lisahelpsvictoria.ca>
Subject: Dallas road bike lanes

As a resident of Dallas road I am demanding that the proposed bike lanes are NOT installed. There has been no community consultation and the community does not want it.

Personal info

Dallas Road

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:48 AM
To: Personal info
Subject: RE: Fort Street bike lane safety question

Hi Personal info

Thanks for your email about the bicycle turn boxes along Pandora Avenue and Fort Street. We appreciate your feedback on providing additional room to facilitate the two-point turns on protected bike lanes.

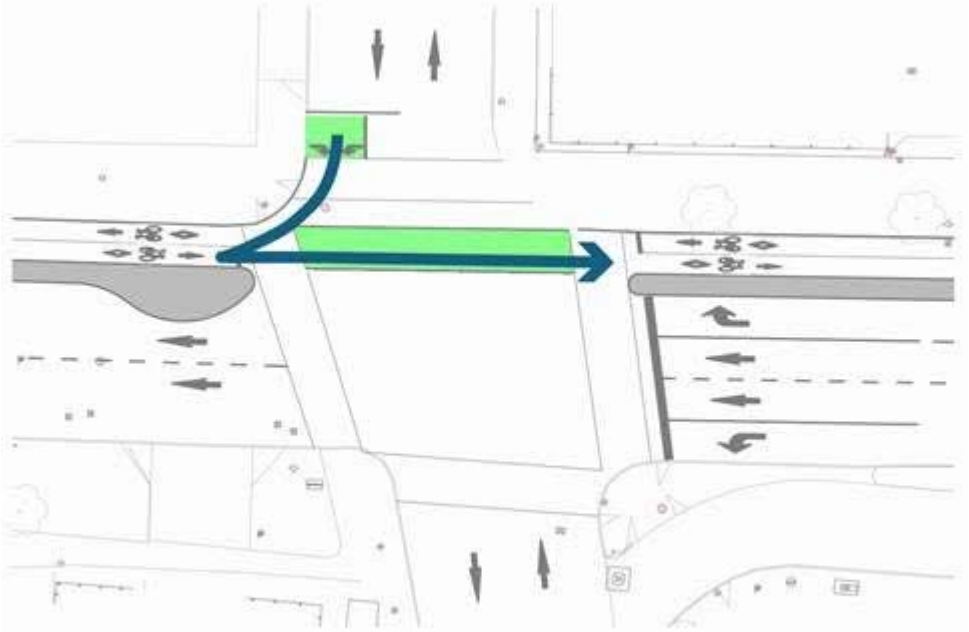
We regularly look back on "lessons learned" and have since modified the design specifications for some of the turning areas on the upcoming Wharf Street project to make it easier to get on and off the corridor.

The City designs these facilities using national and international engineering guidelines with support of Victoria Police and ICBC. At this point, the City is not planning on eliminating the two-point turn. If you are interested in cycling design, we would encourage you to take the survey to help us develop concepts for Vancouver Street. There are open house events next week - Tuesday through Thursday - and an on-line survey that is open until December 14, 2018. You can learn more at www.victoria.ca/cycling

From: Personal info
Sent: Wednesday, October 24, 2018 12:36 PM
To: Engagement <engage@victoria.ca>
Subject: Fort Street bike lane safety question

Hello,

On the Pandora bike lane there are usually bike boxes that allow for this kind of turn (I'll call it a a "two-point" turn) as described on the page https://www.victoria.ca/EN/main/residents/transportation/cycling/biketoria-pandora-ave.html



Entering from the north and traveling east

It isn't the easiest turn to make; but at least on the Pandora bike lanes it's possible thanks to the room provided by not having the concrete separator extend all the way up to the pedestrian crosswalk.

But on Fort street, if you're attempting this turn (say you're travelling South on Blanshard, and you want to head East up Fort), the cemented barrier is contiguous right up to the pedestrian crossing, so there's really no way to easily rotate your bike the 180 degrees required after turning right into the bike lane. The other day I attempted to do so and basically blocked both lanes while I nearly fell and had to physically got off my bike to rotated the head of the bike from facing West to facing East, and then get back on to pedal East up Fort.

Despite the nuisance, people waited for me politely while I was occupying all that space. I was thankful to not be burdened with a heavy bike, a recumbent configuration, or a bike trailer while I did this, since it would have made it an even more time consuming or difficult process.

This "two-point" turn recommendation is often cumbersome and potentially dangerous, since as a result of it you're necessarily blocking bike through-traffic at the intersection while you attempt the U-turn like maneuver.

Can you please investigate a more realistic solution to this problem by making the use of an immediate left turn for South travelling bikes, in order to go East up the bike lanes, the encouraged and legal solution?

I absolutely understand that to encourage this would mean encouraging turning across an oncoming lane (the single westward bike lane), which when it comes to *motor vehicles* would be illegal. But bikes are not cars, and this is an easy maneuver to do safely on a bike. It's already done plenty by people biking onto the Goose or the Lochside trails from cross streets.

Thank you,

Personal info

Rob Gordon

From: Engagement
Sent: November 22, 2018 11:47 AM
To: Personal info
Subject: RE: two way protected bike lanes

Hi Personal info

Thanks for taking the time to share your perspectives of the new bike lanes. While two-way lanes are new to Victoria, we've seen encouraging uptake in ridership on both Pandora and Fort street.

The two-way designs are utilized primarily to reduce the overall road impact (notably on-street parking loss) and project costs. These routes can be converted in the future to one-way facilities if volumes warrants it.

As a part of the design process, the City considers the implications of different configurations. Having bike lanes on either side of Wharf street, for example, would eliminate close to 90% of on-street parking and loading zones. When we went out to the community, this was a clear priority for the design. As such, we pursued the two-way option.

On Vancouver Street, the City is considering one-way protected bike lanes on either side of the road between Balmoral and Fort Street. If you haven't had a chance to check out our website, you can learn more and provide us with insights before December 14, 2018 at www.victoria.ca/cycling

As for the Dallas Road lanes, they were designed to as a two-way facility to align with the sewage treatment force main route. The lanes are not designed for large cycling groups to use and will be standard 3m in width. In our experience, the "strong and fearless" riders tend to travel at the relative same speed as vehicles and in fact, prefer to be on the roadway. This is a particularly exciting facility as it aligns with the Trans Canada Trail and can be used by both locals and visitors alike.

We appreciate your interest in cycling in Victoria. If you would like, we can add you to our general distribution list so that you can be alerted for opportunities to get involved with 2019 projects such as Harbour Road and the Graham/5th corridor.

Kind regards

From: Personal info
Sent: Monday, October 22, 2018 2:02 PM
To: Engagement <engage@victoria.ca>
Subject: two way protected bike lanes

Hello

I am grateful that we have a few kilometres of protected bike lanes in Victoria and I make use of Pandora St several times each week. I certainly hope we complete the network and add many more kilometres beyond that.

After several months of usage I can say for certain they are preferable to unprotected cycling. However, I admit I would prefer that the lanes be one-way.

One-way following the flow of car travel is more intuitive for the rider and would be more predictable for walkers and drivers.

When I ride Pandora I am sometimes scared by the speed at which oncoming cyclists are travelling. I'm not always sure they see me. When I try to turn left from Pandora onto Douglas I often have to wait for pedestrians to cross. That means I come to a near halt. At the same time cyclists are often riding to the west at high speed through the intersection. I worry about a serious bike to bike collision there. I know that the GG and Lochside are two-way, but they don't also have cars turning or pedestrians crossing. Besides, I would wish they could be one-way if that were possible.

The proposed lane on Dallas Rd worries me if it is two way. Large groups of club riders often go that way travelling at 40km/hr or more. Will they use a two-way lane, and would could be the result? Or, will they eschew the lane because it is clogged with slower riders and go on the roads, only to antagonize drivers who don't want the lanes in the first place?

If all the design work for the network is based upon two-way lanes, then carry on with that plan rather than delaying the project. However, if more protected lanes are added in the future, please consider one-way lanes.

Personal info

Rob Gordon

From: Sarah Webb
Sent: November 20, 2018 9:57 PM
To: Ryan Shotton
Subject: Re: draft email responses

EDITED BELOW
THANKS RYAN!!
Hello
I am grateful that we have a few kilometres of protected bike lanes in Victoria and I make use of Pandora St several times each week. I certainly hope we complete the network and add many more kilometres beyond that. After several months of usage I can say for certain they are preferable to unprotected cycling. However, I admit I would prefer that the lanes be one-way.
One-way following the flow of car travel is more intuitive for the rider and would be more predictable for walkers and drivers.
When I ride Pandora I am sometimes scared by the speed at which oncoming cyclists are travelling. I'm not always sure they see me. When I try to turn left from Pandora onto Douglas I often have to wait for pedestrians to cross. That means I come to a near halt. At the same time cyclists are often riding to the west at high speed through the intersection. I worry about a serious bike to bike collision there. I know that the GG and Lochside are two-way, but they don't also have cars turning or pedestrians crossing. Besides, I would wish they could be one-way if that were possible.
The proposed lane on Dallas Rd worries me if it is two way. Large groups of club riders often go that way travelling at 40km/hr or more. Will they use a two-way lane, and would could be the result? Or, will they eschew the lane because it is clogged with slower riders and go on the roads, only to antagonize drivers who don't want the lanes in the first place?
If all the design work for the network is based upon two-way lanes, then carry on with that plan rather than delaying the project. However, if more protected lanes are added in the future, please consider one-way lanes.

Personal info

Hi

Thanks for taking the time to share your perspectives of the new bike lanes. While two-way lanes are new to Victoria, we've seen encouraging uptake in ridership on both Pandora and Fort street.

The two-way designs are utilized primarily to reduce the overall road impact (notably on-street parking loss) and project costs. These routes can be converted in the future to one-way facilities if volumes warrants it.

As a part of the design process, the City considers the implications of different configurations. Having bike lanes on either side of Wharf street, for example, would eliminate close to 90% of on-street parking and loading zones. When we went out to the community, this was a clear priority for the design. As such, we pursued the two-way option.

On Vancouver Street, the City is considering one-way protected bike lanes on either side of the road between Balmoral and Fort Street. If you haven't had a chance to check out our website, you can learn more and provide us with insights before December 14, 2018 at www.victoria.ca/cycling

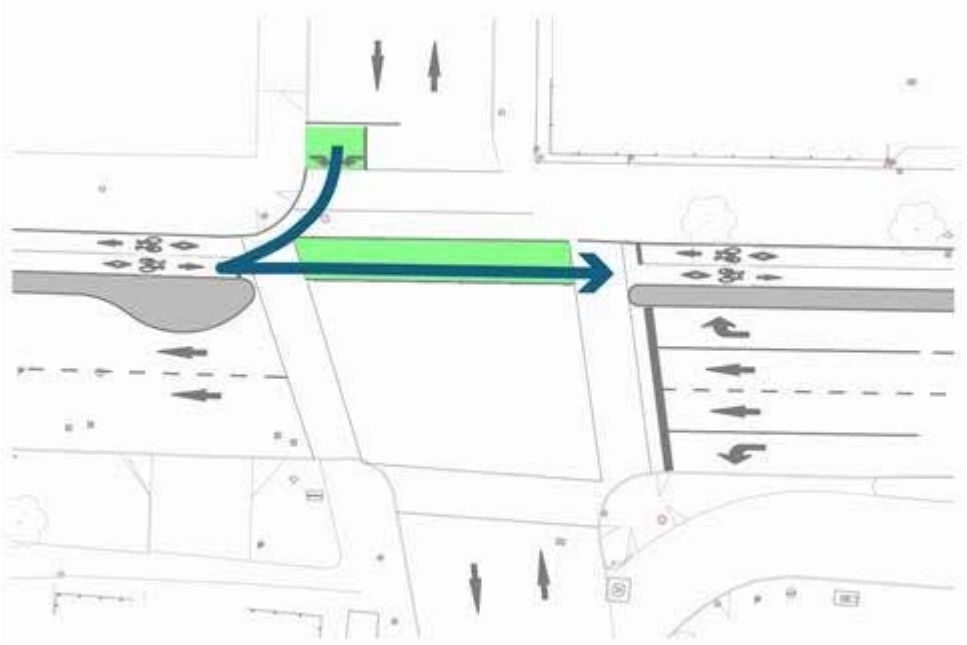
As for the Dallas Road lanes, they were designed to as a two-way facility to align with the sewage treatment force main route. The lanes are not designed for large cycling groups to use and will be standard 3m in width. In our experience, the "strong and fearless" riders tend to travel at the relative same speed as vehicles and in

fact, prefer to be on the roadway. This is a particularly exciting facility as it aligns with the Trans Canada Trail and can be used by both locals and visitors alike.

We appreciate your interest in cycling in Victoria. If you would like, we can add you to our general distribution list so that you can be alerted for opportunities to get involved with 2019 projects such as Harbour Road and the Graham/5th corridor.

Kind regards
XX

Hello,
On the Pandora bike lane there are usually bike boxes that allow for this kind of turn (I'll call it a a "two-point" turn)



Entering from the north and traveling east

It isn't the easiest turn to make; but at least on the Pandora bike lanes it's possible thanks to the room provided by not having the concrete separator extend all the way up to the pedestrian crosswalk.
But on Fort street, if you're attempting this turn (say you're travelling South on Blanshard, and you want to head East up Fort), the cemented barrier is contiguous right up to the pedestrian crossing, so there's really no way to easily rotate your bike the 180 degrees required after turning right into the bike lane. The other day I attempted to do so and basically blocked both lanes while I nearly fell and had to physically got off my bike to rotated the head of the bike from facing West to facing East, and then get back on to pedal East up Fort.
Despite the nuisance, people waited for me politely while I was occupying all that space. I was thankful to not be burdened with a heavy bike, a recumbent configuration, or a bike trailer while I did this, since it would have made it an even more time consuming or difficult process.
This "two-point" turn recommendation is often cumbersome and potentially dangerous, since as a result of it you're necessarily blocking bike through-traffic at the intersection while you attempt the U-turn like maneuver.
Can you please investigate a more realistic solution to this problem by making the use of an immediate left turn for South travelling bikes, in order to go East up the bike lanes, the encouraged and legal solution?
I absolutely understand that to encourage this would mean encouraging turning across an oncoming lane (the single westward bike lane), which when it comes to *motor vehicles* would be illegal. But bikes are not cars, and this is an easy maneuver to do safely on a bike. It's already done plenty by people biking onto the Goose or the Lochside trails from cross streets.

Thank you,
Personal info

Hi

Thanks for your email about the bicycle turn boxes along Pandora Avenue and Fort Street. We appreciate your feedback on providing additional room to facilitate the two-point turns on protected bike lanes.

We regularly look back on "lessons learned" and have since modified the design specifications for some of the turning areas on the upcoming Wharf Street project to make it easier to get on and off the corridor.

The City designs these facilities using national and international engineering guidelines with support of Victoria Police and ICBC. At this point, the City is not planning on eliminating the two-point turn. If you are interested in cycling design, we would encourage you to take the survey to help us develop concepts for Vancouver Street. There are open house events next week - Tuesday through Thursday - and an on-line survey that is open until December 14, 2018. You can learn more at www.victoria.ca/cycling

As a resident of Dallas road I am demanding that the proposed bike lanes are NOT installed. There has been no community consultation and the community does not want it.
Personal info

Dallas Road

Hi

Thank you for your email citing opposition to build bike lanes along Dallas Road as a part of the CRD Sewage Treatment Force Main Project.

There are a number of important amenities that are being built with this project including new crosswalks, new sidewalks, a pubic plaza and public washroom. The cycling facilities are designed to support riders of all ages and abilities and provide a safe space to ride, separated from vehicles and pedestrians. The lanes are largely being built directly on top of the conveyance pipe and retain the maximum amount of green space and on-street parking, while still accommodating large vehicle movements on the corridor (such as tour buses).

If you'd like to learn more about the consultation process associated with the project design, you can visit the CRD website at https://www.crd.bc.ca/project/wastewater-treatment-project.

So this effectively makes it impossible for people who live outside of Victoria to enjoy access to the waterfront by car. Very disappointing. Will there be any parking left along that route? We don't all live within bike access. As residents of North Saanich, we frequent this area, parking along this route to get out and walk along the waterfront. Very disappointing. Victoria will lose money, as tourists will go where they're able to park. No parking issues in nearby Esquimalt Lagoon
Personal info

Hi

To clarify, on-street parking is largely retained on Dallas Road with the CRD Sewage Treatment Force Main Project. While there will be some losses due to new public plaza, new pedestrian crosswalks and bike lanes, the design maintains on-street parking along Dallas Road. The parking supply between Ogden Point and Clover Point will able to support the demand from locals and visitors alike. We look forward to welcoming you to the City in your next car trip,

Hi all,
First of all thank you for the great work you have done in the last few years.
I live in Fairfield/Gonzales area and have a business downtown Victoria.

I commute by bike and foot all year around and using the car only when necessary (mostly to travel out of town)
Just want to say a couple of words about future bike lane projects and in particular about bike lane on Cook St./Vancouver:
- First of all I think that the Cook Street option is still the best because;
- It is wide enough to accomodate bike lanes
- Practically there is no parking spots between Fairfield and Pandora street so no parking spots will be lost (contrary to Vancouver St.)
- Rarely there is traffic between Fairfield and Pandora street except when there are working/construction projects otherwise never a lineup of cars
- If the city decides to proceed building a bike lane on Vancouver Street instead, then I think it is important that the traffic pattern on Cook Street will
be changed. In particular it will be necessary to put traffic lights every two blocks (or each block controllable by bike/pedestrian)
between Fairfield and Pandora street on Cook such that people on a bike can cross Cook Street and join the bike lane on Vancouver.
If the traffic pattern is left has it is, it is practically impossible to cross
Cook street except at Fairfield and Rockland intersections. Most of residents West of Cook street will be likely not use the Vancouver bike lane
since biking on Fairfield has a lot of traffic and Rockland is up/down hill , instead they will use Cook street as I currently do (if they dare to do :)
My two cents
Cheers Personal info

Hi

Thanks for your email. In May 2018 City Council made a decision to prioritize the Vancouver Street All Ages and Abilities project. Cook Street remains on the long-term network and will be considered for appropriate intersection upgrades / crossing treatments to support those traveling west from Fairfield / Gonzales neighborhoods to get to Vancouver Street.

If you are interested in participating, we would love to speak more about ideas for this project at one of our upcoming project open houses (Nov. 27/28/29) or you can fill out the design survey (until December 14, 2018) at www.victoria.ca/cycling

Good morning,
I am supportive of the new protected bike lanes and I am concerned about the misinformation that swirls around them. I understand that 5% of the parking spaces have been removed: could you tell me the total number? It seems to me that a far bigger impact on parking downtown has been the conversion of private paid lots to new buildings, but I can't tell people that without the figures on bike lane related removal. I have estimate the number of spaces lost due to private lot removal to be over 500 based on aerial photos, but if you have a figure on that you can provide me I would appreciate that as well.

Best regards,

Personal info

Hi
Thanks for your note. Retention of on-street parking and loading zones are critical goals for any downtown infrastructure project, including protected bike lanes. It is true that 95% of on-street parking was retained for the Fort Street project - 11 parking stalls were removed. On Pandora Avenue, 60% of parking was retained - with 40 stalls being removed. Every situation is different. The Vancouver Street AAA bike route, for example, will likely remove parking stalls in some segments but add parking stalls in other segments. (You can also learn

more about the Vancouver Street project on our website at www.victoria.ca/cycling - we have a number of upcoming open houses and a survey open until December 14, 2018)

You are correct that the most significant impact to downtown parking supply has been the re-development of surface parking lots on private land. In many of these locations, new underground parking is added and some with additional supply for public parking, but it can be years before this supply comes back on line. The City does not keep detailed track of these changes on private land, but some estimates from the community suggest ~1,500 surface parking lot stalls have been lost due to re-development between 2010 and 2017.

The City does not take any parking loss lightly. We continue to implement policies that support turn-over of parking and seek out creative ways to add to parking supply stock (for example, new angled parking on Yates means we were able to add stalls).

We recognize that many people have to and want to drive downtown. Our on-street and structure parking supplies are being managed to encourage best use while accommodating needs of residents, visitors, emergency vehicles and commercial vehicles.

Thank you for taking the time to write in.

I live in the Personal info Humboldt Street and I support this project and look forward to its completion next summer.

I do have a couple of concerns regarding the driveway that services the Belvedere and Astoria Buildings.

First, the addition of a loading zone on the East side of this driveway has been a great addition, thank you. I see it being used by parents of the daycare, small delivery vehicles, taxis and even the police. Unfortunately, the space is too small for larger vehicles such as Canada Post, Thrifty Foods or BC ambulance. This results in these larger vehicles occasionally double parking on Humboldt Street or in the driveway, both of which cause traffic congestion. If this loading zone could be made larger it (similar to what the Aria and Astoria have in front of their buildings) could help alleviate some of this unwanted congestion and make it safer for all modes of transportation.

Second, the parking space directly on the West side of the driveway frequently has longer vehicles parked there that actually extend into the driveway. When this occurs it is very difficult for vehicles exiting the drive way to see approaching traffic. If this parking space were made smaller (for “small vehicles only”, like the Aria has at its driveway) it would make for a better sight line and safer entrance onto Humboldt Street.

Thank you for your consideration,

Personal info

Humboldt Street

COPY RICHARD ADAM AND ISMO PLEASE

Hi Personal info

Thanks for your email regarding the Humboldt Street Active Transportation project. We’re glad to hear that the loading zone is a welcome addition to the street. We will pass along your comments and request for a larger loading zone and designation of a "small car only" stall near the driveway to our Traffic Operations and Parking Management staff. We appreciate you getting in touch.

good morning,

My name is Personal info and I live and work in Victoria. I have been a Registered Personal info for 33 years... and continue in this profession.

When I first moved here 2 years ago I was ASTONISHED at how many people... pedestrians and bicyclists, wear dark clothing.... sometimes black from head to toe including umbrellas and briefcases. I moved here in September so the light was changing, the rains had started and the visibility of these people from inside a car was nearly impossible!! I have even almost walked into a pedestrian who I was walking towards because they were in such a shadow.

This frightens the hell out of me. In my practice I have had a number of clients who have been hit by a car and thousands of pounds of metal meeting a human body is never good. The person is NEVER the same again.
I am a biker. I am a conscious driver. A pedestrian or a bicyclist may think that it is still light enough to be seen. But the street lights in Victoria are dim. The rain makes everything even more black. Most cars have a dark interior, have windshields that slant and are not glassy clear, and have blind spots created by car struts, etc. From the inside of a car, everything looks darker than what is actually on the outside.
Add to that the reflection of rain on the roads and puddles and the oncoming car lights diminishing one's ability to see.... add to that the difficulty of actually seeing the lines on the road clearly at night.... and this is a recipe for disaster.
I am TERRIFIED that either I will be hit or that I will hit a pedestrian or bicyclist. Unlike the rest of Canada, which has white snow (so dark clothing is actually of benefit), dressing in dark clothes in Vancouver or Victoria is like wearing a target!!!.... saying "hit me!!"
As I drive around at night, I am always surprised that even WITH reflective gear, a pedestrian or cyclist is still just barely visible... but at least it is something. I have heard that in Sweden it is a LAW that ALL outerwear clothing is required to have reflective fabric or piping sewn in. This would be an amazing thing... but maybe later. For now... WELL LIT and NOTICEABLE armband or whatever should be on everyone. (and not some wee little light). People do this for their dog's, for heaven's sake!!!.... so the dog's don't get hit!!!!
I am currently wearing a reflective armband WITH a light inside that either stays on or blinks... purchased at MEC. If I won a million dollars I would buy the company that makes these things and give them away for FREE to all and sundry. That hasn't happened yet.
So I am appealing to you to begin a Safety Education Program of some kind. Take pictures of people walking at night and create posters or workshops or talks to emphasize how important this is.
This is a very serious issue. Please, please find some way to create a committee, designate staff,.... do something to address this. No pedestrian or cyclist wants to be hit by a car... and no driver wants to hit someone. I just heard this morning that a skateboarder in Victoria has been hit by a car and is currently in the hospital with head injuries and bleeding on the brain.
If you could respond to my email and let me know...
I am willing to step up and help in some way.
Thank-you,
Sincerely,
Personal info

Hi

Thank you for your email regarding visibility and the importance of staying safe on Victoria streets.

The City of Victoria works with partners like the CRD Traffic Safety Commission, Preventable BC, ICBC to run educational and encouragement campaigns focused on visibility at different times of the year. In October 2018, the City ran a "spot light" campaign with all of our elementary schools in the municipality and gave away more than 1,500 lights to encourage safe active transportation.

The City appreciates your passion for safety and agrees that all road users need to use caution, particularly during the wet and dark winter months. We look forward to working with community partners to expand the reach of these programs and get media attention on the importance of visibility for vulnerable road users.

Thank you for taking the time to reach out to the City of Victoria.
Hi,
I have seen many car drivers ignore the left-hand-turn red during the green bike signal.
I'm really concerned, especially now that it is darker due to the time change, that a driver will turn left on a red and hit a cyclist going through the intersection on a green.

I bike home most days and am really alarmed by the number of times I observe cars running a red light and turn left while cyclists have a green. It is especially bad at Fort and Blanchard. I see someone turn left on the red almost every time I pass through the intersection.
Can you help educate drivers using this intersection with improved signage or a city/police presence to give warnings or tickets? I honestly feel like it's been getting worse over time.
Thank you!
Personal info

Attention: This message is intended only for the use of the individual(s) to which it is addressed and may contain confidential information. If you have received this message in error, please contact the sender immediately and delete the material from your computer. Thank you.
Hi Personal info

Thank you for getting in touch with the City of Victoria. We appreciate your own commitment to safe commuting - regardless if you are on bike or in the car.

To answer your question, the City completed a six month road user education campaign after the Fort Stret project opened and have installed all required regulatory signs. We continue to work with the Victoria Police Department on enforcement "blitz" events throughout the year and will identify Blanshard and Fort as a hot spot for their consideration.

Kind regards
XX
What is happening with bus routes and layovers as a result of bike lane on humboldt and closure of street at Humboldt and Douglas.
Currently there are as many as nine if not more buses laying over in the 700 block of Fairfield in front of the condo buildings. Something that would not be tolerated in any residential neighbourhood - Fernwood, Fairfield or James Bay, but seems to have the city's blessing because we are living downtown. This is our home. On average each unit contributes $2,600in property taxes and there are more than 225 units - that is a lot of tax dollars to a city that does not provide these residents with garbage collection, snow removal or upkeep of city trees and the maintenance of our public plaza.
It is my understanding the city is in discussions with transit regarding bus services. Residents in the Humboldt valley, particularly those living in the Astoria and Belvedere and Aria would like a say. Closing Humboldt means that all tourist buses, the Wilson connectors travelling to the bus depot on Douglas and city buses will be travelling past our buildings, increasing even more bus and transport traffic. The reference to buses travelling down Burdett is deceiving because buses in fact are travelling and laying over in the 700 block of Fairfield, Burdett swings behind the office building and Chateau Victoria.
When the number of buses laying over on Fairfield was increases from a couple of buses heading to the university to the nine or so currently parked in front of our condo buildings was done, There was no meaningful consultation with condo residents. The red paint came out and parking disappeared. This doesn't include the loss of parking when the downtown is closed to traffic and buses park in our block. Residents in Fairfield and James Bay get designated residential parking only to protect their streets, we get a three minute loading zone that doesn't even give us enough time to exit our cars and buses.

As traffic is rerouted onto Fairfield via the street between the Doubletree and the Marriott, I hope the city is seriously looking at safety issues and is working with transit to remove some of the buses from this particular stretch of road.

Personal info

Astoria

I WILL ANSWER THIS SEPARATELY

I'm going to be very, very blunt.

Vancouver Street is a fantastically stupid, stupid place to put bike infrastructure, especially BS "traffic calmed shared space" crap.

Protected bike infrastructure on Cook Street is what is needed.

Not crap on Vancouver.

Please stop wasting staff and Council's time on faffing about with Vancouver, and get back to protected bike infra on Cook where it:

1. reaches destinations people actually want to get to
2. has the space to be proper protected bike infrastructure, not "shared space" horse manure.

We know protected bike infra works. It works on Pandora. It works on Fort. It will work on Wharf. It works in other cities. Stop wasting everyone's time and putting people's lives at risk with crap like that oh-so-carefully constructed Vancouver Street "Traffic Calming and Active Transportation Improvements" survey.

Yours very sincerely,

Personal info

(a Saanich resident, regrettably, but a regular bike commuter into, out of, and around the whole region)

Hi

Thanks for your email. The Vancouver Street AAA corridor was prioritized by Council in May 2018. While Cook Street remains on the City's long term network, there were a number of important considerations that led to the recommendation to prioritize Vancouver Street - here is the link to the staff report: https://pub-victoria.escribemeetings.com/filestream.ashx?DocumentId=15385

If your preference is protected bike lanes over a shared use space on Vancouver, we hope you took the chance to provide this feedback through the survey. We also welcome you at one of the upcoming open houses or you can stay connected to the project and view proposed designs in the new year. Protected bike lanes for the full extent of the corridor is possible but not without compromises to on-street parking or green space. The City appreciates your feedback.

Kind regards

XX

Rob Gordon

From: Sarah Webb
Sent: September 3, 2018 8:31 AM
To: Personal info
Cc: Victoria Mayor and Council; Ryan Shotton
Subject: Fw: Vancouver street bike lane

Dear Personal info

Thank you for taking the time to reach out to the City of Victoria with your support for safer cycling infrastructure. Your email has been shared with Mayor and Council.

While the priority investments will be on Vancouver Street in 2019, Cook Street remains on the City's long term All Ages and Abilities (AAA) network. The design for Vancouver street (Park Boulevard to Bay Street) is underway and consists of a number of different treatments that respond to the context while offering a safer cycling experience. There are proposed protected bike lanes for busier portions of the corridor as well as shared traffic-calmed portions.

The shared AAA routes are established by reducing vehicle traffic volumes (diverting non-local traffic to Cook and Quadra streets to achieve a target of 1500 vehicles per day) as well as reducing vehicle speeds to 30km / hr. The idea is to create the type of local street conditions so that those on bicycle feel comfortable sharing the road and that the motorists who remain on Vancouver are required to travel slowly. Having said that, City staff are investigating a number of different treatments south of Meares Street and are considering all types of possible infrastructure solutions.

We have added you to our distribution list so that you can be alerted when the next iteration of designs are completed. Should you have any further questions, please do not hesitate to contact me at 250-361-0482

Kind regards
Sarah

Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
City of Victoria

From: Personal info
Sent: Wednesday, August 22, 2018 12:28 PM
To: Victoria Mayor and Council
Subject: Vancouver street bike lane

I was very disappointed when you cancelled the plans for the Cook St bike lanes. I felt they were going to work well.

I have concerns over how Vancouver Street will work. When I heard the interview with staff on the CBC it sounded like money was going to be saved because very little was going to be done.

I've just looked at the initial plans on the website and I see that nothing is described for the portion of Vancouver Street south of Meares St. Surely one of the key objectives of the network was to bring people from surrounding areas into the city centre to join the network there. The southern part of Vancouver Street, south of Meares, can be a nightmare to bike despite being marked as a bike route. With continuous parking on the east side, it is necessary to ride a bike pretty much in the middle of the lane to avoid being doored. Because there are some steep sections, bikes tend to go very slowly there which creates enormous pressure with car drivers feeling obstructed. Also many of the side streets do not cross at the same place - they are offset - like Burdett. This means the number of intersection locations is much higher. And with the traffic going in and out of the Cathedral school there is often chaos in that portion of the street.

I think that if a better connection is not made from Fairfield/Gonzales/Oak Bay the objective of connecting to the central network will not work well. I hope we get a good solution to that portion. Thanks for your time.

.....
Personal info

Rob Gordon

From: Sarah Webb
Sent: September 3, 2018 6:24 AM
To: Personal info
Cc: Ryan Shotton; Charles Davie; Timothy Hewett
Subject: Re: General Inquiry

Hi Personal info

Thanks for taking the time to reach out to the City of Victoria with observations about sight lines exiting McClure Street when there is parking on both sides of Vancouver Street.

Road user visibility, vehicle sight lines and the location / configuration of on-street parking are important components of the design process. We appreciate you getting in touch regarding this particular location and will follow up as a part of the detailed analysis which is underway.

We are currently exploring a few different options for Vancouver Street and can add your email directly to our stakeholder list so that when we have updated drawings next month you can receive notification and provide the City with any further feedback you might have.

Kind regards,

Sarah Webb
Engineering & Public Works Department
250-361-0482

From: Sommer Fernandes on behalf of Engineering Email inquiry
Sent: August 31, 2018 10:38 AM
To: Nick Sullivan
Cc: Richard Adam; Sarah Webb
Subject: FW: General Inquiry

-----Original Message-----
From: Public Service Centre - Internet email [mailto:publicservice@victoria.ca]
Sent: Friday, August 31, 2018 9:39 AM
To: Personal info
Cc: Engineering Email inquiry
Subject: RE: General Inquiry

Good Morning Personal info

Thank you for contacting the City of Victoria.

We appreciate you taking the time to provide this feedback. Your message has been forwarded on to our Engineering Department. If you wish to connect by phone, they may be reached at 250.361.0300.

Public Service Representative
Finance
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0224

-----Original Message-----
From: webforms@victoria.ca [mailto:webforms@victoria.ca]
Sent: Wednesday, Aug 29, 2018 3:24 PM
To: Public Service Centre - Internet email
Subject: General Inquiry

From: Personal info
Email
Reference :
https://na01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2Fbiketoria-cook.html%3Fplatform%3Dhootsuite&data=02%7C01%7Cpublicservice%40victoria.ca%7Cc6fb95f4fc8f4eb7884408d60dfe10ab%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C636711782181257318&sdata=rt59HYnCYaZgq%2BBP8EeOso1lR3Nit3UW%2F78QYd7Nq2E%3D&reserved=0
Daytime Phone : Personal

Personal info

I live on McClure St. We currently have extreme difficulty exiting McClure by vehicle onto Vancouver (our only route to exit McClure) on the weekend when parking is allowed on the west side of Vancouver St between Burdett and McClure.
The line of vehicles parked on the downward hillside, especially on a Saturday morning when the block is full, obstruct our view of south travelling vehicles and bicycles on Vancouver St. A driver has to be fully into the intersection before they can see southbound traffic, especially bicycles. With the speed at which cyclists come down the hill, it is only by chance that one isn't entering the intersection at the same time.
The proposed design for the bike lanes on Vancouver St seems to indicate that this parking will be permitted at all times. This will exacerbate our problem, and more importantly, exacerbate the likelihood of a serious accident, even a fatality if a cyclist is hit.

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

To: Sarah Webb
Manager, Sustainable Transportation Planning & Development
Engineering & Public Works
Email: engage@victoria.ca

Re: Proposed Hillside-Quadra Bike Route Connection

Dear Sarah Webb, Manager Sustainable Transportation Planning & Development,

Thank you for the opportunity to provide feedback on the proposed Quadra-Hillside Connector. City staff did an excellent job of communicating with the school about options, and they were readily available for questions and inquiries from our parent community. I am writing on behalf of the École Quadra Parent Advisory Committee (PAC) to formally oppose the proposed plan to develop a cycling connection through the École Quadra Elementary School grounds. While we support the development of safe bike routes throughout the city, École Quadra PAC does not support a proposed route that bisects the existing outdoor play areas of our school.

The area proposed for the bike route connection is already extremely congested, especially during morning drop-off and after school pick-up. The proposed route would see the mixing of vehicle traffic, bike traffic and pedestrian traffic, (including small children darting to and from cars and to their play spaces). It is hard to conceive of a system to mitigate the risks that this route would create.

The proposed route:

- introduces a high risk of a child-cyclist collision as it
    - passes between the school's outdoor playground and sports field making it difficult for children to safely cross between the two areas, and
    - passes through an extremely congested area of the school grounds where drop-off and pick-up occurs from a cull-de-sac style turnaround at the top of Fifth Street;
- increases the risk of cyclist-motorist collisions as it will pass between a staff parking area and a residential parking area;
- further reduces the already limited outdoor play space for the children which is already at an all-time low due to the construction of portables; and
- increases unchecked traffic through the school grounds, introducing a considerable security risk to the children, increasing the outdoor supervisory burden of the school.

There are alternative routes within the same area that are already regularly used by cyclists and do not present the same potential negative community and elementary school impacts, including Jackson Street and adjacent to Topaz Park. In addition to being safer, these routes would cost far less to implement. École Quadra PAC supports the selection of an alternate route.

We invite you to observe the amount of activity and congestion at the school and along the proposed route during the entire course of a full day (8:00 AM to 5:30 PM) to appreciate the disruptive impacts of this proposed route. Quadra School Parent Advisory Committee members are prepared to meet with you and walk the grounds together to discuss our concerns. Please contact the Quadra PAC at

quadra.pac@vcpac.ca to arrange a day for a hosted visit to Quadra Elementary School during the busy school hours.

Sincerely,

Heather Stober,
Vice-President, École Quadra Parent Advisory Council
On Behalf of École Quadra Parent Advisory Council
quadra.pac@vcpac.ca

CC:

Mayor Lisa Helps, mayor@victoria.ca
Mayor and Council, mayorandcouncil@victoria.ca
Councillor Ben Isitt, bisitt@victoria.ca
Marilyn Campbell, Principal, École Quadra, mlcampbell@sd61.bc.ca
Jordan Waters, Board Chair, jwatters@sd61.bc.ca
Diane McNally, Trustee, dmcnally@sd61.bc.ca
Nicole Duncan, Trustee, nduncan@sd61.bc.ca
Tom Ferris, Trustee, tferris@sd61.bc.ca
Angie Hentze, Trustee, ahentze@sd61.bc.ca
Elaine Leonard, Trustee, eleonard@sd61.bc.ca
Ryan Painter, Trustee, rpainter@sd61.bc.ca
Rob Paynter, Trustee, rpaynter@sd61.bc.ca
Ann Whiteaker, Vice-Chair, awhiteaker@sd61.bc.ca

Victoria Conservatory of Music

Classical Roots • Contemporary Reach

May 06, 2019

City of Victoria
1 Centennial Square
VICTORIA, BC V8W 1P6

Dear Sirs/Mesdames,

We are writing to express our disagreement with the idea to close Vancouver Street to traffic near the Pandora Avenue intersection.

While we understand the potential merits of closing Vancouver Street in purely residential neighbourhoods, we submit that the area around Vancouver and Pandora is not a solely residential neighbourhood. The area is a major transportation corridor for the city with many major destinations including the Canada Revenue Agency, the Victoria Conservatory of Music, Alix Goolden Performance Hall, new residential towers, McDonald's, the new Save On Foods, Metro Theatre, and several social service agencies on Pandora that seem to require emergency vehicle access quite often. We have a concert hall that sometimes sees shows with 750 attendees. We have hundreds and hundreds of students coming and going each day, many of which are younger students or disabled persons getting dropped off at our Johnson Street entrance. The ability for traffic to exit the neighbourhood at Vancouver Street is extremely important.

We also submit that this is an environmentally destructive move, as you increase traffic line ups on Johnson Street, and force passenger and commercial vehicles to go to Cook Street instead, causing even more idling line-ups to get back around to Pandora Avenue, the City will be increasing pollution and exhaust in the area.

We also disagree with increasing public space in this manner in this neighbourhood at this point in time. Let's be frank, a public space at Pandora Avenue and Vancouver Street will be taken over by drug dealers and illegal narcotics users. It will not be a usable area for the majority of citizens and as long as the criminal laws are laxly enforced in this neighbourhood. Giving more space to those with drug problems will see more tenting space, more garbage, more entrenchment, and more crime. There is already a problem with the Pandora Avenue bike lane, and we would foresee even worse conflict between cyclists, drug users, and campers in bicycle-only lanes at Pandora Avenue and Johnson Street.

Sincerely,

Roy Cullen
Board Chair

Chris Kask
Chief Financial & Operating Officer

This page intentionally left blank.

Related Letters, Emails, Petitions - 4B

Independent Petitions / Surveys - 2019

THE CITY OF VICTORIA

PAC Meeting – Tuesday May 7, 2019

After five weeks of consultation and engagement with the school and broader community, staff are now reviewing all input, categorizing into data and themes, and considering design recommendations provided by community. Here is a snap shot of what the City has heard so far (we have lots of great content, comments, ideas, concerns and suggestions… these are the big themes to date)

Support for	Concerns about
Safer walking and cycling routes in the neighbourhood	Maintaining uninhibited play space, recreation amenities and fields
Traffic calming approaches and techniques such as traffic circles, 4 way stops, and paint markings	School related traffic / drop-off zones and overall AM & PM congestion on 5th
Road re-paving, particularly on Graham	Coordination of traffic signals and general level of service for motor vehicle traffic
Reduced vehicle speeds on local streets	Topography on Jackson and Topaz routes
Safer crossings on Bay, Hillside and Finlayson	Parking lot access and function off 5th street
Protection of trees / retention of on-street parking	Lack of destinations via the Topaz Park routes
Connectivity to Saanich routes and other community destinations	Members of the public accessing school grounds and overall student safety
	Recent growth of the school population, shrinking greenspace and daytime supervision challenges

Is there anything else you would like to add or share? Feel free to write down any thoughts, ideas or observations to share with the Transportation division and hand in tonight or email us at engage@victoria.ca

- Think about increase in student supervisions or crossing guards that would be required before/after school and at lunch + recess.

THE CITY OF VICTORIA

PAC Meeting – Tuesday May 7, 2019

After five weeks of consultation and engagement with the school and broader community, staff are now reviewing all input, categorizing into data and themes, and considering design recommendations provided by community. Here is a snap shot of what the City has heard so far (we have lots of great content, comments, ideas, concerns and suggestions… these are the big themes to date)

Support for	Concerns about
Safer walking and cycling routes in the neighbourhood	Maintaining uninhibited play space, recreation amenities and fields
Traffic calming approaches and techniques such as traffic circles, 4 way stops, and paint markings	School related traffic / drop-off zones and overall AM & PM congestion on 5th
Road re-paving, particularly on Graham	Coordination of traffic signals and general level of service for motor vehicle traffic
Reduced vehicle speeds on local streets	Topography on Jackson and Topaz routes
Safer crossings on Bay, Hillside and Finlayson	Parking lot access and function off 5th street
Protection of trees / retention of on-street parking	Lack of destinations via the Topaz Park routes
Connectivity to Saanich routes and other community destinations	Members of the public accessing school grounds and overall student safety
	Recent growth of the school population, shrinking greenspace and daytime supervision challenges

Is there anything else you would like to add or share? Feel free to write down any thoughts, ideas or observations to share with the Transportation division and hand in tonight or email us at engage@victoria.ca

Personal info

My concern (among many) is that cyclists often wear orange vests that look exactly like the staff who monitor the playground during lunch + recess. Some kids start school at 4 years old. They need to be absolutly sure of who is a staff member + who is not a staff member of the school.
First + formost this should be a school yard.

Thanks.

Personal info

THE CITY OF VICTORIA

PAC Meeting – Tuesday May 7, 2019

After five weeks of consultation and engagement with the school and broader community, staff are now reviewing all input, categorizing into data and themes, and considering design recommendations provided by community. Here is a snap shot of what the City has heard so far (we have lots of great content, comments, ideas, concerns and suggestions… these are the big themes to date)

Support for	Concerns about
Safer walking and cycling routes in the neighbourhood	Maintaining uninhibited play space, recreation amenities and fields
Traffic calming approaches and techniques such as traffic circles, 4 way stops, and paint markings	School related traffic / drop-off zones and overall AM & PM congestion on 5th
Road re-paving, particularly on Graham	Coordination of traffic signals and general level of service for motor vehicle traffic
Reduced vehicle speeds on local streets	Topography on Jackson and Topaz routes
Safer crossings on Bay, Hillside and Finlayson	Parking lot access and function off 5th street
Protection of trees / retention of on-street parking	Lack of destinations via the Topaz Park routes
Connectivity to Saanich routes and other community destinations	Members of the public accessing school grounds and overall student safety
	Recent growth of the school population, shrinking greenspace and daytime supervision challenges

Is there anything else you would like to add or share? Feel free to write down any thoughts, ideas or observations to share with the Transportation division and hand in tonight or email us at engage@victoria.ca

As a parent of a six year old and two year old who attend / will attend this school I feel this is incredibly unsafe and unfair to the parents and children of this school. Thanks

THE CITY OF VICTORIA

PAC Meeting – Tuesday May 7, 2019

After five weeks of consultation and engagement with the school and broader community, staff are now reviewing all input, categorizing into data and themes, and considering design recommendations provided by community. Here is a snap shot of what the City has heard so far (we have lots of great content, comments, ideas, concerns and suggestions… these are the big themes to date)

Support for	Concerns about
Safer walking and cycling routes in the neighbourhood	Maintaining uninhibited play space, recreation amenities and fields
Traffic calming approaches and techniques such as traffic circles, 4 way stops, and paint markings	School related traffic / drop-off zones and overall AM & PM congestion on 5th
Road re-paving, particularly on Graham	Coordination of traffic signals and general level of service for motor vehicle traffic
Reduced vehicle speeds on local streets	Topography on Jackson and Topaz routes
Safer crossings on Bay, Hillside and Finlayson	Parking lot access and function off 5th street
Protection of trees / retention of on-street parking	Lack of destinations via the Topaz Park routes
Connectivity to Saanich routes and other community destinations	Members of the public accessing school grounds and overall student safety
	Recent growth of the school population, shrinking greenspace and daytime supervision challenges

Is there anything else you would like to add or share? Feel free to write down any thoughts, ideas or observations to share with the Transportation division and hand in tonight or email us at engage@victoria.ca

I am concerned with wording of AAA- all ages & abilities which brings forth the idea of ~~tranquil~~ calm, leisure riding & NOT a commuter route. Small point but I do know the value of choosing your words ~~for~~ properly and I feel that these words are not right.

THE CITY OF VICTORIA

PAC Meeting – Tuesday May 7, 2019

After five weeks of consultation and engagement with the school and broader community, staff are now reviewing all input, categorizing into data and themes, and considering design recommendations provided by community. Here is a snap shot of what the City has heard so far (we have lots of great content, comments, ideas, concerns and suggestions... these are the big themes to date)

Support for	Concerns about
Safer walking and cycling routes in the neighbourhood	Maintaining uninhibited play space, recreation amenities and fields
Traffic calming approaches and techniques such as traffic circles, 4 way stops, and paint markings	School related traffic / drop-off zones and overall AM & PM congestion on 5th
Road re-paving, particularly on Graham	Coordination of traffic signals and general level of service for motor vehicle traffic
Reduced vehicle speeds on local streets	Topography on Jackson and Topaz routes
Safer crossings on Bay, Hillside and Finlayson	Parking lot access and function off 5th street
Protection of trees / retention of on-street parking	Lack of destinations via the Topaz Park routes
Connectivity to Saanich routes and other community destinations	Members of the public accessing school grounds and overall student safety
	Recent growth of the school population, shrinking greenspace and daytime supervision challenges

Is there anything else you would like to add or share? Feel free to write down any thoughts, ideas or observations to share with the Transportation division and hand in tonight or email us at engage@victoria.ca

☆ I've heard "adjacent to Quadra Elem" a lot but it's not adjacent – It's smack dab through the middle of the school play area. Children are going to get hurt.

☆ Why wasn't Quadra St. itself considered? Over

★ Will the results of the survey be made available.

Ie. If 99% of people say 'no' to 5th St. and you do it anyway.

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

cycling is a positive act.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Allen Reynolds

Email: Personal info

Address:

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

IT HAS MORE BENEFITS ~~TO ME~~ THAN I CAN LIST...

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: IRIS STYRAN

Email: Personal info

Address:

☑ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

- it needs to be fully separated or impossible to speed

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Carson Sage

Email: Personal info

Address: 501 Russell St.

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

More user-friendly biking!

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Neil Dickie

Email: Personal info

Address: 5-607 Linden Ave, Victoria, BC V8V 4G6

☒ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Increased safety = more cycling, better health, air quality, community ambiance

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Andrew Gordon

Email: Personal info

Address: 508-250 Douglas St. Victoria V8V 2P4

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I won't have to worry about being run over!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: ~~Anna~~ Anna Saunders

Email: Personal info

Address: 3180 Albina street

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

We need more safe bike lanes for families + kids!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: PRISCILLA HOLMES

Email: Personal info

Address: 1509 Gladstone Ave

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I Live in Saanich and can connect with this efficient transport corridor!

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Randy Cunningham

Email:

Address: 3173 Earl Grey Street Vic BC

☐ Add my email to the GVCC email list

Send to engage@victoria.ca

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

More options in safe cycling in city.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: LORRAINE M'GINNIS

Email: Personal info

Address:

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Safety for cycling

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Tony Goodman

Email: Personal info

Address: 1065 Willow St Victoria V8X 3K1

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I RIDE IT AND WANT TO BE SAFE.

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: STEVEN EVANS.

Email: Personal info

Address: 1613 LONGACRE VICTORIA BC

☒ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I work in the area and bike commute regularly.

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Andrew Stewart

Email: Personal info

Address: 4 Price Rd, Victoria, BC

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I ride it all the time.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Monica

Personal info

Email:

Address: 520 Selkirk

☑ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

It will connect with Pandora - Fort & Humbolt Bike Corridors to make a great way to get around town Closing Van Street at intervils will displace 7,000 cars. Hopefully a majority will change over to Bikes!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: John Shalay

Email: Personal info

Address: 4269 Springridge Cres. Victoria BC

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

more bikeways means I ride more, feel safer, and therefore I drive less.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Personal info

Name: Sharon Goodman

Email:

Address: 1065 Willow Street Victoria BC V8X 3K1

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

The more bike paths we have the less cars on the road.

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Don Philip

Email: Personal info

Address:

☑ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

It make sense

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: John Haggis

Email: Personal info

Address: 1-4679 Douglas St Victoria BC V8X 5M4

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Vancouver St is a great commuter street for bikes and is definitely in need of a safe bikeway for consistent easy access/use of all cyclists and safety for both cars / and cyclists.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Deveilyan Tymusko

Email: Personal info

Address: 1254 Judge Place Victoria, BC V8P 2C6

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

its safer!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Eleri Davies.

Email: Personal info

Address: 100 Seghalie Rd Victoria BC.

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

_____

_____

_____

_____

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

   (5th St near Quadra School and Vancouver St near Christ Church School)

Name: DON ILLINGWORTH

Email: _____

Address: 808 LANGHAM CT.

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

IT IS A CENTRAL AND CONVENIENT CONNECTOR ROUTE.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: S. ALLEN

Email: Personal info

Address: 860 VIEW ST.

☒ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

It is busy & needs to have a bike lane

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Lisa Blumenschein

Email: Personal info

Address:

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

The bigger the network the better!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Alec Johnston

Email: Personal info

Address: 2059 Newton St.

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Victoria can never have too many safe, car-free bike lanes. We are well into a climate emergency and about 30 years too late into taking action.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Anne Hansen

Email: Personal info

Address: 548 Dallas Rd Apt 113, Victoria V8V 1B3

☑ Add my email to the GVCC email list (I think I'm on the list.)

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

We live on Vancouver St (@Meares St). and to have a bike lane for us to connect to the main protected paths make the ride much much safer for our whole family to be able to bike to school and work.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Angie Bull

Email: Personal info

Address: 5-933 Meares St. Victoria, BC V8V-5B8

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

it's close to me & with all the parked cars (especially weekends) its treacherous

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Kathy Gallagher

Personal info

Email:

Address: 1012 Pakington St

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I appreciate the safer lanes when cycling.
love the extensive network.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Julia Retallack

Email: Personal info

Address: 327-707 Esquimalt Rd Victoria BC V9A 3L7

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

MAKE RIDING DOWN TOWN FOR THE AVERAGE CYCLIST SAFER

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: TOM LANIGAN

Email: Personal info

Address: 1557 PEAR ST VICTORIA BC

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I won't die riding my bike

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Ruel Neuman

Email: Personal info

Address: 104-200 Douglas St Vic. V8V 2P2

☒ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Less cars, more safer biking!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Britta Bentz

Email: Personal info

Address:

☐ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Convenient commanicating

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Alex Sangster

Email: Personal info

Address: #16 - 103 Wilson St

☑ Add my email to the GVCC email list

Seal bike routes!

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

_____

_____

_____

_____

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Tosca van Duijnen

Email: Personal info

Address: 3451 Doncaster Drive, V8P 3W2, Victoria

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

biking in traffic is hella scary. I enjoy the safety

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Laura Gillespie

Email: Personal info

Address: 1426B Taunton ST Victoria BC V8R1W7

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

_____

_____

_____

_____

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Marleah Shaughnessy

Email: Personal info

Address: _____

☑ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

- limited economic barriers
- all ages and fitness levels

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Laura Shaughnessy

Email: Personal info

Address:

☐ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

It will make trips through town easy on bike.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: William Hochstetter

Email: Personal info

Address:

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I don't want to drive and safety is important to me!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Gillian Montgomery

Email: Personal info

Address: 434 Constance Ave

☑ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Much Safer!.

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Margaret Hantiuk

Email: Personal info

Address: 1325 Balmoral Rd, Victoria V8R1H6

☐ Add my email to the GVCC email list

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

Easier to get around

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Mark Stephenson

Email: Personal info

Address: 303-1500 Elford st. Victoria V8R 3X8

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

A GREAT WAY TO GET EXERCISE, WHILE ENJOYING THE BEAUTIFUL SCENERY VICTORIA HAS TO OFFER

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: DEREK JOHNSTON

Email: Personal info

Address:

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

We love biking around town as a family and we need safe spaces to do it

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Clare Mildenberger

Email: Personal info

Address: 5-1146 Caledonia Ave.

☑ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I have a 3 year-old and want to be able to get anywhere I need to via a protected lane!

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Rachael Montgomery

Email: Personal info

Address: 439 Constance Ave Esquimalt V9A 6N2

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

I can't wait for N/S lanes!

☑ **I support the GVCC's recommendations:** Yay!

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Grace Lore

Email: Personal info

Address: 1307 Pembroke St Vic

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

_____

_____

_____

_____

☑ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: Phil Hoover

Personal info

Email: _____

Address: 1283 Centre Rd.

☐ Add my email to the GVCC email list

GREATER VICTORIA CYCLING COALITION

Say Yes to Vancouver St

Victoria is building an All Ages and Abilities bikeway on Vancouver St, from the Saanich border to Dallas Rd, but we need your voice to say yes

I am looking forward to the Vancouver St bikeway because...

bikeways are safer and encourage more cycling.

☒ **I support the GVCC's recommendations:**

1. Build the bikeway on 5th St to provide direct access to Quadra Elementary
2. Design the bike lane near both schools to ensure children have a safe place to ride in school pickup traffic

(5th St near Quadra School and Vancouver St near Christ Church School)

Name: COLIN Richards

Email: Personal info

Address: 505-767 Tyee Rd Victoria BC V9A 0G5

☐ Add my email to the GVCC email list (already a member)

Greater Victoria Cycling Coalition. PO Box 8586 Stn Central, Victoria BC, V8W 3S2. www.gvcc.bc.ca
info@gvcc.bc.ca @gvcc

VICTORIA CYCLING NETWORK: HILLSIDE – QUADRA CORRIDOR

I have read the City of Victoria's alignment considerations for the Hillside-Quadra corridor and my preferred choice for this route is: Graham/Jackson or Graham/Fifth?

Date	Name	Address	Jackson	Fifth	Comments
04/30	Megan Boorman	952 Market street	✓		
04/30	Erica Davis-Lehman	3166 Somerset St	✓		
04/30	George Eggenberger	3381 Cook St	✓		Crosswalk @ Jackson Rd
04/30	Sheri Zimmel	2329 Dowler Pl	✓		"
04/30	Craig Farish	1058 Summit Ave.	✓		Crosswalk at Jackson is ideal.
04/30	Erin Prot	1204 Fmlayson	✓		Crosswalk @ Jackson
04/30	Fabrizio Cross	1234 Topaz AVE	✓		why to complex just go with Jackson
04/30	Ruth Stamp	3022 Fifth St	✓		A must !!
05/02	Sharon Oliver	A-930 STAFFORD ST	✓		NOT A GOOD CHOICE @ A SCHOOL PLAYGROUND.
5/2	Rusty Sese	755 Market St.	✓		
5/2	Gisèle Contant	3219 Rutledge St.	✓		Its a school ground + theres another option
5/2	Bonnie Davison	1058 Summit Ave	✓	and ✓ bike slowing	Quadra needs a better bike lane on school ground.
5/2	Tristen Weiss	3020 Jackson St	✓		cross walk on Jackson unsafe on Fifth
5/2	DAMIAN GRAHAM	3020 JACKSON ST	✓		KEEP KIDS HAPPY KEEP CYCLISTS HAPPY
	Sarah Erikson	1311 Hillside Ave	✓		Please find a diff option
	Sarah Burrough	114 Stoneridge Cl.	✓		Horrible Idea!

VICTORIA CYCLING NETWORK: HILLSIDE – QUADRA CORRIDOR

I have read the City of Victoria's alignment considerations for the Hillside-Quadra corridor and my preferred choice for this route is: Graham/Jackson or Graham/Fifth?

Date	Name	Address	Jackson	Fifth	Comments
May 3 2019	MONICA SIENI	3474 Bethune Ave	✓		
May 3 2019	Jessica Chamberlin	3011 Quadra st	✓		
May 3 2019	Sandra Farsyth	1186 PALMER RD	✓	~~Fifth~~	~~either Not Quadra~~
May 3 2019	Tatianna French	3330 Glasgow Ave	✓		
05/03	Marketa Lund	3006 Fifth St.	✓		crosswalk needed @ Jackson – student safety !
05/06	Daniela Vladar	3530 Savannah Ave	✓		
05/06	Emily Brown	3501 Savannah Ave	✓		
05/06	Ishrey Garcia	2964 Harriet rd	✓		
05/06	Scott Stamp	3022 FIFTH ST.	✓		

residents

AAA Cycling Network Corridor - Graham & Fifth St

October 2018

A. Did you know about this new re-routing to Fifth St?
B. Were you directly consulted or receive any information about this change?
C. Do you feel routing the bike network through a school playground and neighbourhood park is appropriate?
D. Do you think the City of Victoria should further engage the local community in consultation regarding the routing of the city bike routes in the Quadra Hillside areas?

Name	Address	Phone	A Yes No	B Yes No	C Yes No	D Yes No
Ruth Stamp	3022 Fifth St	Personal info	Y	N	N	Y
Marketa Lund	3006 Fifth St.		N	N	N	Y
Roger Villiers	3007 Fifth St		N	N	N	Y
Tony MORSBY	3007 FIFTH STREET		N	N	N	Y
Don	3010 FIFTH ST		N	N	N	Y
Janice Boothman	3010 Fifth St		N	N	N	Y
Robert Hamilton	2945 Fifth st		N	N	N	Y
Steve Robertson	2931 Fifth St.		N	N	N	Y
Hughland.	2925 fifth St.		N	N	N	Y
Saroumeh Barmaki	2845 fifth St.	—	Y	N	N	Y
Joan Hanson	2835 Fifth St	Personal info	N	N	N	Y
Jim Hanson	" "	" "	N	N	N	Y
Laurel Hamann	2831 Fifth St	Personal info	N	N	N	Y
TERRY WALLACH	2821 FIFTH ST		N	N	N	Y
Allan Sue	2955 Graham St		N	N	N	Y
Bonnie Davison	1058 Summit Ave		Y	N	N	Y
Evelyn Davison	2920 Fifth St		Y	N	N	Y
Alison Bixendale	3015 Fifth St.		Y	N	N	Y
Nola Watson	3210 Fifth St			N	N	Y

residents

October 20

AAA Cycling Network Corridor - Graham & Fifth St

The City of Victoria has planned to bring the local bike network up Fifth St, through the Quadra School Playground, across Finlayson and down Fifth to Tolmie to join the Saanich bike network.

A. Did you know about this new re-routing to Fifth St?
B. Were you directly consulted or receive any information about this change?
C. Do you feel routing the bike network through a school playground and neighbourhood park appropriate?
D. Do you think the City of Victoria should further engage the local community in consultation regarding the routing of the city bike routes in the Quadra Hillside neighbourhood?

Please consider signing this petition, asking that the City of Victoria engage in further direct community consultation regarding this portion of the City Bike Network.

			A	B	C	D
Name	Address	Phone	Yes No	Yes No	Yes No	Yes No
Darlene Strandlund	3030 Fifth St	Personal info	No	No	No	Yes
PATTI MASSEY	3027 FIFTH ST		NO	NO	NO	YES
JASON STRANDLUND	3027 FIFTH ST		NO	NO	NO	YES
WAYNE STRANDLUND	3033 FIFTH		NO	NO	NO	YES

October 20

AAA Cycling Network Corridor - Graham & Fifth St

The City of Victoria has planned to bring the local bike network up Fifth St, through the Quadra School Playground, across Finlayson and down Fifth to Tolmie to join the Saanich bike network.

A. Did you know about this new re-routing to Fifth St?
B. Were you directly consulted or receive any information about this change?
C. Do you feel routing the bike network through a school playground and neighbourhood park i appropriate?
D. Do you think the City of Victoria should further engage the local community in consultation regarding the routing of the city bike routes in the Quadra Hillside neighbourhood?

Please consider signing this petition, asking that the City of Victoria engage in further direct community consultation regarding this portion of the City Bike Network.

Name	Address	Phone	A	B	C	D
		Personal info	Yes No	Yes No	Yes No	Yes No
Joanna Zotkowska	3026 Fifth		N	N	Y	Y
John Shanaman	"		N	N	N	Y
ADAM COX	2856 PRIOR ST.		N	N	N	X

Parents

October 2(

AAA Cycling Network Corridor - Graham & Fifth St

The City of Victoria has planned to bring the local bike network up Fifth St, through the Quadra School Playground, across Finlayson and down Fifth to Tolmie to join the Saanich bike network.

A. Did you know about this new re-routing to Fifth St?
B. Were you directly consulted or receive any information about this change?
C. Do you feel routing the bike network through a school playground is appropriate?
D. Do you think the City of Victoria should further engage with Quadra parents in consultation regarding the bike routes in the Quadra Hillside neighbourhood?

Please consider signing this petition, asking that the City of Victoria engage in further direct consultation with parents at Quadra regarding this portion of the City Bike Network.

			A	B	C	D
Name	Address	Phone Personal info	Yes No	Yes No	Yes No	Yes No
Meagan Gabriel	304 - 2425 Wark St		N	N	N	Y
Scott Stamp	3022 FIFTH ST.		N	N	N	Y
Erica Davis-Lehman	3166 Somerset St		N	N	N	Y
Megan Boorman	952 Market St		N	N	N	Y
Erinne Zarsadias	3363 Linwood Ave		N	N	N	Y
Gisèle Contant	3219 Rutledge St		N	N	N	Y
James Thompson	3016 Quadra St		N	N	N	Y
Sheri Zimmel	2329 Dowler		Y	N	N	Y