

APPENDIX G

Engagement Summary Report | 2020 AAA Projects



Engagement Summary

2020 Cycling Network Projects

Kings-Haultain · Kimta/E&N Connector · Government Street North · Richardson Street

Executive Summary

City staff conducted public engagement activities to inform the design of 2020 Bicycle Network projects on Government Street North, Kings-Haultain, Richardson Street, and Kimta Road. In-person and online activities took place through the months of October, November, and December. More than 780 online surveys and 2,300 comments were collected which included feedback, comments, ideas, and suggestions on preliminary designs. This feedback provided key insights into public preferences on road safety improvement priorities. All feedback received was considered by staff and helped guide the recommended designs for each corridor presented to Council for consideration.

Introduction

Public engagement on the 2020 Bicycle Network projects sought feedback from the community on proposed AAA design concepts as the City works to improve road safety for all users. City staff conducted a suite of engagement activities through which comments, suggestions, and insights were collected. All public feedback received was considered, together with other technical inputs, in the preparation of recommended designs for Council's consideration. The engagement strategy, activity summary, and findings are shared in this engagement summary.

Engagement Strategy

In February 2019, Council directed staff to condense the engagement process for the remainder of the bicycle network design and implementation in order to maintain project pace and increase the probability of completing the network by 2022.

Public consultation was conducted in one phase over three months (October to December 2019). City staff sought input on preliminary concepts and full-length corridor designs for each project through a variety of online and in person activities.

The engagement approach provided opportunities for public input at different stages of design detail. An online survey, corridor tours, on-street pop-up events, and community meetings on corridor design concepts informed the development of preliminary full-length corridor designs. Open House events and design drawings posted online provided the opportunity for public comment on the full-length designs. All public feedback that was submitted was recorded, compiled, and considered by staff to determine what designs and features could best address the needs and desires of the community while improving safety for all users. This approach aligns with the City's Engagement Framework allowing staff to consult the public on how staff approach delivering on Council direction to build a AAA Bike Network connecting all neighbourhoods in Victoria.

Engagement Activities

The design consultation process included public and targeted stakeholder activities. The engagement period opened October 11 and ended December 15, 2019*. City staff organized a suite of in-person and online consultation activities which are outlined below.

Public activities:

- Online survey
- Community meetings with Neighbourhood Associations

- Corridor tours
- Pop-up on-street events
- Open House events
- Designs posted online providing the opportunity to provide feedback via email

**Although the public feedback period officially closed on December 15, City staff responded to feedback, questions, and comments received until January 10, 2019. Email feedback received between January 10 and January 31 are included in the correspondence package which is part of this report.*

Targeted consultation:

- Agency partner design review sessions with BC Transit, Victoria Police, Victoria Fire, and BC Emergency Health Services
- Stakeholder meetings with businesses, advocacy groups
- Consultation with the Districts of Saanich and Oak Bay

Copies of all survey results and emails received are included as Appendices in this summary report (Appendices 3 and 4).

Notice of Opportunity to Participate

Opportunities for public participation were directly promoted through:

- City of Victoria website: victoria.ca/cycling
- Engagement portal: engage.victoria.ca
- E-Newsletter: October and November editions
- Direct email to the active transportation distribution list
- Phone calls and direct email to all businesses along all corridors including translated Chinese language letters to businesses in Chinatown
- Handbills delivered to Community Centres, Neighbourhood Associations, and in the City Hall main lobby
- Large on-street coroplast signs
- Rotating presentation on City Hall lobby screens
- Social media advertising
- Advertisements in print media (Victoria News and Times Colonist – print and online)
- Notices shared with property managers, strata councils, select schools and PACs, and neighbourhood associations to share or post in their shared/public spaces
- Invitations through Neighbourhood Association mailing lists
- Media release in advance of Open House events which garnered three print articles advertising Open House opportunities

Examples of promotional and advertising materials and event photos are included as appendices to this engagement summary report (Appendices 1 and 2).

Engagement Activity Summary – all corridors

	Activity	Date	No. of participants
1	Goodlife Marathon – on street pop-up	Oct 13	20
2	Government Street corridor tour	Oct 16	12
3	Bike to Work Week – on street pop-up	Oct 22	75
4	Bike to Work Week – on-street pop-up	Oct 24	40
5	Kimta Road corridor tour	Oct 24	45
6	Boo Boulevard, Wicked Victoria – on street pop-up	Oct 27	75
7	Meeting with Vic West NA	Oct 29	20
8	Kings-Haultain corridor tour	Nov 2	30
9	Richardson corridor tour	Nov 3	60
10	Meeting with Fairfield-Gonzales NA	Nov 4	30
11	Meeting with Hillside-Quadra NA	Nov 4	25
12	Government Street corridor pop-up event	Nov 5	20
13	Richardson corridor pop-up at Moss Street Market	Nov 9	90
14	Meeting with Downtown Residents Association	Nov 12	8
15	Meeting with Fernwood NA	Nov 13	15
16	Meeting with Oaklands NA	Nov 16	15
17	Meeting with Burnside-Gorge NA	Nov 18	12
18	Meeting with North Jubilee NA	Nov 26	20
19	Cycling Industry Night	Nov 28	24
20	Wharf Street Warm Up – on street Open House	Nov 30	300
21	Open House in Council Antechamber	Dec 3	80
22	Open House at Bayview Place	Dec 5	150
23	Open House at Oaklands Community Centre	Dec 7	200

24	Public online survey	Oct 14 – Nov 30	738
25	Feedback via email	Oct 14 – Dec 15*	>500

* The period of public input for submissions via email officially closed December 15 but, City staff responded to emails sent until January 10. Those comments were recorded and included in the engagement findings. Emails sent from January 10 to January 31 were included in the correspondence package which is part of this report.

Engagement Findings

More than 2,300 comments, suggestions, and ideas were submitted during consultation with residents, businesses, community associations, and stakeholders. Additionally, more than 780 surveys were completed online. Findings from those inputs were categorized and key insights are summarized for each of the corridors. Many specific suggestions and ideas were submitted through the consultation process. Staff took the time to review all feedback and assessed if and how it could be integrated into the design.

Government Street North

Key findings:

- Strong support for proposed design including
 - ‘road diet’ concept
 - one way separated bike lanes design
 - addition of dedicated turning lanes for motor vehicles
- Desire for added/enhanced pedestrian crossings between Fisgard and Bay including:
 - Support for enhancements at Herald, Discovery, and Pembroke
 - Support for added crossing at Queens
- Desire for on-street parking retention and added commercial parking and loading
- Support for public realm enhancements including street trees and landscaping
- Concern about cyclist safety at proposed unsignalized intersections
- Concern about lane reduction and impacts to traffic circulation

**There were also some people who were not in favour of any changes or any improvements to bicycle and pedestrian infrastructure along this corridor.*

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider a two-way protected bike lane on one side of the road to retain more road width for motor vehicle travel lanes.	Would require protected bike signals at intersections adding to construction impacts, project cost, and traffic delays for all users.
Corridor	Consider adding lights for a dedicated bicycle phase through intersections to	Vehicle volumes do not warrant dedicated bicycle signals.

	provide more protection from turning cars.	
Government @ Discovery St	Consider maintaining all turning and travel movements at Discovery St intersection.	Improved safety for all road users, allows unsignalized intersections.
Government @ Herald St	Consider maintaining all turning and travel movements at Herald St intersection.	Improved safety for all road users, allows unsignalized intersections.
Government @ Gorge Rd	Upgrade Gorge Rd intersection as part of this project.	Redesign of intersection will be done through a future project.

Kimta Road`

Key findings:

- Desire to pursue any improvements along the rail corridor rather than on Kimta
- Support for proposed two-way protected bike lane design
- Desire to retain on-street parking
- Strong support for improvements to:
 - existing multi-use path, connecting Tyee Road to JSB
 - crossing safety at Kimta/Tyee crossing
 - connection to the E&N trail, Esquimalt Road crossing
- Desire to add commercial parking and loading
 - Concerns about
 - moving trucks near Shutters building
 - available parking for service vehicles around multi-family dwellings
 - existing use of road space by waste management bins
 - available road space for commercial suppliers to surrounding businesses
- Desire to retain street-trees
- Concern about narrowing the road dimensions
- Concern about ongoing parking issues related to Marina and restaurant parking (Paul Kane Pl.)

**There were also some people who were not in favour of any changes or any improvements to bicycle and pedestrian infrastructure along this corridor.*

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider one-way protected bike lanes.	Significant loss of on-street parking.
Corridor	Consider making all pedestrian crossings grade-raised.	Drainage requirements and associated project budget.
Corridor	Retain all on-street parking.	Impacts desired road and bike lane dimensions in some locations.
Corridor	Pursue Advisory Bike Lane design	Two-way protected provides consistency with regional trail connections and higher level of protection.

Multi-use path from Tye to Johnson Street Bridge	Consider separate space for pedestrians and bikes.	Lack of property rights to attain width required for separate spaces. Avoid impacts to existing trees.
Paul Kane Pl	Do not add angle parking.	Additional public parking supply supports waterfront park amenities.

Richardson Street

Key findings:

- Strong support for intersection improvements and enhanced safety at:
 - Cook Street ○ Linden Street
 - Moss Street ○ Kipling Street
- Support for traffic calming along the corridor including lower vehicle speeds and volumes
- Concern about advisory bike lane design
- Support for AAA shared use design
- Desire for further traffic calming interventions to improve safety
- Concern about removal of transit service
- Concern about impacts of traffic diversions to volume on adjacent streets
- Desire to maintain through traffic on Richardson
- Concern about changes to vehicle circulation within the neighbourhood
- Concern about the safety of existing median islands due to forced conflict, suggest removal
- Desire to retain on-street parking

**There were also some people who were not in favour of any changes or any improvements to bicycle and pedestrian infrastructure along this corridor.*

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider no diversions / maintain through access for motor vehicles	Would require one-way protected bike lanes, significantly impact on-street parking and reduce pedestrian/neighbourhood benefits.
Corridor	Consider removing existing center median islands	Median islands support traffic calming objectives.
Corridor	Consider relocating speed humps to closer to intersections	Not good design practice.
Corridor	Consider protected bike lanes	Shared facilities provide greater benefits for all.
Richardson @ Foul Bay Rd	Maintain access for westbound traffic	Would not reduce vehicle volumes to required threshold for AAA.
Richardson from Lotbiniere to St Charles St	Consider adding sidewalk on the North side of Richardson from Lotbiniere to St Charles St	Not within project scope.

Kings-Haultain Corridor

Key findings:

- Strong support for shared use Neighbourhood Bikeway design
- Strong support for traffic calming along the corridor
- Strong support for intersection improvements and enhanced crossing safety at:
 - Blanshard Street
 - Quadra Street
 - Belmont Avenue
 - Shelbourne Street
 - Richmond Road
- Strong support for relocating transit service to Bay Street
- Strong desire for intersection improvements and enhanced safety at Haultain/Fernwood intersection
- Desire to improve intersection and crossing safety at Roseberry Avenue
- Desire to retain on-street parking
- Desire to include placemaking
- Desire for more traffic calming along the corridor to enhance safety
- Concern about the safety of traffic circles for both bikes and pedestrians
- Concern about inconvenience for motorists accessing the neighbourhood
- Concern about the impacts of proposed traffic diversions on Fernwood Road

**There were also some people who were not in favour of any changes or any improvements to bicycle and pedestrian infrastructure along this corridor.*

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider removing traffic circles from design.	Traffic circles support traffic calming objectives.
Corridor	Consider relocating speed humps closer to intersections (rather than mid-block)	Not good design practice.
Haultain @ Fernwood Rd	Consider an alternate diverter that restricts through traffic on Fernwood Rd to address neighbourhood desire for traffic calming.	Fernwood Rd is a collector street that provides critical service and access to the local street network.
Haultain @ Roseberry Ave	Consider intersection improvements at Roseberry Ave.	Traffic calming at Fernwood and along Haultain will improve safety at Roseberry Ave.

Additional Feedback: All corridors

In addition to the corridor-specific feedback received, some inputs related to investments in cycling, in general. Those findings are summarized below.

- Desire for focus on education and enforcement of all road users
- Desire no additional spending on cycling infrastructure at all
- Desire for Council to prioritize pedestrians
- Desire for secure bike parking
- Concern that cycling priorities ignore the needs of residents who do not ride bicycles
- Desire to ban right turn on red, City wide, to improve safety
- Desire to have more “door to door” notification of engagement

Conclusion

Staff acted on Council direction to condense the engagement process in order to maintain project pace of the approved 32km AAA bicycle network implementation. To streamline engagement for the 2020 projects, consultation was conducted in one phase and garnered meaningful participation from the public. City staff received thousands of suggestions, ideas, and comments about preliminary designs through a host of consultation activities. Input from residents, businesses, community associations, and stakeholders provided valuable insights into preferences and priorities around road safety improvements. Staff reviewed and considered all feedback received. Wherever feasible and appropriate staff implemented changes, based on public feedback, to address concerns and suggested improvements while developing designs that improve road safety and comfort for all users.

Appendix 1: Examples of Promotional and Advertising Materials



Above: On-street coroplast signs



Above: Victoria News advertisements



Above: Times Colonist advertisements

2020 Bicycle Network Improvements

Latest News

Planning is now underway for the next All Ages and Abilities (AAA) cycling network improvements. In 2020, cycling and pedestrian infrastructure improvements are planned for the following corridors:

- Kings-Haultain
- Government Street
- Richardson Street
- Kimita Road

Public engagement activities for these projects has started. The purpose of this process is to gather public input and determine which AAA design concepts best meet the needs of the community to improve road safety.

Opportunities to get involved and provide your input:

- 2020 Bicycle Network Improvement Online Survey
- Public corridor tours (Richardson tour, Nov 3)
- Open house events (Planned for the end of November)

Your ideas and feedback will help inform the design of the improvements along these corridors.

For more information, to take the online survey, and to stay informed about upcoming public consultation events visit:

engage.victoria.ca

Above: Notices

Have your say!

engage.victoria.ca

Learn more about about the cycling network improvements and share your thoughts on preliminary design concepts to make cycling in Victoria safer and more convenient.

FILL OUT THE SURVEY!
Take part in a short survey by visiting engage.victoria.ca

ENGAGEMENT EVENTS!
Various engagement activities and events are being scheduled including:

- walking tours
- on-street pop ups
- neighbourhood discussions
- open houses

Check out the list of scheduled events at engage.victoria.ca to see what works for you.

Learn more at: victoria.ca/cycling

Above: Printed handbill (front and back)

2020 Cycling Network Improvements

The City of Victoria is looking for feedback from residents on preliminary design concepts for the 2020 cycling projects in the coming months. Please join us for the upcoming engagement activities and visit our website for more information.

- 1 KINGS & HAULTAIN CORRIDOR**
Government Street to Richmond Road – design concepts include traffic calming elements to support a shared use neighbourhood bikeway.
- 2 GOVERNMENT NORTH CORRIDOR**
Pandora Avenue to Gorge Road – design concepts include one-way protected bike lanes buffered by on-street parking.
- 3 KIMITA CORRIDOR**
Tyeo Road to Catherine Street – design concepts include a two-way protected bike lane buffered by on-street parking.
- 4 RICHARDSON CORRIDOR**
Vancouver Street to Foul Bay Road – design concepts include a combination of traffic calming elements and advisory bike lanes.

Appendix 2: Event Photos



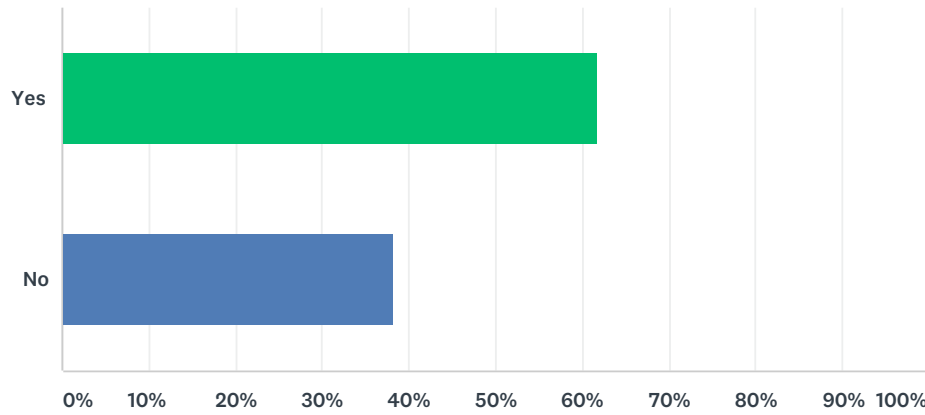
Additional event photos on Engagement Summary cover page.

Appendix 3: Online Survey Results

68 pages

Q1 Do you think a Shared Use Neighbourhood Bikeway facility would be the most suitable design concept recognizing the requirement for traffic calming measures to reduce traffic volumes and vehicle speeds?

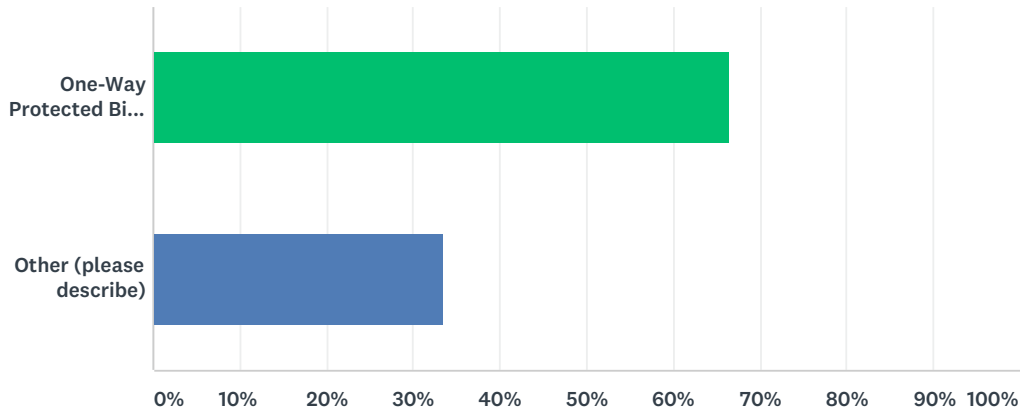
Answered: 552 Skipped: 186



ANSWER CHOICES	RESPONSES	
Yes	61.78%	341
No	38.22%	211
TOTAL		552

Q2 If no, what alternative design suggestions do you have for this corridor?

Answered: 233 Skipped: 505



ANSWER CHOICES	RESPONSES	
One-Way Protected Bike Lane (recognizing the associated loss of on-street parking)	66.52%	155
Other (please describe)	33.48%	78
TOTAL		233

#	OTHER (PLEASE DESCRIBE)	DATE
1	remove parking on one side Parking n either North or South side of Haultain only. With cars parked on both sides of the road there is barely room for car and bicycle to pass. If parking were allowed only on one side of the street it would create safer spaces for riding	11/30/2019 10:02 PM
2	DO nothing NO bike lanes. NARROW STREETS!!!!!!!!!!!!	11/30/2019 9:30 PM
3	DO nothing leave it alone please	11/30/2019 8:48 PM
4	one-way protected A combination of one way bike lane on each side, one lane parking and two narrow lanes for cars.	11/30/2019 3:43 PM
5	Two-way protected Allow for car traffic both ways and l side for street parking and then other side (currently street parking) to be for cyclists.	11/29/2019 11:51 PM
6	DO nothing Leave it as is	11/28/2019 6:22 PM
7	DO nothing Leave as existing.	11/28/2019 12:38 AM
8	Two-way protected one way street with parking and dual way protected bike lane	11/27/2019 1:18 AM
9	Make bike only corridors like galloping goose trail. You already closed part of Haultain to traffic, just make that whole street for bikes unless you live there? But I do think roads are for cars and separate corridors for bikes is the best long term plan. It is healthier and safer that way. Motorists pay a lot more taxes and should have priority on roads. Bikes should have their own trails	11/23/2019 1:26 AM
10	Two-way protected shared use on kings then a transition to a protected bike lane only on one side of the street on haultain	11/22/2019 2:45 AM
11	DO nothing I have had it; stop and improve roads for cars and retain parking	11/21/2019 5:22 PM
12	DO nothing None	11/20/2019 1:59 AM
13	one-way protected I think for Kings Rd and Blackwood a shared use would be a good solution, Haultain on the other hand needs protected bike lanes unless you can prevent cars from using the whole length of the street (no through traffic)	11/19/2019 5:44 PM

2020 Bicycle Network Improvements Survey

14	Two-way protected Sidewalk expanded to include bike lane does not impact parking or vehicle traffic. Separating the bikers keeps them at less risk of a vehicle. Similar to the section of hillside road between Richmond and shelbourne.	11/19/2019 8:08 AM
15	DO nothing Existing conditions	11/17/2019 4:24 AM
16	DO nothing No bike lane. Leave road to two way traffic.	11/16/2019 1:15 AM
17	traditional bike lanes I think limiting parking to one side of Haultain to open space for painted bike lanes without physical barriers would be much better than a "Neighbourhood Bikeway" design. "Neighbourhood Bikeway" seems to be essentially the same physical roadway with the same space allocations, but with bike symbols in the middle of the road?! Does that really do anything for cyclists, especially at night? To me, a painted lane for cyclists on each side of a two-way street is the minimum threshold to call the corridor All-Ages and Abilities, with a straight face. Otherwise, you're inviting kids on bikes to compete with SUVs for the same narrow strip of pavement.	11/15/2019 10:08 PM
18	DO nothing None, leave as is	11/15/2019 5:55 PM
19	Two-way protected bidirectional biking on one side, with parking on the other	11/15/2019 12:46 AM
20	DO nothing No additional accommodations are required for bicycles, as this corridor is a quiet enough street for bikes to use as is. There are already existing blockages for vehicles at Richmond and Shelbourne. This is an excellent bike route already.	11/11/2019 10:30 PM
21	DO nothing Nothing	11/8/2019 8:51 PM
22	The answer is maybe if it only involves a painted line. What traffic calming measures are required? There is currently no problem accommodating bikes and traffic. The problem on Richardson is the poor condition of the road surface.	11/8/2019 5:10 AM
23	Two-way protected [Narrow] Two-way protected bike lane (with bike traffic calming measures). Removal of one on-street parking lane.	11/7/2019 9:01 PM
24	Mixed separated and shared might be best. Haultain seems wide enough to have a shared use neighbourhood bikeway, but other roads would seem too narrow. Bikes will feel like they are holding up cars, ride close to parked cars and risk getting doored.	11/7/2019 8:15 PM
25	DO nothing There is sufficient room now for bikes on the road	11/7/2019 3:58 PM
26	DO nothing having lived my entire life 1 block off Haultain, it is evident that harmony exists now for cyclists and autos. this is acived by the abundant parking on either side of haultain from Cook to Shelbourne comprising of area residetns and RJH employees	11/7/2019 12:40 AM
27	No bike lanes in busy areas. They cause accidents.	11/6/2019 7:42 PM
28	Two-way protected Two-Way Protected Bike Lane	11/6/2019 5:13 PM
29	DO nothing educate people on MVA Bike and driver education on how to successfully share the existing road network.	11/6/2019 4:35 PM
30	I am supportive of a shared use neighbourhood bikeway facility, however, I think the traffic calming measures should be extreme to the point where most vehicles will not want to drive on Haultain, Kings, and Blackwood. Also, I think the bus #22 needs to be moved to Bay St, as it goes way too fast and is way too wide for Haultain. I think some on street parking on these streets is very important for the traffic calming it provides including for cyclists. One major component I would like to see included in any and all designs for cycling infrastructure is consideration on implications on pedestrian traffic. These roads have heavy pedestrian traffic and anything that is done to help cyclists should enhance pedestrian-oriented design.	11/6/2019 4:13 AM
31	DO nothing Status quo or one-way bike lane on just one side of street. In most neighbourhoods, on-street parking required.	11/5/2019 10:26 PM
32	Two-way protected make the street 1 way for vehicles, with a protected bike lane and leave the parking in place. There are sufficient alternative routes (Bay, Kings, Hillside) to absorb neighborhood traffic.	11/5/2019 5:56 PM

2020 Bicycle Network Improvements Survey

33	The shared use proposals aren't going far enough. When these are completed Victoria will still be decades behind most major cities and cities of similar size. We need to end our obsession with cars and add more paths, pedestrian zones and protected bike lanes. All over Europe there are protected lanes and protected lanes buffered by street parking -- and connectors and maps. You should fly to Amsterdam or Copenhagen and spend a week there to see what works about their systems: the protection, the laws protecting cyclists/peds, the driver education, the lights, the maps, the network etc. The list goes on and one.	11/5/2019 7:01 AM
34	support shared use but.. Need traffic circles at multiple points on haultain to discourage cut through traffic. Preferably working to limit car travel all the way down haultain. Need to work with businesses on haultain to maintain access for customers, while discouraging cut through commute traffic.	11/5/2019 6:00 AM
35	Survey broken. I changed my answer.	11/5/2019 5:06 AM
36	Two-way protected Maintain parking on one side of the street only, have 2 vehicle lanes and a two-direction protected bike lane	11/4/2019 11:35 PM
37	Two-way protected Any sort of protected lane, "Sharrows" aren't very effective at all. See https://www.citylab.com/solutions/2016/02/sharrow-safety-bike-infrastructure-lane-chicago/460095/ and https://usa.streetsblog.org/2016/01/14/study-sharrows-dont-make-streets-safer-for-cycling/	11/4/2019 9:39 PM
38	DO nothing Different street	11/4/2019 4:23 PM
39	Current road does not support the size of the bike lanes.	11/4/2019 2:37 PM
40	traditional bike lanes Bike lane and single lane road. No need for two way traffic as Bay is a high speed thoroughfare	11/4/2019 4:47 AM
41	I'm not actually sure, but cars often struggle with shared use roads. They have a hard time understanding how to make right hand turns and bikes can also behave inappropriately.	11/4/2019 4:24 AM
42	support shared use but.. Shared and existing speed limits	11/4/2019 3:29 AM
43	Absolutely No loss of parking is acceptable. Richmond RJH Shelbourne is already a gong show with the blocked streets. Constantly hear complaints from angry frustrated exhausted patients. Enough is enough!	11/4/2019 1:54 AM
44	Two-way protected Add to sidewalk... much safer to have a bike lane connected to the sidewalk	11/4/2019 12:57 AM
45	DO nothing This comes with the assumption of "traffic calming measures" being required, which they simply are not.	11/4/2019 12:37 AM
46	DO nothing No bike lanes	11/4/2019 12:32 AM
47	Two-way protected Two way bike lane, with street parking on other side	11/3/2019 9:53 PM
48	DO nothing NO MORE BIKELANES	11/3/2019 9:27 PM
49	DO nothing Enough with the bike lanes!!!	11/3/2019 8:20 PM
50	remove much of the parking and make the green space wider in order to A: raise the price of parking and B: increase green space in the city.	11/3/2019 2:33 PM
51	support shared use but.. Close a street except for local access and separate bikes and through traffic	11/2/2019 11:13 PM
52	support shared use but.. I'm not completely opposed to shared use, but more measures are needed to slow down traffic and make car drivers understand that bikes need to be well away from car doors. Parking on one side only would help. When cars are parked on both sides, the space is extremely tight.	11/2/2019 10:15 PM
53	Two-way protected 2 way protected bike lane on one side	11/2/2019 5:40 PM
54	support shared use but.. A series of alternating one-way vehicle lanes will allow more space for a safer bike route. This will also reduce traffic volumes.	11/2/2019 4:04 PM
55	DO nothing None	11/2/2019 2:54 AM
56	DO NOT cut through evergreen terrace, this selfish choice endangering children rests solely on you! GO AROUND THE PROPERTY. Blanshard has unused greenspace beside the property, just put the bike lane there since you're so hell bent on destroying the city.	11/2/2019 1:03 AM

2020 Bicycle Network Improvements Survey

57	advisory lanes I like the advisory lanes in the next section	11/1/2019 11:13 PM
58	DO nothing Nothing	11/1/2019 10:29 PM
59	Painted shared road icons on residential streets. Physical borders are making things more difficult for bikes and cars	10/31/2019 5:01 PM
60	having a bikeway will simply clutter the street with more traffic	10/30/2019 5:46 PM
61	DO nothing Enough with the bike lanes. They are holding up buses	10/30/2019 3:20 AM
62	Two-way protected Keep 2 driving lanes open, with a bike path and one sided street parking.	10/30/2019 2:50 AM
63	Two-way protected Angled parking on one side of the street, two lane traffic in the middle, and a two-way protected bike lane on the other side of the street.	10/30/2019 1:22 AM
64	DO nothing no bike lane	10/30/2019 12:05 AM
65	support shared use but.. Change to one way streets so there is one lane for cars and one lane for alternate transportation. Montreal has many streets like this.	10/29/2019 2:19 AM
66	DO nothing Not here	10/29/2019 1:48 AM
67	Richardson Street does not need bike Lane	10/28/2019 10:04 AM
68	DO nothing STOP WASTING \$\$ on these ridiculous bike lane death traps.	10/25/2019 9:48 PM
69	Two-way protected Two way protected bike lane	10/25/2019 9:11 PM
70	Two-way protected eliminate one pedestrian walkway to create bike lane	10/25/2019 6:53 PM
71	remove motor vehicles remove motor vehicles	10/25/2019 5:35 PM
72	Two-way protected Increase the width of sidewalks by adding asphalt as a dedicated bike lane. Shared use facilities are the most ridiculous and you will only end up with frustrated drivers because all of us cyclists are horribly inconsiderate and will not share the road.	10/25/2019 12:54 AM
73	DO nothing No need for bike lanes on this road.	10/22/2019 3:55 PM
74	DO nothing this street is too narrow for cars and buses. Adding bike lanes is a bad idea. Currently bikes can share the space as needed. Currently already has poor visibility trying to cross Haultain in a vehicle which I use as I'm not mobile enough to walk the distance for picking up my kids from two different schools.	10/22/2019 2:36 AM
75	advisory lanes A combo (see below)	10/22/2019 2:04 AM
76	Insufficient information is provided here to be able to assess which is the better option. What kind of traffic calming measures would be necessary? Where would they be placed? How much parking would be lost? How many businesses would be impacted? How many houses would be impacted? How many businesses and houses would lose all available parking (if any)? How do you plan to cross Blanshard?	10/21/2019 11:00 PM
77	DO nothing Existing conditions	10/21/2019 10:47 PM
78	DO nothing existing conditions	10/19/2019 5:17 PM

Q3 Can you identify any specific locations along this corridor where you currently have suggested improvements or safety concerns?

Answered: 214 Skipped: 524

#	RESPONSES	DATE
1	Very limited access to "midtown" from this this or any bikeway	11/30/2019 10:02 PM
2	remove/reduce pkg Reduced or restricted parking along Haultain. This causes dangerous conditions where the street is effectively a one-lane road with cyclists and cars in opposing directions having to yield to one another. This is particularly heightened during peak commuting hours. Perhaps a parking restriction during these peak times would help alleviate the situation while respecting the demands of residents with limited parking options. Intersections are particularly dangerous with limited visibility. Another option could be limiting parking to one side of the street. A concern would be removing parking altogether as it would cause congestion and tension on residential side streets.	11/30/2019 9:46 PM
3	Fernwood remove/reduce pkg Haultain and Shakespeare, Haultain and Victor: When driving a car and turning onto Haultain from Shakespeare or Victor, it is VERY difficult to see if bikes or cars are approaching along Haultain. This is due to the many cars that park along Haultain. Perhaps creating no parking zones close to the intersections would help. I think parking all along Haultain is the biggest concern for bikes. The street is too narrow for two-way traffic, parking on both sides and bikes. I recommend reducing parking to one side of Haultain. Also: I imagine reducing car traffic on Haultain will increase traffic on Bay. Improvements will be needed on Bay to accommodate. Recommend removing the (awful) bike lanes on Bay. I have never felt safe biking on Bay.	11/30/2019 9:45 PM
4	NARROW STREETS!!!!!!!!!!!!!! NO bike lanes.	11/30/2019 9:30 PM
5	Cook retain parking Richmond Shelbourne Places needing most attention are intersections with arterial N-S streets: cook, shelbourne, Richmond. Haultain is straight and wide, not nec. to sacrifice on-street parking.	11/30/2019 8:43 PM
6	Please, NO 2-way bicycle lanes -- the design is poor, at some point on the existing 2-way cycling lanes in Victoria (and North Finnerty in Saanich (UVIC) there will be collision between cyclists going in opposite directions, with the result that a cyclist will end up in a motor vehicle lane and likely hit by a motor vehicle.	11/30/2019 5:45 PM
7	traffic calming Maybe roundabouts could be put in at a couple of the intersections along haultain to reduce traffic speed. I'd like to see slower traffic around haultain corners too.	11/30/2019 4:00 PM
8	no	11/30/2019 3:43 PM
9	Cook Fernwood Haultain is pretty wide and straight between Cook and Fernwood. This is the area of greatest concern.	11/30/2019 6:29 AM
10	Vancouver I think a street plaza at Vancouver/Kings would be a nice way to reduce traffic on both of these AAA cycling routes while providing streetscape improvements to the neighbourhood	11/30/2019 12:59 AM
11	remove/reduce pkg Reduce on-street parking on Haultain, a better connection between Haultain and Kings (narrow sidewalk paths and unusual turns for bikes while vehicle traffic has right of way)	11/29/2019 2:37 AM
12	This should be a protected bike lane on Bay St instead, enabling the city to build bike infrastructure on the Bay St bridge in the future. Kings/Haultain is a compromise route.	11/28/2019 9:38 PM
13	Richmond Shelbourne The intersections of Richmond and Shelbourne as they cross with Haultain should have cyclist-enabled crossing lights as they pose hazards for both cyclists and motorists. Sometimes motorists will stop for cyclists, which is nice of them, but may create hazardous situations for motorists. Cyclist-enabled crossing lights will help make those two intersections safer for everyone.	11/28/2019 9:01 PM
14	No	11/28/2019 6:22 PM

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15	Haultain does not require a lot of prodding to suit this model. Shared use is already the norm and cars along this road mostly expect to encounter bikes. I would rather the local gov focus on introducing safety measures for areas where bikes are not as welcome and that are especially dangerous.	11/28/2019 5:14 PM
16	I bike along Richardson every day and especially along the back of government houses, cars tends to go quite quickly so i think this is a great idea!	11/28/2019 3:26 AM
17	CedarHill/Fernwood The four-way stop at the intersection of Fernwood & Cedar Hill would benefit from a traffic light. At rush hour, no one knows who has the right of way. Intersection could also be better lit so that drivers can see cyclists and their arm signals.	11/27/2019 10:54 PM
18	Fernwood Haultain and Fernwood! Way to much traffic, cars running stop signs, road rage, cars not stopping at all. Traffic calming on this intersection is a MUST!!	11/27/2019 6:22 AM
19	Bay st connector cedar hill quadra My concerns are Kings at Quadra (green bike stopping zone needed), Kings at Cedar Hill Rd (4-way intersection volume), and the path (or lack thereof) from the bike lanes on Government St to Kings Rd. I don't feel comfortable sharing the lane on Bay between Government and the crosswalk at Kings/Dowler due to volume on Bay.	11/27/2019 4:45 AM
20	Where Richardson connects with Cook could use a pedestrian controlled light to facilitate crossing to the Vancouver street bike lane.	11/27/2019 4:33 AM
21	traffic calming Kings to Blackwood seems to get used by some drivers as a shortcut between Quadra and Hillside. Drivers are often speeding along Kings with little regard for cyclist/pedestrian traffic. Perhaps some way to slow vehicles there.	11/27/2019 3:50 AM
22	Fernwood I live on Haultain, near Fernwood Rd, and I am concerned about this project. It's hard enough to back out of my driveway (only option) and see around the parked cars. There has been a noticeable increase in traffic and speeding on this street too.	11/26/2019 11:40 PM
23	retain parking I regularly use this corridor as a cyclist and it's pretty safe. Where that's the case I would prefer to avoid disruption to merchants and homes by eliminating parking or trees, and associated construction.	11/26/2019 8:09 PM
24	blanshard crossing Crossing Blansard.	11/24/2019 11:01 PM
25	kings/black diverter The connection between Kings and Blackwood could definitely be improved as it is difficult to navigate.	11/24/2019 3:57 AM
26	ROP Would suggest the Haultain corridor, especially closer to Shelbourne Street could benefit from "resident only" parking to reduce amount of parkers on the curbside, making it safer for shared use. Lots of parked cars on the curbs are from Hospital workers. For example, even advised at hospital (day patient activities) to park on Haultain Street to avoid cost of Hospital parking. By reducing non-resident parking, this street will be safer for cyclists, buses and cars.	11/24/2019 3:00 AM
27	Fernwood traffic calming On Haultain between Fernwood and Belmont cats often zoom headlong towards cyclists in a rush to get between parked cars.	11/23/2019 8:53 PM
28	Haultain corners Haultain Corners itself has somewhat limited visibility for crossing over Haultain. Four way stop? Improved lighting? Neighbourhood beautification like a mural, more benches, little free library. People would drive slower and spend more time there if it feels like a little urban village!	11/23/2019 6:15 PM
29	blanshard crossing Cook Crossing Blanshard, Cook	11/23/2019 5:16 AM
30	All roads are unsafe and unhealthy for cyclists as far as I'm concerned and it is down right terrifying to see young children dangling behind a bike on a roadway with cars!	11/23/2019 1:26 AM
31	Haultain St is already my favourite street to ride on . It's flat , wide easy to see and be seen . There's not much improvement needed , and there's already a lot of us choosing to use this route . Let's not over think it	11/22/2019 9:43 PM
32	Scott The corner of Scott and Haultain needs better visibility; vehicles also need to slow down in this area.	11/22/2019 5:04 AM
33	Not a specific location, but I encourage you to be thoughtful about traffic calming measures that actually make it difficult for vehicles to pass. My experience as a daily cyclist is that sometimes these measures make the road feel less safe than before they are installed. This is often also associated with small curbs that make it difficult to negotiate as a cyclist.	11/21/2019 8:53 PM

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34	yes, the one-way bike lanes actually need to be protected -full separation from motor traffic. If there is parking motor vehicles should not cross over the bike lane. The parked cars should be the buffer between moving traffic and cyclists.	11/21/2019 4:16 PM
35	blanshard crossing Douglas evergreen terrace Kings at Blackwood, entire section from Quadra St through to Government needs a lot of changes to be safe. Consider design through Evergreen Terrace public housing carefully and respectfully. Consider closing Dowler Place to non local traffic. Many kids skateboard in front of Quadra Village Community Centre.	11/21/2019 3:38 PM
36	blanshard crossing Haultain is already great. Without seeing any suggested design as part of this survey, I would have significant concerns about how this route would cross Blanshard and Douglas given that Kings is currently discontinuous in that section.	11/21/2019 4:31 AM
37	fernwood connector The plan needs another connection between Haultain and Vancouver St to connect these two for downtown-bound people.	11/21/2019 3:13 AM
38	Richmond larger street intersection crossings such as Richmond and Foul Bay Rd are difficult and often feel unsafe	11/20/2019 9:49 PM
39	blanshard crossing Crossing Blanshard	11/20/2019 9:22 PM
40	None. Biking on Haultain is easy and the road is wide enough for parked cars, bicycles and vehicle traffic. If a one-way protected bike lane is installed there will be on parking.	11/20/2019 9:21 PM
41	No	11/20/2019 1:59 AM
42	Richmond Crossing Richmond with difficult sightlines	11/19/2019 11:57 PM
43	Cook Haultain/Blackwood@ Cook	11/19/2019 5:44 PM
44	Fernwood kings/black diverter Haultain/Fernwood intersection, Kings/Blackwood intersection and crossing.	11/18/2019 1:29 AM
45	haultain currently is very safe. Speed limits are low, visibility is good. Improved lighting along Haultain would help safety, but biking is quite safe in this corridor. Any change to this corridor would eliminate parking for residents (some houses have no driveways) for a system that already works here.	11/17/2019 4:24 AM
46	fernwood connector The connection from the Kings/Haultain corridor to the AAA Vancouver is weak, and will make the network much less useful. There should be a AAA connection from Kings/Haultain to Vancouver.	11/16/2019 11:53 PM
47	No	11/16/2019 1:15 AM
48	remove/reduce pkg The stretch of Haultain between Fernwood Road and Belmont Ave gets very narrow with cars parked on both sides. It can be a bit scary biking through there with buses, cars, and bikes all competing for what feels like only enough room for a single large vehicle. Does there really need to be parking on both sides of the street up and down Haultain? Maybe parking should be limited to one side of the street creating more comfortable conditions for two-way car/bike traffic? Haultain may seem like a sleepy street based on daily traffic volumes, and it is quite quiet most of the day. But it can also get quite busy during short windows of time, as more cars use the road to commute to/from work. Cyclists already jostle with fast-moving cars along Haultain at certain times of day, and some paint in the middle of the road seems unlikely to change that dangerous reality.	11/15/2019 10:08 PM
49	Richmond Shelbourne bike controls for traffic signals and main intersections would be very good (e.g. Haultain at Richmond, Haultain at Shelbourne, etc). Could east end of Haultain (at Richmond) be completely closed to vehicles, to make this road even quieter and better for pedestrians and bikes?	11/15/2019 8:30 PM
50	not needed. waste of money	11/15/2019 7:32 PM
51	Along Haultain, it is a busy commuting street already. With safer bike lanes - I think it would be used by more families too. It is busy when I drive on that street and there are bikes on both sides and a bus and multiple cars and often feels unsafe. Biking down, it often feels safe, but with the number of intersections and parked cars I would feel less safe bringing kids. Kings, similarly, is usually quiet, but often has cars taking short cuts and when it is busy, it feels unsafe.	11/15/2019 12:46 AM

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52	blanshard crossing evergreen terrace The intersection of Government and Ross - how can people connect onto government and continue where they are heading. Kings and Blanshard - currently dangerous and challenging section of my daily commute. I often resort to riding on the sidewalk between Kings and Hillside to cross at the lights. A pedestrian controlled button would help this point a lot. Kings through co-op - Always feel unsure about biking through here, although it is the most direct. maybe signage to make it clear it is part of the bike way?	11/14/2019 7:38 PM
53	The only safety concern with the Shared Use Neighbourhood Bikeway is the opening of car doors and drivers not willing to share the road	11/14/2019 3:49 PM
54	Cook Haultain and Cook Street intersection	11/14/2019 3:47 PM
55	kings/black diverter Transition from Haultain to kings is difficult the light at Cook is great but the ramps onto Kings are not	11/14/2019 6:45 AM
56	Richmond Shelbourne Need light activated cross walk button for cyclists to push at: haultain and richmond also at haultain and shelbourne. Cyclist currently have to get off bikes to walk and push pedestrian button. Dangerous and inconvenient.	11/14/2019 2:56 AM
57	traffic calming please reduce through traffic cutting through the neighbourhood	11/13/2019 6:23 PM
58	Capital Heights Capital Heights and Haultain intersection	11/13/2019 5:19 PM
59	Cook Douglas Government (obvious, but...) Government, Douglas, Cook	11/13/2019 4:03 PM
60	I use Haultain partially to get from James Bay to Hillside Mall and for the most part, drivers along here respect cyclists so yes, I think shared use would be ok	11/13/2019 4:03 PM
61	Great quote The four way stop at Haultain and Fernwood could be improved. I use it as a pedestrian, a biker and as a car driver and I find it to be difficult and somewhat unsafe for all users, especially as a biker. I bike to work downtown and I find it to be the trickiest and unsafest part of my trip. I travel west on Haultain to the four way stop and then turn left to go south on fernwood. I find the on street parking extending so close to the four way stop causes difficulty for all road users and safety concerns for bikers. I don't have the expertise to offer a solution but something that made sure bikers and cars both have enough room and can see each other would be great. Also, I think car drivers often don't know what to do when dealing with bikers, including at four way stops. Anything in your design that could help car drivers know how to safely interact with bikes would be great. More generally, anything you can do to reduce vehicle driving speed in any of your work would be great. As a biker, fast moving vehicles are my number one concern. I often see more or as many bikes on Haultain as I see cars. I don't live on Haultain but live close to it(on a side street connected to Haultain) I know parking is very important to people, however, I see the opportunity on Haultain to make it a super safe and enjoyable space for bikers and pedestrians and I think the on street parking detracts from that. I think a reduction in on street parking could really contribute positively to the community feel of Haultain and that people would adapt to the lost parking spots. I think a key would be educating the public and property owners on Haultain about the benefits of reducing on street parking. I would like to thank the City for all the work that has been done to make biking more appealing and safe, including the protected bike lanes downtown. Both my spouse and I now bike to work because of these improvements. We previously drove and we enjoy being able to bike.	11/12/2019 11:15 PM
62	Riding beside parked cars is dangerous due to risk of dooring. A shared roadway does not address this concern.	11/12/2019 9:05 PM
63	kings/black diverter quadra Richmond Transition from Balckwood to Kings intersection of Kings and Quadra Crossing Richmond	11/12/2019 6:28 PM
64	Haultain corners Haultain and Belmont consider pedestrian controlled crossing lights	11/12/2019 1:17 AM
65	blanshard crossing remove bus Blanshard and Kings, Haultain along bus routes	11/12/2019 12:09 AM
66	Cook Haultain at cook could use a bike operated light when traffic is heavy.	11/11/2019 10:30 PM
67	Cook quadra Shelbourne Nothing specific other than major intersection improvements are needed at Shelbourne, Quadra and Cook St to make this route work. The area around Cook and King is pretty awkward to navigate because of the hill and misaligned roads. I wonder if something a little further south (e.g., Bay St. wouldn't ultimately be easier to incorporate into the route and be more biker friendly because of the flat grade). BTW - it would be a lot easier to answer this question if you included a map of the route on the same page that it is asked/answered on	11/10/2019 5:57 PM

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68	traffic calming This shared use neighbourhood bikeway will work well if there is traffic calming leading to 500 to 1000 vehicles a day. There needs to be safe ways for cyclists to cross the major busy roads to truly be connected from Government to Richmond.	11/9/2019 9:39 PM
69	remove bus traffic calming No specifics but overall general traffic calming. Can you get the buses off Haultain?	11/9/2019 12:15 AM
70	remove bus Bus stops	11/8/2019 8:51 PM
71	Haultain has buses that use it, that seems like a conflict? The road is quite narrow with 2 lanes of parking and 2 lanes of traffic.	11/8/2019 7:57 PM
72	blanshard crossing evergreen terrace Caution will have to be used going through Evergreen Terrace, because of the large number of young children living there. Cyclists will somehow have to be encouraged to go slow over this very short part of the corridor. Blanshard St. requires some kind of signal crossing.	11/8/2019 5:56 AM
73	Fix the numerous potholes and casements above/below the road surface - these pose a greater problem than traffic as bikes need to weave around them to avoid them, focusing more attention on the road surface than on cars and pedestrians. Repair Yates and Government Streets as well. Collinson, too.	11/8/2019 5:10 AM
74	I see no scenario where cyclists are more protected from a rush-hour car commuter in a "neighbourhood bikeway" than the current situation. Late-for-work car drivers will be racing around into oncoming traffic lanes to get around slower cyclists, whether there are bicycles and arrows painted on the pavement or not.	11/7/2019 9:01 PM
75	traffic calming Haultain is a nice, safe community street - any traffic calming would be appreciated.	11/7/2019 8:54 PM
76	retain parking Business parking at Belmont and at Empire must be protected. Visibility off south bound Asquith due to hedging and blvd gardens is very limited. Excessive trimming required	11/7/2019 7:36 PM
77	all intersection streets - I have been hit by a car on this route	11/7/2019 7:02 PM
78	remove bus Moving the 22 bus to Bay Street would improve biker safety.	11/7/2019 5:33 PM
79	All cyclists must be required to wear neon vests and have working bells to alert pedestrians - Victoria police need to issue tickets to cyclists who do not obey the traffic laws - like they do in Montreal.	11/7/2019 3:58 PM
80	Haultain corners remove bus traffic calming Haultain between Fernwood and Belmont - It is unsafe to cross Haultain. Vehicles and especially the #22 bus travel too fast. Many kids need to cross Haultain to go to school. Even at the cross walk at Belmont, it often doesn't feel safe to cross due to vehicle speeds. Traffic calming is needed and the #22 bus needs to slow down or move off Haultain.	11/6/2019 10:37 PM
81	traffic calming safety concerns east of Fernwood Ave, between Fernwood and Shelbourne. There is heavy vehicle traffic along this route during rush hours. Vehicles often want to pass cyclists, and there is little space to do so with the parked cars on the road and oncoming traffic.	11/6/2019 9:18 PM
82	Kimta rd has no crossing area for bikes and pedestrians	11/6/2019 8:07 PM
83	Ive lived in victoria all my life. And when I went to school, we where taught to stop at crosswalks and look both ways. For cyclists, it was same rules for crosswalks and to go with the flow of traffic, not to impede traffic. A cyclist can stop much quicker than a car and these days we got cyclists jumping out everywhere on the road with the attitude and no regard for safety and if confronted for there actions they are very aggressive. As well most cyclists is see dont wear helmets, why do cyclists get a pass on the rules, if they share the road in this manner, all laws should be applicable to them as motorists. All cyclists have to wear helmets and to obey the laws of the road and be ticketed. It's not right that one moment their being a pedestrian and the next moment being like a vehicle, from my observation they follow whatever is convenient for them. I dont even drive downtown anymore for this reason, its crammed traffic in a small down town, roadrage waiting to happen. The time you get to where you want to go, your all irritated dodging bad drivers and non observant cyclist.	11/6/2019 7:42 PM
84	Fernwood remove bus Take #22 Bus off Haultain and onto Bay Street between Shelbourne and Fernwood Road 4 way stop at Fernwood and Haultain is often problematic	11/6/2019 4:37 PM
85	fernwood connector Need to be able to get people safely to Vancouver St. No one going downtown is going to go all the way to Government, unless that's where they're headed.	11/6/2019 3:00 PM

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86	blanshard crossing Douglas	Crossing Blanshard is the biggest challenge and impediment, followed by crossing Douglas.	11/6/2019 7:25 AM
87	Haultain corners remove bus Richmond Shelbourne	I think the intersections with major North South roads (Hillside, Shelbourne, etc) could use a rethink. Currently, at peak, there needs to be more width to the crossings and some consideration of how right and left hand vehicle turns are occurring (off e.g. off Haultain on to Shelbourne) so that bikes and cars are not constantly cutting each other off. In addition, as I said above, having the bus on Haultain currently is major issue, as it is too big and goes too fast for all the variety of activities (cycling, pedestrians, skateboard) etc that goes on on that road. Also, for all that you do, I think you need to better consider how e-bikes are handled, as as they grow in popularity (which is great!) they don't always fit into the current best practices for cycling infrastructure. The area around Koffi on Haultain is great for its laid back vibe with people crossing the street to get their groceries and coffees, whatever happens with the work on the cycling network should enhance this little neighbourhood village.	11/6/2019 4:13 AM
88	blanshard crossing kings/black diverter	Kings road to Blanchard is not easy or safe to navigate by bike. Goes through co-op housing and then straight into traffic. Better visibility as take turn from blackwood to kings.	11/6/2019 3:43 AM
89	roseberry	Roseberry and Haultain, bad sightlines	11/5/2019 11:29 PM
90		No.	11/5/2019 10:26 PM
91	Fernwood	Corner of Haultain St and Fernwood Rd	11/5/2019 8:52 PM
92	traffic calming	I find this route good as it is, but extra signage and traffic calming would be great!	11/5/2019 6:04 PM
93		Bike lanes (and bike traffic) should be removed from Bay and it should be expanded to 2 lanes in both directions.	11/5/2019 5:56 PM
94	blanshard crossing	Kings and Blanshard	11/5/2019 5:10 PM
95	Haultain corners traffic calming	There are long stretches with no diversions or stop signs. This encourages people to treat it like an express way for cars which is not safe for a multi-modal city or a residential area. Perhaps make a Haultain square as was done in Fernwood to close off the road and make a public space by Belmont and Haultain. Although people complain about street parking, they don't own the street. It's public land owned by everyone who pays into it. So, what I would do as an analysis is walk up both sides of Haultain and count how many houses have driveways. You'll likely see that most people either don't need to use the road but are just lazy, or own too many cars. Besides, once again, they don't own the road (and I say that as a home owner in this area).	11/5/2019 4:11 PM
96	fernwood connector	I'm worried as someone coming from Saanich how I'm going to get on Vancouver easily from this route. Maybe another connection could be considered.	11/5/2019 2:37 PM
97	cedar hill Haultain corners	cedar hill road; I want to see a parklet in front of the corner store grocery at belmont	11/5/2019 7:50 AM
98	Fernwood Haultain corners Shakespeare	Shakespeare/haultain Belmont/haultain Fernwood/haultain	11/5/2019 6:00 AM
99		Haultain Road is heavily used and congested with on-street parking. I don't think it is a good location for shared use between bikes and cars.	11/5/2019 5:12 AM
100	Richmond	Crossing at Richmond should be signalized.	11/5/2019 4:50 AM
101	Haultain corners	we are in a climate emergency, less access to free on street parking could help households try to reduce unnecessary vehicle ownership and reduce people driving here for free hospital and downtown adjacent parking. It would also be nice to enjoy an exhaust-free patio at koffi on haultain when I want to enjoy that space.	11/5/2019 4:10 AM
102		On Haultain, drivers go in and out of their car to access stores without always looking out. Cyclists have to be careful to avoid car doors	11/5/2019 4:02 AM
103	Cook kings/black diverter	crossing cook street at blackwood is pretty sketchy, you have to jaywalk and hang out on a tiny traffic island in the middle of cook street to wait until it's clear to cross. Also ramp going up onto kings road is silly if there is even one other person trying to navigate it.	11/5/2019 2:18 AM

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104	blanshard crossing Douglas quadra Richmond traffic calming Kings/Quadra intersection, Kings/Blanshard intersection, Kings/Douglas intersection, Haultain/Richmond intersection, traffic along Haultain, especially in front of businesses	11/5/2019 12:50 AM
105	Richmond traffic calming Vehicle traffic congestion along Haultain, particularly between Fernwood and Shelbourne. Also, crossing at Richmond,	11/4/2019 11:35 PM
106	Haultain at Foul Bay needs a bicyclist activated light for crossing Foul Bay Road	11/4/2019 10:38 PM
107	blanshard crossing cedar hill Douglas fernwood connector kings/black diverter The transit from Haultian to Vancouver st. Most cyclists entering the downtown use Vancouver st, not government st. The jump from Haultian to Vancouver needs major improvements. I recomend using empire , bay and queens st. Blackwood st is noth the wrong way and up hill. One has little desire to use backwoods street to assess downtown. Other place of issue, kings rd at blanchard st. Blackwood at kings. Kings in Douglas. Haultian at cedar hill rd	11/4/2019 9:22 PM
108	Bay st connector Getting to this corridor from Bay St should be reviewed and any needed improvements made. Bay is great from the bridge to Government st. But after that it is terrible!! Many many people bike this route.	11/4/2019 8:19 PM
109	Cook Crossing Cook Street	11/4/2019 8:01 PM
110	blanshard crossing I am concerned about how it would cross Blanshard street. Hopefully a cyclist controlled cross light at the King St. intersection?	11/4/2019 7:30 PM
111	This route already exists like the proposed design. (Cyclists and cars together) What improvements are you suggesting besides painting bikes on the road?	11/4/2019 4:18 PM
112	No	11/4/2019 4:15 PM
113	Cook Crossing cook st is a mess	11/4/2019 4:47 AM
114	Cook Fernwood remove bus Bus needs to be moved to Bay Street. Traffic diversion at Cook and Fernwood to prevent through movements along Haultain.	11/4/2019 4:06 AM
115	no	11/4/2019 1:51 AM
116	quadra Between Quadra & Cook. Curious why the improvement doesn't go all the way to Foul Bay or at least the Dean bikeway?	11/4/2019 1:11 AM
117	Scott Safety at the corner of Scott and Haultain. With poor visibility due to parked vehicles on both sides of the narrow end of Haultain just before the intersection on the West side. Many accidents and close calls observed.	11/4/2019 12:50 AM
118	Scott The corner of Scott and Haultain is extremely dangerous. There are many accidents there and many near misses.	11/4/2019 12:48 AM
119	Take bike lanes of off main arteriales and put them onto secondary neighbourhood streets, where they will have zero impact on the flow of mass commuters, deliveries, busses, etc.	11/4/2019 12:37 AM
120	No	11/4/2019 12:32 AM
121	blanshard crossing Douglas Crossings of major through ways are all currently problematic. Blanshard and Douglas will be crossed by this route? Parts of it make sense and work well as they are now.	11/3/2019 11:40 PM
122	retain parking Don't eliminate the parking along the street!	11/3/2019 10:29 PM
123	I think shared use bikeways are fine for the quieter streets of Kings and Haultain, but protected lanes are best for Richmond and Government.	11/3/2019 10:09 PM
124	I think shared used bikeways are fine for the slower streets of Kings and Haultain, but a protected one way is best for Government and Richmond Streets.	11/3/2019 10:06 PM
125	No curb parking on residential streets and mostly one way for cars and two-way clearly marked cycling lanes.	11/3/2019 10:05 PM
126	I think the shared use bikeway would be fine for Kings and Haultain Sts, but a separate bikeway would be best for the busier streets of Richmond and Government which have higher driving speeds and more traffic.	11/3/2019 10:02 PM
127	Bike lanes create more traffic problems. More parking problems	11/3/2019 9:27 PM
128	Ensure that the traffic calming obstacles on Haultain are modified by the hospital and Shelbourne	11/3/2019 9:22 PM

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129	traffic calming I feel uncomfortable at virtually every intersection. Cars try to whip in front of bikes who have right of way (ie cars turning onto Haultain in front of a bike traveling along Haultain). I think just calling it a shared roadway will not address this.	11/3/2019 8:50 PM
130	Richmond Shelbourne Haultain cross points at Shelbourne, Richmond and Foul Bay Road.	11/3/2019 7:10 PM
131	remove bus I strongly support moving the 22 bus off Haultain onto Bay. Cars coming off Cook St onto Blackwood occasionally go very fast and speed around the corner where bikes are turning left to go from Blackwood west onto Kings Rd. Do something to make cars aware that bikes will be crossing there and calm traffic to make it difficult to take the corner at high speeds. The east and west entrances to Evergreen Terrace are currently very narrow due to metal poles in the entrances. Widen these.	11/3/2019 4:01 AM
132	Haultain corners traffic calming Reduce the speed limit on Haultain and add traffic calming measures. Add a second bump out at the crosswalk of Haultain and Belmont.	11/2/2019 11:32 PM
133	Richardson Street is not going to work well as a bike route as there is bound to be a reduction in parking.	11/2/2019 11:13 PM
134	Parking on both sides makes the space too narrow. Using bikes to slow down the traffic is dangerous.	11/2/2019 10:15 PM
135	blanshard crossing What is the plan for crossing Blanshard and getting through the Blanshard Court development? Kings road does not cross either.	11/2/2019 9:07 PM
136	cedar hill Fernwood Haultain corners kings/black diverter Richmond traffic calming Kings and Blackwood - Need wider and flatter section for bikes to cross the traffic diverter (ideally a two-way, two-lane bike crossing. Also, trim back the greenery to help see vehicle traffic) Cedar Hill and Haultain - big issue here. A traffic diverter here would be ideal, would stop vehicles from shortcutting from Fernwood to Cook or Cook to Fernwood. High speeds here. Dangerous due to rise. Also, would also be great to improve Cedar Hill and Bay Street (with a pedestrian/cycling controlled crossing). Fernwood Road - crosswalk markings would be nice. Huge crosswalk usage here. Haultain corners - love the idea of more placemaking and a parklet. Great community gathering place. Haultain and Richmond - Traffic diverter that one lane for eastbound and one for westbound. Would it be possible to get a way to stop vehicles at this intersection as well?	11/2/2019 8:51 PM
137	fernwood connector traffic calming The plan needs another connection between Haultain and Vancouver St to connect these two for downtown-bound people. There also needs to be signage for car users to see that it is a shared pathway instead of just painted signs on the road. There also should be traffic calming methods where cars can only turn right or left on certain areas.	11/2/2019 7:23 PM
138	fernwood connector The plan requires another connection between Haultain and Vancouver St to connect these two for downtown-bound people.	11/2/2019 5:40 PM
139	cedar hill Cedar Hill and Haultain could use a four way stop. Cars coming down Cedar Hill fail heed the stop sign if going straight through	11/2/2019 5:27 PM
140	Cook Blackwood St and haultain	11/2/2019 5:14 PM
141	King's Road is falling apart it needs to be paved	11/2/2019 4:12 PM
142	traffic calming Haultain Street (between Cook and Shelbourne) is heavily used by both people on bikes and in cars. People drive their cars far too fast along this route, probably to avoid traffic on Bay Street. Also, with cars parked on both sides of Haultain, there is not enough space to allow safe passing of moving cars and bikes.	11/2/2019 4:04 PM
143	fernwood connector Needs another connection between Haultain and Vancouver Street.	11/2/2019 10:36 AM
144	No	11/2/2019 6:10 AM
145	fernwood connector I support the concept, but the plan needs another connection between Haultain and Vancouver St to connect these two for downtown-bound people.	11/2/2019 6:05 AM
146	Don't like this corridor. Why not Bay? One way protected bike lanes there?	11/2/2019 4:56 AM
147	Fernwood Intersection at Haultain and Fernwood is dangerous, especially during rush hour. Traffic calming that could reduce the amount of traffic using Fernwood as a primary conduit for cars through the Oaklands neighborhood (eg rerouting to cook/Shelbourne) would greatly increase safety of both Haultain and Fernwood/Cedar Hill corridors.	11/2/2019 4:49 AM
148	fernwood connector A better connection to Vancouver St. would really help.	11/2/2019 3:41 AM

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149	Between Asquith and Fernwood the road is narrow with parked cars and boulevard planting impedes sight lines.	11/2/2019 3:10 AM
150	Cook Getting across Cook st is difficult and dangerous	11/2/2019 2:54 AM
151	All pedestrian crossings	11/2/2019 2:54 AM
152	No	11/2/2019 2:30 AM
153	Haultain is currently like a Shared use bike lane and it is NOT suitable for all ages and abilities	11/2/2019 1:51 AM
154	fernwood connector There need to be further connections between Haultain and Vancouver St to connect these two for downtown-bound people	11/2/2019 1:23 AM
155	evergreen terrace Evergreen terrace	11/2/2019 1:03 AM
156	Fernwood Fernwood to Cook along Haultain is too wide. Could invite elements to visually narrow the road along this section.	11/2/2019 12:23 AM
157	traffic calming The cars drive extremely fast on Haultain Street. Significant measures would need to be put in place to calm traffic to meet the AAA goals of the project. In particular, there are a lot of children and youth that would use this bike lane to various schools. I don't think that sharing the road with cars in this design format would be very feasible and safe as it puts a lot of onus on young riders and would be potentially frustrating for drivers behind bikers going at kid speed. Haultain is particularly bad between Fernwood and Shelbourne as there are no stop signs. I live on Haultain Street and would be willing to sacrifice some car parking to reduce speeds (or even parking on only 1 side of the street). It would be great if we could learn what traffic calming measures could be in place to inform the design. However, we are very excited to see this project in action!	11/1/2019 11:13 PM
158	no	11/1/2019 7:11 PM
159	With cars parked on both sides of the street, there is just barely enough room for a car and cyclist to pass, and even then it is tight. If the driver is in a truck, it is too narrow to be safe. You "Existing Conditions" image above is inaccurate. There is no room for large sections of Haultain for two vehicles to pass each other if cars are parked on both sides of the street. I think the street could be made safer by restricting parking to one side of the street, however, there still might not be room for 2 cars and a cyclist to pass safely at the same time.	10/31/2019 11:00 PM
160	Fernwood Four-way intersection at Haultain and Fernwood - tricky to negotiate in the dark in the winter re not sure if drivers see you at the intersection, before crossing it. Can be busy. Not sure how to improve this though.	10/31/2019 10:51 PM
161	I use Fernwood Rd to Haultain to link my Fairfield neighbourhood with Hillside Mall - Doncaster - Cedar Hill. Your traffic and roads department recently placed a dedicated left turn lane on the north side of Fernwood at Bay! This is just so stupid as the city has in the past discouraged vehicle traffic on Fernwood north of Bay. More importantly it squeezes cyclists and motor vehicles needlessly on an approach to Haultain and its soon to be AAA bike lane. Makes absolutely no sense!	10/31/2019 5:52 PM
162	Cars have a lane, bikes should have a protected lane	10/31/2019 5:46 PM
163	cedar hill Haultain Street and Cedar Hill Road - blind spots, cyclists use Cedar Hill to connect with Chambers Street, lots of conflict between cyclists and vehicles at intersection. On Haultain between Shelbourne and Fernwood, road is narrow. On Haultain between Fernwood and Cook, road is wider. Wider does not mean safer.	10/31/2019 5:09 PM
164	Existing corridors are fine and don't need "improvement".	10/31/2019 5:01 PM
165	retain parking Consulting with the small businesses along Haultain St. to ensure the decrease in traffic and associated loss of parking won't affect their profitability. We need to consider and support our local businesses in this process too.	10/30/2019 10:00 PM
166	do NOT install bike lanes for Richardson Street - too many young children on this street - especially 1600 block where there is a Daycare facility	10/30/2019 5:46 PM
167	remove bus traffic calming Along Haultain from Fernwood to Shelbourne. It's very busy with vehicles and they drive too fast. I worry about my children cycling on that street to school or crossing that street. Cars need to slow way down or take another street. And the busses are too big and fast	10/30/2019 3:26 AM

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168	education traffic calming If there is going to be a shared bike way then car drivers need to be educated through signs and publicity of the distance they need to keep from cyclists as currently they o not respect this or understand the legal requirement to do so.	10/29/2019 6:08 PM
169	no.	10/29/2019 2:14 AM
170	No	10/29/2019 1:48 AM
171	Your "existing conditions" and "proposed design" seem to be exactly the same, except the latter has a picture of a bike where the former has a picture of a car. Also, the latter has sharrows painted on the road. Is this (sharrows) the only appreciable difference? If so, I retract my complaint about money being spent on this. If not, what are the other differences and why aren't they clear in the image?	10/29/2019 1:24 AM
172	We live at 1020 Richardson, we need the parking. A bike lane down Vancouver as well as Richardson would be a nightmare. Crosswalk at Cook and Vancouver needs lighting.	10/28/2019 10:04 AM
173	blanshard crossing Douglas Government The map provided makes the route hard to see, but I go along Govt from Fisgard and cars go very fast from here to Bay. There is also not a clear route to Kings from Govt.	10/28/2019 4:14 AM
174	traffic calming Currently many cars use Haultain as a short-cut, travelling too fast from one end to the other. Changes need to include hard infrastructure, not just signs, to divert and slow car traffic so as to make it safer for cyclists and pedestrians. Same goes for Kings.	10/27/2019 5:20 AM
175	STOP WASTING \$\$ on these ridiculous bike lane death traps. All the bike lanes are safety concerns for EVERYONE - bikes/cars/people!	10/25/2019 9:48 PM
176	blanshard crossing Cook Douglas Government quadra Richmond Shelbourne major intersections	10/25/2019 5:35 PM
177	traffic calming I often get passed by cars moving very quickly on this route. How do you plan to slow traffic. Many people use this as a cut through with cars (including me when I drive).	10/25/2019 4:12 AM
178	Kimta & Songhees	10/25/2019 3:24 AM
179	fernwood connector I don't get how this route connects or is convenient. I'd way rather put protected lanes on Bay until you get to Empire to connect with Haultain. I probably won't use it otherwise	10/25/2019 1:05 AM
180	education traffic calming Just a general need to slow traffic down and teach drivers to only pass when safe.	10/24/2019 9:23 PM
181	traffic calming travel calming between Fernwood and Shelbourne traffic lights at Foul Bay	10/24/2019 9:17 PM
182	cedar hill please extend the bikeway onto Cedar Hill Road, at least from Hillside south, as that's how tonnes of commuters get to the downtown.	10/24/2019 5:42 PM
183	Shakespeare The left turn onto Shakespeare from Haultain is a common bike turn. Cars are often trying to pass bikes at this point which occasionally causes conflicts. The current road way is acting as a shared roadway due to the volume of cyclists, but without the signs. If a shared use neighborhood bikeway is selected the road needs something need to change. maybe parking on just one side? It is too narrow currently for parking on both sides and 2 way traffic and bicycles	10/24/2019 4:45 PM
184	Key is keeping traffic volumes low across the whole corridor, as they change block to block. Also there is considerable cross traffic, so traffic calming might be needed on streets that join Haultain	10/24/2019 3:57 PM

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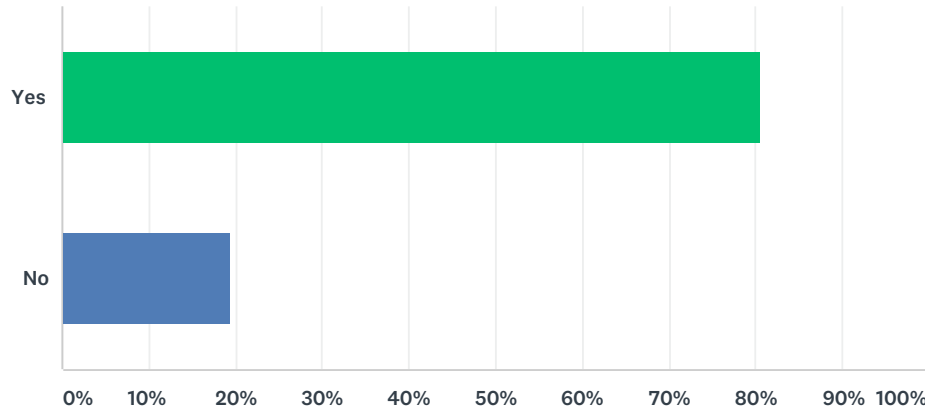
185	kings/black diverter traffic calming I like this idea. It could be a win-win knowing how people are about parking these days. But...Haultain as a shared road will only work if traffic diversion infrastructure and protected / safe intersections are built. I live nearby and bike/walk on Haultain frequently. There are a lot of bikes and pedestrians on Haultain who connect to various side streets. We see lots of bikes heading across Haultain, then down Avebury as there is a crosswalk making it easier to make your way to the Pandora lane or to the park. Haultain: The problem areas are between Cook to Fernwood and between Fernwood to Shelbourne. This gets back to my first comment. Unfortunately drivers have notice that Haultain doesn't have any stop signs or lights between these two sections. This leads to unsafe speeds, and higher level of noise and air pollution. We need traffic diversions (infrastructure) to make it undesirable as a cut-through. I really like the traffic diversion at Haultain and Shelbourne. It allows bikes and pedestrians through, but cars must turn. More of that please :) Its all about reducing the number of unnecessary cars cutting through. They blast through putting others at risk. Someone trying to get through the neighbourhood as quickly as possible to beat the traffic on other roads will not respect sharrows and signs alone. They must be paired with traffic diversion infrastructure. Safer intersection infrastructure would also be helpful. When it comes down to it, not everyone understands how the rules work, but everyone understands concrete infrastructure. Kings: The bend by Kings and Blackwood may need a review to confirm signage is ok given that there are two sharp corners. Also, consider widening the concrete pad that bikes cut through to make it safer for 2-way traffic. I seem to stop and walk once I get to the Quadra village community centre. Anything beyond that you can do would be fantastic.	10/23/2019 5:17 AM
186	Haultain corners traffic calming LOTS of diversionary traffic calming needed from Fernwood Rd. to Shelbourne (the section I ride frequently). A pocket park/plaza at or near Haultain Corners would be great (ideally in front of Koffi).	10/23/2019 4:50 AM
187	Fernwood The intersection at Fernwood is especially busy as Fernwood is being used as an alternative to Cook St. to connect to Fairfield and beyond.	10/23/2019 2:46 AM
188	cedar hill Fernwood Haultain corners There is nothing to slow vehicles down between Fernwood and Shelbourne except one crosswalk at Belmont, there needs to be a lot less vehicles and more stop signs or lights to slow them down. There is too many cars parked at corners creating blind spots for turning cars and bikes. The road is also extremely wide at Belmont corners, perhaps a parklet could be put in one or two parking spots on the road there. The bulb outs at Cedar Hill and Haultain are very dangerous for people on bikes, it forces us to move into traffic to continue straight at a narrowed point where cars may not want to slow or give way, its a dangerous pinch point. To reduce cut through traffic and traffic volumes I really like the idea of putting bollards at alternate ends of north/south streets between Fernwood road and Shelbourne to keep blocks to local resident vehicle traffic only but allowing bikes and pedestrians to flow through easily (e.g. Big planters bollards at Roseberry and Haultain, bollards at Avebury and Bay, bollards at Asquith and Haultain, bollards at Belmont and Bay, etc.). A traffic diversion at Cedar Hill or Fernwood road would also reduce a lot of Haultain traffic.	10/22/2019 8:52 PM
189	education I'd like to see more targeted education for drivers who are parked and how to develop proactive habits of heightened awareness of cyclists (i.e. when opening car doors from the inside), especially in shared use situations such as this suggestion.	10/22/2019 4:33 PM
190	At each bus stop, there is a need for increased safety for cyclists due to drivers passing stopped buses.	10/22/2019 4:59 AM
191	I would like to see a connecting route from the Railyards development or Tyee over the Bay St bridge connecting with this corridor.	10/22/2019 4:28 AM
192	the whole corridor should be left alone, as it is too narrow as it is and causes poor visability driving from cross streets.	10/22/2019 2:36 AM
193	what are the current and projected motor vehicle volumes? any schools, community centres, commercial areas need full separated treatment Haultain needs separation	10/22/2019 2:04 AM
194	A cyclist/pedestrian-controlled light at Kings and Blanshard would likely cause significant delays to motor vehicles. Better to route to another major intersection for 1 block or have some sort of over/underpass.	10/21/2019 11:49 PM
195	what good are bicycle painted signs on the road. how will this improve the safety for my kid riding on this road...	10/21/2019 11:16 PM
196	blanshard crossing Douglas Government As Kings Rd does not connect to Govt St, how will that crossing be make? Likewise across Blanshard?	10/21/2019 11:00 PM

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197	remove bus traffic calming Between Fernwood and Forbes is very tight and very busy. The bus is leaving so that should help but speed humps and / or and planter bulbs that would make driving fast not an option. This section is not wide enough for 2 way traffic	10/21/2019 10:52 PM
198	Haultain corners Intersection of Haultain and Belmont needs a stop sign (temporary measure) and ultimately a traffic circle to reduce excessive speeding. The stop sign should be installed immediately.	10/21/2019 10:50 PM
199	blanshard crossing Great plan, especially as at the moment Kings doesn't go through from Quadra to Blanshard.	10/21/2019 10:50 PM
200	Focus on pedestrian pathways. It is a real shame to see the over investment on cycling infrastructure while witnessing elderly and young pedestrians tripping on uneven sidewalks.	10/21/2019 10:47 PM
201	In general, the road currently works as a shared use bikeway as it is a designated bike route. I don't have safety concerns and think it operates well as a bike route. It's not clear what changes you would make.	10/21/2019 10:46 PM
202	traffic calming In general it is unclear how this would make much of a change from current, other than additional traffic calming?	10/21/2019 10:38 PM
203	kings/black diverter Kings to haultain connection needs improvement	10/20/2019 12:03 AM
204	no	10/19/2019 5:17 PM
205	cedar hill remove bus traffic calming Traffic diversion at cedar hill and traffic control throughout the corridor. Transit should be rerouted to Bay Street	10/19/2019 3:48 AM
206	blanshard crossing Cook Douglas quadra Shelbourne Crossing Douglas, Blanshard, Quadra, Cook, and Shelbourne will be disruptive and unsafe. Crossings should be triggered by detection (no beg buttons.) Kings and Haultain have very few destinations along them, and so the route choice is not very practical. It should be along streets that have services and more forgiving topography.	10/19/2019 3:14 AM
207	blanshard crossing Douglas Government Getting to Kings Road from Government	10/18/2019 10:25 PM
208	Cook Haultain corners quadra Richmond For pedestrians, the specific locations that will cause concern will be the major cross-traffic interfaces (e.g., Quadra, Cook, Richmond). Good "yield" signage/signals needed but not at the expense of losing sidewalk space for those who walk. Haultain "Corners" is a nice little hub - but make sure any new cycling features (e.g, bike racks) don't interfere with walking. At the moment transit uses this route. If BC Transit changes routing, how would the design change?	10/18/2019 8:35 PM
209	traffic calming I could ride this route daily but I presently avoid it. Traffic volume seems very high at present and I am not sure if it could be dropped enough so that I could feel safe biking there with my daughter. Right now it feels like playing chicken with vehicles as they dart around the parked cars and high bike volume. Right now I take Denman as it has very low traffic volume due to the numerous roundabouts. If the volume on Haultain could be dropped enough then shared use could be fine. If.	10/17/2019 4:52 AM
210	The two turns will be the most challenging spots.	10/15/2019 6:57 PM
211	Richmond Richmond Street, near hospital	10/14/2019 10:12 PM
212	blanshard crossing Douglas Government traffic calming I think this would be suitable for much of the bikeway, however, from Government to Kings may required physical separation as the traffic in that area is less reliable (behaviourally) than in other sections. For Haultain this would certainly be fine, and parts of Kings for sure given appropriate traffic calming and diversion.	10/14/2019 9:17 PM
213	blanshard crossing kings/black diverter Crossing at Blanshard street does not exist The island at Blackwood street is not cyclist friendly	10/12/2019 1:24 AM
214	Haultain is narrow. Need to look at City of Vancouver's width requirements: 8m with one-sided parking and 10m with two-sided parking	10/11/2019 9:54 PM

Q4 Do you think a One-Way Protected Bike Lane, buffered by on-street parking would be the most suitable design concept along Government recognizing the ability to retain on-street parking and accommodate traffic volumes while reducing the number of vehicle lanes from four to three?

Answered: 557 Skipped: 181



ANSWER CHOICES	RESPONSES	
Yes	80.61%	449
No	19.39%	108
TOTAL		557

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Q5 If no, what alternative design suggestions do you have for this corridor?

Answered: 120 Skipped: 618

#	RESPONSES	DATE
1	support but.. I like the one way protected lanes and moving them to have the parking buffer. But do you really need to go down to three traffic lanes? It seems unnecessary as you already have two bike lanes, parking space, and four travel lanes for vehicles.	11/30/2019 9:33 PM
2	do nothing leave it alone please	11/30/2019 8:48 PM
3	The two way bike lanes in a one way street are not a good idea.	11/30/2019 3:44 PM
4	support but.. Is the parking on both sides of the street necessary along the full length of Government? Regardless, this is a much needed improvement.	11/30/2019 6:31 AM
5	do nothing Reducing traffic lanes in this corridor will cause even more congestion than is currently occurring. I don't see any evidence showing a positive ROI for the current bike lanes that have been built and not sure why we would continue building expecting 'cyclists to come'. I am a cyclist but am in the camp (as so many others) that this is fiscal irresponsibility to continue these investments.	11/29/2019 11:58 PM
6	one-way protected Maybe, as long as car doors opening are not a danger.	11/29/2019 2:42 AM
7	two-way protected Two way like what is on wharf st.	11/29/2019 2:39 AM
8	improve existing Leave it as it is	11/28/2019 6:24 PM
9	improve existing Leave as existing.	11/28/2019 12:39 AM
10	remove parking on one side support but.. I'd like to see parking removed on Government, or only permitted on the southbound side, in order to retain the four travel lanes with the protected bike lanes.	11/27/2019 4:55 AM
11	improve existing There are already bike lanes here, leave them as is. They are fine, your project is ridiculous and irresponsible. Shame on you for dividing this city.	11/27/2019 12:31 AM
12	improve existing Think current set-up works fine. Rarely see bicycles along the current set-up.	11/24/2019 3:02 AM
13	do nothing Needs to be left as is. Sharing the roads with cars as is, does not pose any real issues. The street is wide and traffic speeds minimal for a main thoroughfare. For those wanting to avoid large amounts of traffics it is not a major detour to take existing pandora lane up to the Vancouver corridor up to hillside and across from there.	11/23/2019 7:49 PM
14	improve existing Existing	11/23/2019 2:06 PM
15	I've seen pedestrians wipe out over those silly curbs in the middle of the street. Again, roads are for cars. Make the investment in safer and healthier cycling corridors that are separate away from car exhaust and vehicles that could kill them!	11/23/2019 1:29 AM
16	two-way protected I would recommend keeping the existing design or providing a more protected laneway for both directions, on the west side of Government North (see reason in question 6 below)	11/22/2019 10:41 PM
17	improve existing All this corridor needs is for the bike lane to fully connect to Pandora in a clear manner. Maybe make it seperated for a block or two closer to Chinatown, but it really is pretty good already.	11/22/2019 5:06 AM
18	two-way protected Why does an entire lane of traffic need to be removed? Perhaps a two-lane buffered by parking would take up less space and not result in the loss of a vehicle traffic lane?	11/21/2019 6:34 PM
19	do nothing Again, stop. Government should have been turned into bike and pedestrian with bus and delivery trucks and Wharf kept as it was.	11/21/2019 5:24 PM

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20	improve existing Existing conditions already offer a designated bike lane while allowing easier flow with 2-lane traffic to and from the downtown core without taking streets such as Douglas or Blanshard. Reducing the lanes would effect residents of Victoria, Saanich and Westshore communities from entering downtown for work or leisure as it is seen as an alternate route from busier streets that lead to the highway system. This is especially noted for commuters who are unable to bike or take transit to work.	11/21/2019 2:13 AM
21	do nothing Leave as is.	11/20/2019 9:26 PM
22	do nothing None	11/20/2019 1:59 AM
23	improve existing Maintain current bike lanes.	11/19/2019 8:10 AM
24	do nothing This seems to be an efficient cycling corridor without needing change.	11/17/2019 8:09 PM
25	remove parking I would like to see a protected bike lane on this route, absolutely. However I think losing a driving lane is a misstep. I believe losing parking along this area would be a better fit. This section of Government primarily moves people in and out of the Downtown Core. There are few businesses along this section without parking lots (ie Rock Bay Area down to Pembroke) and/or easy to access parking on side streets (ie from Pembroke to Herald) Keep the 4 lanes of traffic flowing, add in protected bike lanes, lose the parking.	11/16/2019 4:39 PM
26	improve existing I suggest it not change.	11/16/2019 5:58 AM
27	improve existing Leave as existing. There is room for bicycles.	11/16/2019 1:17 AM
28	do nothing as is. The proposed design would cause too much congestion as you would be down to 1 lane of traffic each way. Think of the amount of time cars will now be stopped at lights and all the pollution caused by idling.	11/15/2019 8:34 PM
29	do nothing restricts traffic already backed up. other bike routes are already available. not needed	11/15/2019 7:34 PM
30	improve existing Maintain existing	11/15/2019 3:32 PM
31	one-way protected I have used these bike lanes to commute to work for five years now. Please have protected bike lanes. Sometimes it feels so unsafe being on this stretch of government with large trucks and I regularly see vehicles veer into the bike lanes. I like having north and south bound bike lanes but so long as I can commute in either direction in a protected bike lane.	11/15/2019 6:22 AM
32	two-way protected Could consider a two-way protected bike lane.	11/14/2019 7:43 PM
33	support but.. If the barriers/dividers between bikes and "buffering" cars are not solid, I VERY tentatively support the idea. Ironically, sections of Government St. (e.g. between Bay and Chatham), of all the streets in the city, are where I already feel the MOST safe, due the the un-cramped vehicle lanes and excellent visibility. I worry that the proposed improvements could choke traffic, anger drivers, and reduce the feeling of safety that currently exists.	11/13/2019 4:14 PM
34	two-way protected 2-way protected bike lane	11/13/2019 1:32 AM
35	two-way protected in blvd The existing conditions are suitable. A reduction in lanes would cause further traffic flow issues. If such a protected bike lane is required, use the boulevard, not the roadway.	11/11/2019 10:34 PM
36	one-way concrete barrier I would also like to see a concrete curb with the posts included parallel with the bike lane	11/9/2019 10:35 PM
37	remove parking Less lanes = good. Less parking = good too. This area doesn't need so much parking.	11/7/2019 8:55 PM
38	support but.. Government should be pedestrian and bike only in the downtown core. One way protected outside downtown core should work well.	11/7/2019 8:17 PM
39	do nothing Bikes need to co-exist with other forms of traffic on road ways - this group is not paying its fair share to use the roads and needs to be assessed an annual fee or tax to pay for the so called improvements that have already been made.	11/7/2019 3:59 PM
40	Routing should be on Store St to link up with the Wharf St and JSB routes.	11/7/2019 12:38 AM
41	do nothing I represent the 30-40 age range. No bike lanes downtown core, there no space, we are small city. Those small business are going to close up, no where to park, that even for me I only got to the mall or even more so shopping on amazon now. Everything worked before the bike lanes.	11/6/2019 7:48 PM

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42	two-way protected Or two-Way Protected Bike Lane	11/6/2019 5:14 PM
43	support but.. The current design works. My concern with the proposed design is that cars turning right would not see cyclists.	11/6/2019 4:46 PM
44	do nothing I like it the way it is.	11/6/2019 4:38 PM
45	support but.. The existing conditions indicate that there is currently a bike lane in place there. Segregating bikes with pedestrians has other implications that need to be considered and either designed for (i.e. keep pedestrians out of bike lanes, provide opportunities for bikes to pass each other, provide a safe and effective means for bikes to enter traffic so they can turn left) or other designs need to be explored.	11/6/2019 4:38 PM
46	improve existing Simply improve the current design by painting the bike lane and intersections and maybe add those small imbedded road reflectors to delineate the bike lanes.	11/6/2019 7:35 AM
47	support but.. One way bike lane and remove one side in on street parking.	11/6/2019 3:45 AM
48	do nothing no need for protected bike lanes in this city. Look at other cities like Toronto or Hamilton for ideas	11/5/2019 11:48 PM
49	improve existing Status quo or one side / one way bike lane would take into account relative volumes of car traffic vs. bike traffic. Not a fan of parking next to bike lane as proposed. Remaining lanes are far too narrow for car traffic, bus traffic and emergency services.	11/5/2019 10:29 PM
50	two-way protected I cycled this route to and from work for about 6 months. This was the section where I had the most close calls. The most common occurrence was vehicles crossing Government from the opposite side of the street and not seeing me coming across 4 lanes of traffic, 2 lanes of parking and a bike lane. I think a bi-directional separated bike lane on the west side would be the safest implementation. I would also recommend separated bi-direction lanes on the north side of Bay from Government to the Bay St Bridge.	11/5/2019 6:06 PM
51	close to motor vehicles Why can't Government be closed to all motorized traffic like the Santa Monica promenade? It's an unbelievable outdoor area now. Government street has so many pedestrians now anyway, why would anyone drive on it. It's too slow. Look at the SM Promenade and other closed off streets around the world. Get ahead of the trends Victoria!	11/5/2019 7:03 AM
52	remove parking If Victoria is serious about the climate emergency it needs to eliminate on street parking. See example of Oslo. Bike lanes need to be much wider. See recent bike lane in Copenhagen that's 33 ft wide. Make parking lane part of bike lane and provide concrete barrier	11/5/2019 4:55 AM
53	remove parking Do we really need car parking on both sides of the street? Can this be done with parking on one side of street only? This could improve cycling and also vehicle travel	11/5/2019 4:44 AM
54	do nothing There's already a bike lane?	11/5/2019 4:43 AM
55	Right now there is a bus/bike lane that exists on this corridor. When there isn't buses then you fly down this section very quickly and you have an entire bus lane of space to yourself. On the proposed design where are the bus stops? Where do people wait at bus stops? Does the bus stop the entire north/south bound traffic when it needs to make a stop?	11/4/2019 4:25 PM
56	The structure of the street is not currently viable for changes.	11/4/2019 2:38 PM
57	shared use road Shared use road	11/4/2019 2:05 AM
58	do nothing No more bike lanes.	11/4/2019 1:55 AM
59	do nothing Leave as is...bike lanes already exist. Spend the \$ where there are no existing bike lanes.	11/4/2019 12:51 AM
60	do nothing Government street is a prime arterial for vehicles, busses, etc. It should not be compromised for bicycles. Put bike lanes on non main arteriales.	11/4/2019 12:38 AM
61	do nothing No bike lanes	11/4/2019 12:34 AM
62	support but.. One way bike lanes on each side of the road, travelling in the same direction as traffic. 'Protection' just impinges on cyclists and makes things worse. Just my opinion, as a very experienced commuter and recreational cyclist. I don't think I am part of your target audience though.	11/3/2019 11:44 PM
63	do nothing Government street is not an appropriate corridor due to high traffic volumes and reducing the number of lanes will cause congestion.	11/3/2019 11:36 PM

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64	shared use road	Shared use	11/3/2019 10:30 PM
65	remove parking & trucks	no personal car parking, and a minimum of time limited parking options for buses	11/3/2019 10:13 PM
66	two-way protected lane.	Keep existing or flip parking and bike lane placement or use one two way bike	11/3/2019 9:56 PM
67	do nothing	None	11/3/2019 9:28 PM
68	do nothing	Shared road, like it is now.	11/3/2019 9:25 PM
69	shared use road	Shared use much better	11/3/2019 8:29 PM
70	do nothing	Enough with the bike lanes!!!	11/3/2019 8:21 PM
71	shared use road	Shared use	11/3/2019 4:31 PM
72	improve existing	Marked bicycle lanes between parked vehicles and moving vehicles safer here. Having parked vehicles between left turning vehicles and cyclists makes cyclists less visible.	11/3/2019 4:00 PM
73	do nothing	leave how it is	11/3/2019 3:39 PM
74	shared use road	shared	11/2/2019 11:30 PM
75	close to motor vehicles	i would also cut traffic completely to make it pedestrian and bike only	11/2/2019 11:18 AM
76		Convert a side street not a main commuter route	11/2/2019 6:19 AM
77		Too dangerous to mix bikes and delivery trucks, tourists that don't look before entering road. Reduce sidewalk width to make lanes and pedestrian safety features to cross lanes	11/2/2019 2:57 AM
78	support but..	I find the current design is good for both bikes and vehicles, with a bike lane outside the parking lane. I have never had any trouble with it.	11/2/2019 2:48 AM
79	raised paths	RAISED bike paths above street level	11/2/2019 1:03 AM
80	do nothing	Keep existing. Riders and drivers alike need to be educated or re-educated to be on the look out for each other. Drivers when parking and opening doors should lookout for riders as they would for other moving objects, and riders to be riding with heads up awareness.	11/1/2019 6:25 PM
81	improve existing	I don't have an alternative but I am concerned about cutting the vehicle traffic down to three lanes. Won't this cause traffic jams? I am wondering if things could be left the same with two way bikes lanes on each side of the road with added signage and markings for bikes?	11/1/2019 2:16 AM
82	do nothing	I think that the current bike lane works just fine	10/31/2019 11:01 PM
83	do nothing	No bike lanes here	10/31/2019 9:50 PM
84	do nothing	painted bike lanes will suffice	10/31/2019 8:20 PM
85	do nothing	Leave it alone, it already has bike lanes	10/31/2019 6:45 PM
86	educate cyclists on MVA	Spend money on public education about the benefits of driving if you are not a confident cyclist.	10/31/2019 5:04 PM
87	do nothing	leave it as is.	10/31/2019 5:00 AM
88		This is a high vehicle traffic area and cars need to be respected too, decreasing the lanes from 4 to 3 would increase congestion and make drivers frustrated causing the potential for more accidents, even if the protected bike lanes are added. The intersections are always the most dangerous for cyclists and my husband has been hit a number of times at the government, gorge and hillside intersection. Talking the intersection and improving it for pedestrians and cyclists I feel is more important than creating protected lanes along the corridor.	10/30/2019 10:04 PM
89		But not the travesty that is on Pandora.	10/30/2019 8:23 PM
90	do nothing	do not install bike lane - already there is too much traffic and this will only create more traffic clutter	10/30/2019 5:49 PM
91	do nothing	Leave it as alone. If you choke the city out with bike lanes no deliveries of goods can make it into town.	10/30/2019 3:21 AM
92	do nothing	Keep road as is.	10/30/2019 2:51 AM

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93	two-way protected Two way protected bicycle lanes on the west side of Government St. This would better connect with Pandora, and the Goose via Gorge and Jutland or Garbally, or some cycle lane access. It would save crossing Government when heading north out of town.	10/30/2019 1:53 AM
94	do nothing The existing model works best as this is a high traffic volume area.	10/30/2019 1:24 AM
95	do nothing none, please leave it alone	10/30/2019 12:06 AM
96	remove parking two-way protected bike lane and retain 4 lanes of traffic.	10/29/2019 9:04 PM
97	improve existing You refer to high traffic volumes, which we know to be true, yet you cut in half the lanes available. This will cause more congestion. How about leaving the bike lanes where they are but making improvements with paint, etc. to make them more visible.	10/29/2019 5:24 PM
98	do nothing leave as is	10/29/2019 4:50 PM
99	improve existing shared use as is now	10/29/2019 3:49 AM
100	As is. If you feel it necessary, put the pillars up beside the existing bike lanes. Having a bike lane between parking and the sidewalk is a nightmare. See Fort Street/Pandora, for example! Please stop "solving" problems that aren't there! Also, please don't put the up/down business that is on the new bike lanes downtown and on the Upper Cook Street bike lane. This is a terrible design for cyclists.	10/29/2019 1:24 AM
101	improve existing Leave it as it is now, it works fine as is	10/29/2019 1:07 AM
102	improve existing Keep it as it is now.	10/29/2019 12:52 AM
103	remove parking I think a protected one way lane but no parking, and keep four lanes. The parking will make it dangerous for cyclists as many roads come in to Govt and cars would need to pull out into bike lane to see around parked cars or would turn without seeing cyclist because of parked cars. There is really not much parking needed along that part of Govt.	10/28/2019 4:20 AM
104	improve existing leave alone	10/27/2019 9:36 PM
105	educate cyclists on MVA Bicycles routine pass me on a bicycle !!! and whiz by !!!!on a full RED light going thru the recently turned light at GOv + Johnson st , not willing to wait , trying to complete a left turn onto bridge BEFORE the cars waiting (at the light on the Johnson bridge exit ramp) begin movement. they don't hear you express concern as they whiz by you on a stationary bike dutifully waiting for a new green light . cannot tell you how often I catch my breath in fear.	10/25/2019 11:39 PM
106	improve existing Leave as is	10/25/2019 10:44 PM
107	do nothing One sign that says go use the STUPID bike lane one street over that cost tax payers a fortune!	10/25/2019 9:52 PM
108	improve existing leave as is	10/25/2019 6:53 PM
109	improve existing Existing conditions are fine!	10/25/2019 12:57 AM
110	improve existing Widening the existing bike lanes slightly	10/24/2019 4:49 PM
111	improve existing The existing condition is adequate and places bicycles where drivers expect to see them, not hidden behind parked cars where they will pop out unexpectedly at road crossings.	10/24/2019 4:43 PM
112	improve existing Leave as exists now!	10/23/2019 9:57 PM
113	improve existing The current design is fine	10/22/2019 3:57 PM
114	one-way protected support but.. I support the above proposal. However, as a downtown resident (Humboldt Street), I find it very challenging to drive along Government street, particularly during tourist season. I absolutely recognize the need to transition to greater bike and pedestrian use on all roads throughout the city, but finding concrete ways to integrate bike lanes, vehicles, and pedestrian crossings is a considerable challenge on Government Street. When planning the bike lanes along this street, please also look into how vehicles can continue to access this street under conditions that are even more restrictive than they currently are, given the pedestrian/tourist situation (pedestrians/tourists simply do not stop and alternate taking turns with vehicle traffic, especially at 4-way stops).	10/22/2019 2:35 AM
115	support but.. Must be separated as many trucks and high general vehicular volumes.	10/21/2019 11:27 PM
116	improve existing Leave Government Street as is. I ride my bike down there and have never felt unsafe.	10/21/2019 11:23 PM

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117	support but.. For once I actually agree with the proposed bike lane design. However, I have to wonder why there is only one option being proposed. So it seems you're not really seeking opinions since only one option is provided.	10/21/2019 11:02 PM
118	improve existing existing condition	10/19/2019 5:22 PM
119	close to motor vehicles Close Government Street to general motor traffic.	10/19/2019 3:16 AM
120	do nothing No bicycle lane	10/16/2019 6:46 PM

Q6 Can you identify any specific locations along this corridor where you currently have suggested improvements or safety concerns?

Answered: 140 Skipped: 598

#	RESPONSES	DATE
1	Signage reminding car passengers to check right before opening doors into the bike lanes.	11/30/2019 10:47 PM
2	no	11/30/2019 3:44 PM
3	turning movements I'd be interested to know how the east-west connections at the north end of this route will play out (turning left at Bay, Gorge or somewhere in between).	11/30/2019 6:31 AM
4	bay Bay st intersection	11/29/2019 2:34 PM
5	better lighting Better lighting - currently the street isn't well used by cyclists and pedestrians at night. Appropriate lighting may help cyclists and pedestrians to feel more comfortable.	11/29/2019 2:42 AM
6	Every painted bike lane in the dooring zone, like the one currently on Govt st, should be hardscaped in and moved between parking and the sidewalk, to reduce the frequency and severity of doorings (not all cars have passengers, and it's better to get doored onto the sidewalk than into traffic). The protected bike lane proposal for Govt St is a good one (I bike this route to work every day).	11/28/2019 9:40 PM
7	No	11/28/2019 6:24 PM
8	turning movements Xing safety-no pkg@corner Roadside parking along this road may have to be reduced somewhat to fit this model. Parked cars often block bikes from view, especially at intersections for cars that are turning onto Government. To maintain flow some corners may need to be blocked off from parking.	11/28/2019 5:15 PM
9	gorge The intersection of Government and Gorge is challenging to navigate for cyclists.	11/27/2019 10:57 PM
10	pembroke Xing safety-no pkg@corner I've nearly been hit by northbound vehicles turning right onto Pembroke due to the speed boost from the downhill slope on Government. I don't think that protected lanes will prevent that.	11/27/2019 4:55 AM
11	discovery herald Too often drivers crossing Government at Herald or Discovery have gone through the stop signs (or stopped and ignored me) while I'm using the bike lanes because there was a break in vehicle traffic for them to get across. Traffic lights at those locations might prevent that.	11/27/2019 3:55 AM
12	Government Street is heavily used by trucks and I often feel unsafe riding there. A protected bike lane would help lots! Also, on a different note, I suggest the City of Victoria work with the province to create and enforce stricter regulations about allowable truck emissions - when riding a bike one breathes deeply and if you inhale a lungful of diesel instead ... you get the picture.	11/26/2019 8:11 PM
13	The whole thing is unhealthy. Cars and bikes should have completely separate roadways...sharing does not work and are both unhealthy and unsafe!	11/23/2019 1:29 AM
14	commercial vehicle access Do not change the current delineation between Princess and Bay street. There is a lot of road construction that continually occurs on this street and I live in a condominium whose parking garages access onto government on the Eastern side. Having a protected laneway will impede ingress and egress from our garages and limit our ability and visibility in getting to the far left lane to turn onto government and likely the right turn as well. Furthermore, we have large industrial trucks coming in and out for repairs and weekly garbage and recycling pickups and there is a need for place for the bins etc.	11/22/2019 10:41 PM
15	education Not a specific location, but one thing that could make this better is improved communication/signage for how cyclists are expected to re-integrate with Traffic. These lanes are very separate, but then you need to turn left and it is not clear how/when you should get back into traffic.	11/21/2019 8:55 PM
16	turning movements Xing safety-no pkg@corner Intersections. Ensure cyclists have right of way and first movement through the intersection before motor vehicle movement.	11/21/2019 4:18 PM

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17	No.	11/21/2019 3:42 PM
18	education This design would make it very challenging for any cyclist to make a left turn anywhere along this stretch. There is enough traffic volume that there is unlikely to be a gap in traffic during most times of the day for a cyclist to be able to safely get into the middle left turn lane.	11/21/2019 4:35 AM
19	gorge Intersection to get onto Gorge - make sure to try and improve on things to avoid the issues of Pandora and Store Also, I really hope this improvement is happening in conjunction with improvements to Gorge (ie. simultaneously), as Gorge is horrible for cyclists right now, and major risk of negative bicycle/car interactions	11/20/2019 9:28 PM
20	I cycle sometimes on Government and the lane is wide enough for bicycles. As cyclists can use Wharf, which is parallel to Government, I wouldn't make any changes.	11/20/2019 9:24 PM
21	bay It is always tricky when approaching right turn junctions (e.g., Bay St)...I am always afraid that I will get hit by motor vehicles as they sail around the corner from Government, turning right and heading west onto Bay St	11/20/2019 7:17 PM
22	The high-speed, high-volume length all the way north of Johnson.	11/20/2019 6:18 PM
23	commercial vehicle access Emergency vehicle access should be ensured, so the same thing that happened on the other Government protected bike lane doesn't happen with this.	11/20/2019 5:49 PM
24	commercial vehicle access one concern I have is down by rock bay. I have a business that has many large trucks that need to turn into my parking lot and or turn around and back into a loading bay. Concern would be there wouldn't be enough room or a safety hazard with a protected bike lane. I am not the only one on this section that has these requirements. address to give you an idea on location is 2141 government. I think the idea can work just need to pay attention to that issue	11/20/2019 5:32 PM
25	No	11/20/2019 1:59 AM
26	bay gorge pandora turning movements Xing safety-no pkg@corner -Consideration of bicycle turning movements on/off of Govt St, particularly at Pandora bikeway, Kings, and Bay. - Alleviating complexity of Gov't/Douglas/Gorge/Hillside intersection for cyclists and facilitating key cycling movements, particularly NBL from NB Gov't to NB Douglas. -Sightlines for cross traffic - a consideration when bike lane/parking lane is flipped so the parking is away from the curb.	11/20/2019 12:52 AM
27	This road is safe for all users	11/16/2019 5:58 AM
28	No	11/16/2019 1:17 AM
29	more crossings pembroke Crosswalks could be pedestrian controlled and better lit. It is challenging to see people who want to use the pedestrian crosswalks without lights. Also if you can put a protected bike lane next to the sidewalk that would be so much safer. While going downhill on this stretch of government I'm often worried about getting hit by a person opening their car door. I often also have to move my bike out into the vehicle lane to avoid parked commercial vehicles.	11/15/2019 6:22 AM
30	gorge Safety: The intersection at Government and Gorge Rd is already a nightmare with long waits for the lights to change.	11/15/2019 3:39 AM
31	bay gorge kings I would be interested in how you are going to design the intersection at Government/hillside/Gorge. If I was biking I would be wanting to exit Government to connect to the Haultain corridor or goose - so I would be wanting off Government at Bay street - and making a move towards the Goose to the west or trying to get on to Kings to the east. Right now Bay street is very narrow between Government and Quadra. I would like to see infrastructure getting me to these 2 places.	11/15/2019 12:53 AM
32	gorge The intersection of Gorge/Hillside/Douglas terrifies me currently on a bike, yet I ride it 2-3 times a week to connect between Kings-Haultain and access to the Goose at Jutland. Smooth transitions onto the other bike routes (Pandora and Fort). What happens when the bike lane ends heading south on Government? Would it make sense to continue it to where the one way starts at Yates? The right turn onto Pandora and the nleft to travel along wharf takes away from accessing businesses downtown where continuing on government makes more sense. I often take government to Yates, trun right on yates, left on langley and then left on fort st bike lane to get downtown...	11/14/2019 7:43 PM
33	gorge Length of time stopping at major intersections ie Hillside/Douglas	11/14/2019 3:48 PM

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34	bay Transition north bound off of Government onto bay will be difficult with the separated bike lanes as with those that have already been built where you try getting on and off are difficult transitions if you do not come at a direct route or you are trying to turn at 90 degrees IE on fort and turning south on Cook	11/14/2019 6:48 AM
35	turning movements Xing safety-no pkg@corner I only VERY tentatively support the idea, because it creates a dangerous situation, whereby drivers must cross a bike lane to reach their cars. Given the near-miss experiences I have had on Pandora, WITHOUT on-street parking, this makes me VERY nervous, as a cyclist (especially) and as a driver & pedestrian. Many pedestrians (I would include drivers entering/exiting their vehicles) are not nearly careful enough around bike lanes, which they seem to see as sidewalk extensions. How about barriers/bollards between the SIDEWALK and BIKE LANE?!!!!!!	11/13/2019 4:14 PM
36	My concern with any other plan would be 'dooring'.	11/13/2019 4:04 PM
37	This section is already adequately safe for bikes. There are other areas that need improvements before any changes here.	11/11/2019 10:34 PM
38	bay The left hand turns from Government onto Bay are very scary on a bike at the moment. Some kind of short term fix while we wait for the protected lanes to be built would be very appreciated.	11/10/2019 5:59 PM
39	gorge Getting from the bike lane to turn left in gorge is challenging at best	11/9/2019 12:16 AM
40	gorge Connecting from Government northbound onto Gorge Rd westbound requires crossing a lane of traffic. How will this be addressed with a protected bike lane and still allowing cyclists to turn left with the flow of traffic? Gorge Rd also does not have a bike lane yet where it connects to Government.	11/8/2019 4:08 AM
41	commercial vehicle access Concerned about car lane width constraints (as on Fort) in proposed solution. Large vehicles, like delivery trucks (which are plentiful on Gov't) and buses effectively drive outside of their lane anyway and those using parallel parking options are put into safety risk as traffic builds up and tries to go around them.	11/7/2019 9:01 PM
42	more crossings More crossings. It's a dead area for pedestrians right now.	11/7/2019 8:55 PM
43	most of it, but mostly north of pandora	11/7/2019 7:03 PM
44	Government St routing is in conflict with long-established plans for the extension of the Government Street Pedestrian Mall as outlined in the OCP. More concrete curbing and prioritization of moving vehicles (including bikes) is in contradiction of concepts of pedestrian-first priorities outlined in the plan.	11/7/2019 12:38 AM
45	education It feels unsafe to turn left on a bike anywhere along this corridor.	11/6/2019 10:39 PM
46	gorge Yes, but it's the section of Gorge north-west of Hillside to Jutland and connection with the Goose that needs improvement! There is no bike lane at all and is a major bike corridor that is fairly flat.	11/6/2019 7:35 AM
47	gorge more crossings As part of this work, I think some consideration should be made to how we can shrink the crossing distances for pedestrians. While I am super supportive of this cycling network, pedestrians needs should be considered first and foremost especially downtown where there are so many. There need to be crossing lights for pedestrians on Government at Herald, Discovery and Pembroke. Also, it would be AMAZING if you could address Gorge at Government at Hillside intersection and make it good for pedestrians and cyclists. It is such a massive mess and waste of space - maybe a traffic circle there? As a cyclist, I currently go on the sidewalk as I enter that intersection. As part of your work, please don't just dump us out into. Thanks!	11/6/2019 4:22 AM
48	gorge The gorge intersection is very tough to navigate by bike with all the other traffic signals.	11/6/2019 3:45 AM
49	Please build a protected bike lane on Gorge road!! It's very much needed!	11/6/2019 2:30 AM
50	commercial vehicle access On Fort Street, too many times that ambulances blocked with cars having no where to move. Similarly buses are seriously challenged to move through the very narrow lanes remaining.	11/5/2019 10:29 PM
51	One -Way protected buffered by parking for Gov't street is appropriate - however paint the lane bright green for further visual identification	11/5/2019 7:37 PM
52	see #5.	11/5/2019 6:06 PM

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53	turning movements Xing safety-no pkg@corner I really enjoy the protected bike lanes and find that extra distance from traffic more comfortable. The protected bike lanes make it more obvious for vehicle traffic to yield to bicyclists when turning into driveways and parking lots.	11/5/2019 6:05 PM
54	gorge more crossings Crosswalks need significant upgrades, especially at Herald Street and I would love to see widened sidewalks to improve pedestrian safety. I am a bit concerned about cyclist safety at the Government/Hillside/Douglas/Gorge intersection as the intersection is already overwhelming as it is.	11/5/2019 5:40 PM
55	bay Get rid of the yield lane by Bay St.	11/5/2019 4:12 PM
56	I ride this almost everyday and I'm THRILLED about a future where I don't have to be worried about cars in my lane or getting doored.	11/5/2019 2:38 PM
57	The intersections around Mayfair Mall, particularly the turn ins, into the mall parking are very dangerous.	11/5/2019 8:45 AM
58	pembroke Pembroke Street is awful as a pedestrian	11/5/2019 7:51 AM
59	bay gorge Government-Bay intersection with heavy truck traffic and turning traffic is dangerous. Government Street - Gorge Road intersection is also difficult.	11/5/2019 6:52 AM
60	The whole street is a death trap. Separated lanes are essential. One would need to be able to get anywhere that is accessible on the other key alternative routes, Blanshard and Douglas. Some consideration for how to get from Government to the Save-On Foods Memorial Arena and the Mayfair Mall is needed.	11/5/2019 5:17 AM
61	bay education Bicycles heading north and turning left on to Bay Street. How to safely turn on to Bay Street?	11/5/2019 4:44 AM
62	placemaking loading zones every few blocks for businesses. Parkette patios instead of parking in some areas for seating.	11/5/2019 4:12 AM
63	I would love protected bike lanes but wonder how prudent it would be to throttle down vehicle traffic on government considering the increasing congestion. I think protected bike lanes are a long term solution when more people are taking transit and/or riding bikes and electric bikes. but will throttling vehicle traffic encourage people to get out of their cars or just piss them off?	11/5/2019 2:21 AM
64	gorge Gorge/Government intersection.	11/5/2019 12:52 AM
65	gorge Government at Gorge and Hillside is difficult on a bike	11/4/2019 10:41 PM
66	bay Parking on the left of the lane would solve many of the issues I have :) Or just scrap parking there and keep a lane? I have major problems with this path as it is now because I ride this route every day for my commute, and it's the worst part of it. I even got hit once at Gov't and Bay and got 3 broken bones among other injuries. -Tour busses and large trucks are always parked in the bike lane, I see it nearly every day. More specifically, they park at the curb and end up covering half of the(already very narrow) bike lane. This causes me to have to go onto the road with cars going well over 60kmh. -I've had busses (Non BC Transit ones) speed past me within inches of my handlebars, I'm surprised this hasn't killed anyone yet because my bars are relatively narrow. -The bike lane is incredibly narrow. My average speed on Government is probably 25-30km, and I often get stuck behind other cyclists who ride slower. This isn't usually a problem on other roads, but because I'm stuck moving so slowly and there's always heavy traffic going over 60kmh, I don't have enough speed to safely merge into the road for a brief moment in order to pass the person ahead, so I get stuck riding at less than half of my usual speed for several blocks because there's often no space nor opportunity to pass, which is very frustrating. -Government and Bay: people drive very aggressively here, trying to beat yellow and red lights for the advance left onto Bay St from Gov't. I don't think it's an infrastructure problem, but a traffic camera might help because that area is so accident-prone and people use poor judgement there. Sorry for the long read, the only other road I can think of that's worse than here is Shelbourne and maybe Bay, it's really bad :(Thank you!	11/4/2019 9:42 PM
67	Nope. Never hike it because it a bleak and ugly part of town. Also, the gosse trail does the same work of connecting gorge to downtown.	11/4/2019 9:23 PM
68	bay Again, connecting into Bay St, so that people coming from Vic West, Esquimalt etc, can connect in easily and safely will be very important	11/4/2019 8:20 PM
69	bay Crossing Bay Street	11/4/2019 8:02 PM
70	gorge Gorge-Hillside-Government intersection is a disaster	11/4/2019 4:25 PM

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71	The street is already narrow and challenging. A bike line would only serve to increase this.	11/4/2019 2:38 PM
72	Where govt meets Yates and becomes two way	11/4/2019 4:48 AM
73	no	11/4/2019 1:52 AM
74	commercial vehicle access turning movements Xing safety-no pkg@corner Some way for trucks to easily see if bikes are coming in the light industrial area between Discovery & Bay	11/4/2019 1:13 AM
75	To important a road for bikes...	11/4/2019 12:38 AM
76	No	11/4/2019 12:34 AM
77	gorge Hillside south to Humbolt.	11/3/2019 10:13 PM
78	gorge the first part of Gorge at Hillside could use any kind of bike lane. Also, perhaps a bike box for turning left from Government to Gorge.	11/3/2019 10:11 PM
79	retain parking Car volume and parking are paramount along this corridor for my business, livelihood and those of my many co-workers.	11/3/2019 9:56 PM
80	Every where there is a bike lane in the down town area	11/3/2019 9:28 PM
81	gorge the complicated intersection at Government/Gorge/Hillside/Douglas	11/3/2019 9:20 PM
82	Large tour buses are one of the most challenging aspects of Government street. Banning tour buses (as has been done on Oswego) would ensure that (a) automobile traffic would be less congested and would not get blocked by idling buses (b) masses of tourists would not depart the bus and cross the new bike lanes. Instead, require smaller tourist vehicles such as pedicabs, bike/e-bike rentals, and rickshaws. As well, pedicabs are beginning to use the bike lanes. Bylaws should clarify whether this is allowed. Finally, the city should create brochures for tourists on how to use the bike lanes. Many tourists rent bikes but are not sure how to use the lanes, creating confusion.	11/3/2019 8:55 PM
83	turning movements Turning left both onto Government and exiting Government.	11/3/2019 8:51 PM
84	turning movements How will this proposal address the difficulty of making left-hand turns (as is an issue with the Pandora lanes - for e.g. left onto Blanshard, left onto Government, left onto Wharf)?	11/3/2019 7:12 PM
85	gorge My safety concerns are about what happens when the bike lane ends and cyclists are dumped out onto Gorge which is a hazourdouss corridor?	11/2/2019 9:10 PM
86	gorge herald Hillside. Bottom of Hereld	11/2/2019 6:19 AM
87	Please make sure drivers cannot park in the bike lane because there is too much space between parking bollards.	11/2/2019 6:07 AM
88	Every intersection, particularly where vehicles turn right onto Fort	11/2/2019 2:57 AM
89	turning movements Bike turning boxes for left turns	11/2/2019 2:56 AM
90	The stretch of government between Yates and Fisgard is bad because there's no bike lane and the right turn lane onto Johnson is problematic. Once you get past Fisgard and there's a bike lane, it's fine.	11/2/2019 2:48 AM
91	No	11/2/2019 2:32 AM
92	gorge Special attention to details will be needed near Government/Gorge/Douglas/Hillside, to allow for all direction of movements and clarity for navigation for all modes	11/2/2019 12:25 AM
93	no	11/1/2019 7:13 PM
94	turning movements I've been driven into on Government St. at Chatham while cycling North through the intersection on a green light. The car heading South turned left into me. I was too vulnerable in the painted line bike lane.	11/1/2019 3:27 AM
95	I answered 'yes' to protected bike lanes BUT without a concrete curb separating bikes from parking. It should be just like the photo example provided above.	10/31/2019 5:57 PM
96	its quite simple, give bikes a protected lane!	10/31/2019 5:48 PM

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97	Question - if you continue reducing car/driving lanes on these proposed bike routes, where will the cars be forced to drive? If you plan on moving all car traffic to specific routes, will you be adjusting traffic lights to allow for car traffic to exit the downtown core efficiently and quickly? Right now with the partially completed bike lanes in the downtown core, the traffic congestion in the Pandora/Government/Wharf block is intense.	10/31/2019 5:47 PM
98	None. It all seems very safe to me. I'd cycle on this street again.	10/31/2019 5:04 PM
99	I would love to see Government street free of cars completely and opened up for pedestrian use. Especially the section closest to the harbour. It would make the area so fun and opened up for tourists and locals to have a coffee or meal on the side walks/streets and shop and walk everywhere in such a great area.	10/31/2019 5:37 AM
100	no	10/31/2019 5:00 AM
101	uncontrolled intersectios Xing safety-no pkg@corner Definitely have concerns about the intersections and increasing car congestion along this route.	10/30/2019 10:04 PM
102	safety concerns with high traffic volume is from Chinatown to the downtown core leading to the touristy area near the Empress hotel	10/30/2019 5:49 PM
103	gorge the corner of Gov with Hillside and Douglas is really scary if you are trying to get from Gov to Douglas. I am not sure what the solution would be but currently I get off my bike and use crosswalks.	10/30/2019 3:18 AM
104	No safety concerns or improvements.	10/30/2019 1:24 AM
105	all are adversely affected	10/29/2019 3:49 AM
106	no.	10/29/2019 2:15 AM
107	I'm concerned about the number of pedestrian crossings on this route combined with the fact that so many cyclists disregard traffic lights, traffic signs, and other measures intended to ensure orderly flow of pedestrian, cycling, and motorized traffic. How do you expect to keep pedestrians safe from cyclists once a protected bike lane is in place that enables cyclists to go faster than previously?	10/29/2019 1:54 AM
108	more crossings Please take opportunity of these roadway changes to improve and increase pedestrian facilities and crossings along this stretch of Government - current crosswalks are too far apart.	10/27/2019 5:24 AM
109	In the core of downtown Government should be closed to vehicles. (I suppose the buses are required for the cruisers but only Humboldt to Fort - no cars)	10/27/2019 12:24 AM
110	Harbour Air exit is a disaster , who is the planner who used this current plan? maybe a light for the bicyclists could avoid an onslaught of daily cycle near accidents > computer cartography in the planning department would have predicted this poorly designed ,up hill, low visibility, high traffic of all sorts, exit with its rapid , frequent black low visibility bicyclist issue. ? red bike lane caution flasher anyone	10/25/2019 11:39 PM
111	No	10/25/2019 10:44 PM
112	None right now...but i'm sure lisa helps and here B-team engineers will create some magnificent and complicated death traps for all!	10/25/2019 9:52 PM
113	bay gorge much thought will need to be given at the Bay St and Gorge/Hillside intersections	10/25/2019 5:37 PM
114	Currently, when biking south on Government, you hit a dead end at Yates (as it's only one way). It would be nice to be able to bike south on Government all the way down to the Legislature. Also, industrial traffic close to Phillips and north can be very dangerous.	10/25/2019 4:14 AM
115	uncontrolled intersectios Downhill north from figard on government. Challenge as cyclists pick up speed going downhill, with lots of driveways and uncontrolled intersections with vehicles entering to turn.	10/24/2019 9:25 PM
116	a parked car buffer makes it inconvenient to turn left off of government while cycling. The new hazard from cars turning right in front of cyclists hidden behind parked cars is (In my opinion) a bigger hazard than having the bike lane adjacent to the vehicles. The only time I feel unsafe on government st currently is when a large truck passes and infringes on the bike lane that feels a bit narrow.	10/24/2019 4:49 PM
117	Please don't have separate car/bike traffic lights if possible	10/24/2019 4:39 PM

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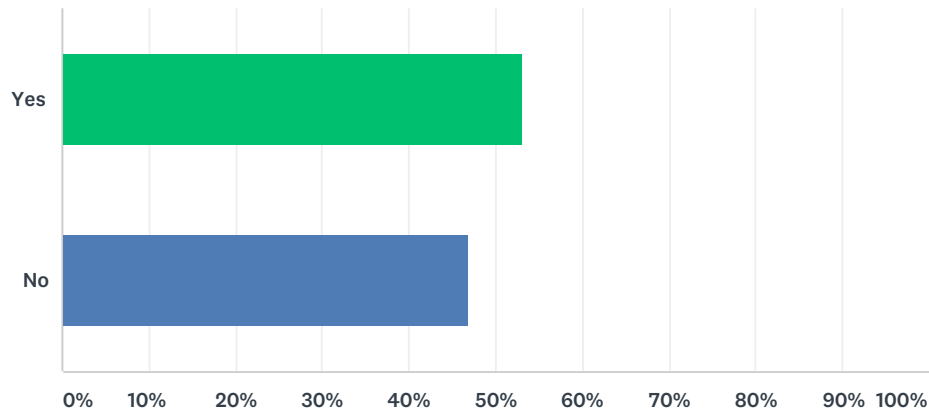
118	turning movements Xing safety-no pkg@corner Need to have bike traffic signals at intersections with separate timing from vehicles turning.	10/23/2019 3:17 PM
119	bay herald Your proposed protected design will fix just about all my known safety issues biking along this route. Nice work! A couple related items: 1. Yield lanes in cities was an old design mistake. We'll need to either remove the slip lane at Bay and Gov't or put in very clear lights / signs to help manage flow as you did at Wharf and Johnson. 2. I often see people running across Government at Herald. I assume this is because there is more housing there (and more under construction now) as well as several restaurants nearby. Is there consideration for a crosswalk? 2.	10/23/2019 5:29 AM
120	In downtown, wider sidewalks would be a better use of public space than having parking on both sides. In general, active transportation should be prioritized above parking.	10/23/2019 4:54 AM
121	herald Turning locations for bikes, it isn't easy to get into the turn boxes behind crosswalks as vehicles often are in them. Please consider ensuring there is enough room to still pass someone in the bike lane without having to leave the bike lane or risk being doored in the buffer zone. Herald and government needs lights for crossing by pedestrians/bikes (and allow some of the turning vehicles out).	10/22/2019 9:01 PM
122	bay gorge (a) I choose to cycle along Government Street to the Burnside/Gorge neighbourhood (to Gorge Road/Harriet to be exact) when (1) I am in a hurry to get to/through downtown (the GGoose is a slower route) and (2) the "new blue" bridge is up and will be for an extended period of time (e.g., 30 min) (b) Turning left (west) onto Gorge Road when heading north on Government Street is difficult. This desperately needs to be improved as does Gorge Road between Government and Jutland. (c) It is also dangerous when I cycle southwards along Government Street, towards downtown, and approach Bay Street. A lot of motor vehicles turn right (west) onto Bay Street and I am always afraid that I will get hit at that intersection.	10/22/2019 8:17 PM
123	education Get a lot of input from cyclists on how to enter these new bike lanes from Pandora, as they will be the first in the network that are one-way only. We want to avoid some of the problems around the complex Janion Plaza intersection when the Wharf Street bike lanes opened.	10/22/2019 6:27 PM
124	turning movements One limitation I've experienced in the buffered one-way bike lanes is the fact that making turns is more cumbersome and drivers do not always share the turn lanes effectively or safely.	10/22/2019 4:34 PM
125	gorge George Rd/Hillside/Douglas intersection requires careful consideration given lots of vehicles turning along the 5 roadways. Possibly an all-ways pedestrian signal similar to Wharf and Humbolt.	10/22/2019 5:01 AM
126	The industrial area along Bay St from Bay st bridge to Blanshard. There are no safe roads for cycling in this zone	10/22/2019 4:31 AM
127	From Wharf Street through to Johnson Street.	10/22/2019 2:35 AM
128	gorge The Hillside/Government/Douglas intersection needs to be improved for visibility and overview. If there are bike routes that lead straight to the Government Street beer mile, there might be an increase in drunk cyclists along that corridor.	10/21/2019 11:51 PM
129	bay gorge The entire corridor is unsafe at present. In particular Bay and Gorge/Douglas intersections.	10/21/2019 11:27 PM
130	government st is very busy so having protected lanes will help solve any safety concerns!	10/21/2019 11:17 PM
131	turning movements Xing safety-no pkg@corner At each intersection, I'd like to see the city improve upon existing bike lanes by making it easier and safer to enter and exit the bike lane. At the moment cyclists must improvise about how to get on and off. A seamless, safe, intuitive way to get on/off the path is needed.	10/21/2019 10:58 PM
132	no	10/19/2019 5:22 PM
133	bay gorge Yates, Johnson, Pandora, Bay, and Hillside will be dangerous crossings. There should be at least a pedestrian/cyclist phase with no motor traffic movement allowed.	10/19/2019 3:16 AM
134	pandora The keys to active transportation/multi-modal success for the one-way protected lane with be a) flexibility - ergo, use posts as in the photo, not concrete curbing) and b) the Pandora intersection. This may be the best next place to have a scramble intersection, so everyone stops (less confusing). Also a+b leave the design "open" enough to allow for eventual B-Government (Pandora to Humbolt) options.	10/18/2019 8:35 PM

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135	There is already a two way protected lane on warf street, why not just extend that through to gorge, using a combination of protected and shared lanes	10/16/2019 6:46 PM
136	bay turning at Bay Street	10/15/2019 10:47 PM
137	Haultain Village	10/14/2019 10:13 PM
138	As long as it is protected this will be fine - locations to allow for "u-turns" or simply changing direction would be recommended as single direction lanes make it difficult at times to back track for cyclists - especially along a route like this.	10/14/2019 9:19 PM
139	gorge herald Herald Street is not good for pedestrians Gorge Road / Hillside is confusing for all users	10/12/2019 1:25 AM
140	Build it now?	10/11/2019 9:54 PM

Q7 Do you think a Shared Use Road design featuring a combination of Advisory Bike Lanes and Neighbourhood Bikeway elements would be the most suitable design concept recognizing the need for traffic calming measures to reduce traffic volumes and vehicle speeds?

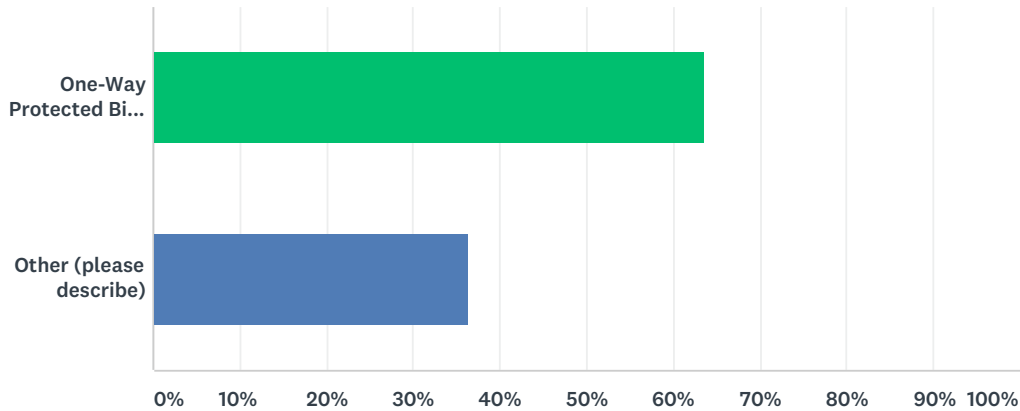
Answered: 605 Skipped: 133



ANSWER CHOICES	RESPONSES	
Yes	53.06%	321
No	46.94%	284
TOTAL		605

Q8 If no, what alternative design suggestions do you have for this corridor?

Answered: 314 Skipped: 424



ANSWER CHOICES	RESPONSES	
One-Way Protected Bike Lanes (recognizing the associated loss of on-street parking)	63.69%	200
Other (please describe)	36.31%	114
TOTAL		314

#	OTHER (PLEASE DESCRIBE)	DATE
1	do nothing leave it alone please	11/30/2019 8:49 PM
2	do nothing This corridor is already protected by mostly 30 km speed restrictions so not sure why leaving as is is not an option. The congestion the bike lanes are causing is not a great trade off to the limited number of people the changes will benefit. If anyone did a cost benefit analysis on these projects, tax payers would be horrified. We are spending millions to benefit the minority. Building bike lanes will not mean everyone will bike.	11/30/2019 12:01 AM
3	remove/reduce pkg two way protected Parking on one side of road, and 2 lanes of traffic and the lane which was parking make it shared 2way bike lane	11/28/2019 6:28 PM
4	do nothing Leave as existing.	11/28/2019 12:40 AM
5	1way road, protected lane one way road with parking and dual lane protected bike lanes	11/27/2019 1:26 AM
6	do nothing Leave the street as is.	11/27/2019 12:33 AM
7	do nothing existing conditions	11/25/2019 1:11 AM
8	neighbourhood bikeway Only neighbourhood bikeway, it will be safest and require cars to reduce speeds.	11/24/2019 5:46 PM
9	protected bike lanes Just dont do it. Or find ways to increase parking spaces elsewhere to allow for protected bike lanes!	11/24/2019 5:07 PM
10	do nothing The traffic through this neighborhoods and the ability to use side streets to avoid traffic makes this a pointless use of funds	11/23/2019 7:50 PM
11	do nothing Existing	11/23/2019 2:08 PM

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12	off-street path bike only safety corridors like the Galloping Goose are the only logical choice. Appropriate back lane areas for bikes. Vancouver has back lanes and if we had them, then bikes could use them? All new subdivisions should be built with back lanes as our plan for a better future. Meanwhile we make new back lanes and advertise them for bikes. Oak Bay has a few back lanes. we need to expand on that concept. the air will be cleaner and accidents less common.... lanes	11/23/2019 1:39 AM
13	advisory Advisory bike lanes should be the ONLY type of bike lane; no divided	11/21/2019 5:25 PM
14	do nothing None	11/20/2019 2:00 AM
15	support but Great ideas. Build community spaces throughout. Liveable downtown corridors.	11/18/2019 11:44 PM
16	remove/reduce pkg Would it be reasonable to take parking away from just one side of the street to accomodate the bike lanes?	11/18/2019 9:49 PM
17	retain OSP Parking on Richardson 1600 block is already chaotic when the church hall is being used. Homeowners and tax payers of this city have no place to park during church activity times. This occurs on average 4x/wk. 1600 block of Richardson can DEFINITELY NOT afford to lose any parking spots. We are also bombarded daily by people who work at the hospital on Fairfield parking in our spots. As a homeowner, I feel I have no rights or say. I feel like I am not heard with this city council. Not everyone wants to or is physically able to ride a bike. I feel my rights are being ignored and I am a contributing member of this city.	11/17/2019 4:58 PM
18	do nothing Leave with current setup	11/17/2019 4:26 AM
19	lower traffic volumes I wouldn't be comfortable riding on a road with 3,000 cars per day. That's just too many.	11/16/2019 11:55 PM
20	lower traffic volumes prot where width allow protected bike lanes If advisory bike lanes, or shared street, approaches are going to be used, I think the car volume needs to be much lower than 3,000 vehicles per day. That's a lot of cars, especially since they will be concentrated at rush hour when the bicycle traffic will also be at its peak. If the car traffic cannot be reduced to 500-1,000 vehicles per day, then those sections should get protected bike lanes.	11/16/2019 11:44 PM
21	do nothing This is a residential area and does not need bike lanes	11/16/2019 6:00 AM
22	protected bike lanes remove/reduce pkg I think limiting parking to one side of Richardson to open space for painted bike lanes without physical barriers would be much better than a "Neighbourhood Bikeway" design. "Neighbourhood Bikeway" seems to be essentially the same physical roadway with the same space allocations, but with bike symbols in the middle of the road?! Does that really do anything for cyclists, especially at night? To me, a painted lane for cyclists on each side of a two-way street is the minimum threshold to call the corridor All-Ages and Abilities, with a straight face. Otherwise, you're inviting kids on bikes to compete with SUVs for the same narrow strip of pavement.	11/15/2019 10:09 PM
23	do nothing None	11/15/2019 5:57 PM
24	do nothing Fine a new plan	11/15/2019 3:35 PM
25	support but I would like the bike lane closer to the blvd and parked car closest to traffic. Separated with bollards. (Like Fort Street - but not protected)	11/14/2019 4:32 PM
26	prot where width allow Perhaps where the street is wide enough and if parking can be eliminated from one side there can be protected areas??	11/14/2019 7:00 AM
27	protected bike lanes one lane protected bike lane on Richardson St going east, another protected lane on a parrallel street going west. this will leave parking on one side of the street on each street	11/9/2019 10:38 PM
28	neighbourhood bikeway maintain the parking, reduce the car speeds and therefore volume of traffic and establish a neighbourhood bikeway	11/9/2019 9:42 PM
29	protected bike lanes I would recommend protected bike lanes, but there would probably be massive pushback..	11/9/2019 5:02 AM
30	existing conditions Existing conditions	11/7/2019 9:02 PM
31	support but Moderate concern on advisory bike lane elements - this is different from anything I've seen. Open to new ideas, and happy for any biking infrastructure, however this risks adding confusion on part of drivers and cyclists.	11/7/2019 8:21 PM

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32	two way protected	Two-way bike lane on one side of the street to allow for continued street parking.	11/7/2019 5:37 PM
33	do nothing	Bikes need to share the existing road or else they pay for all infrastructure work related to biking in Victoria	11/7/2019 4:00 PM
34	do nothing	Leave Richardson alone	11/6/2019 9:30 PM
35	do nothing	I dont want a bike lane in front of my house	11/6/2019 7:49 PM
36	neighbourhood bikeway	It would be great if the traffic calming on the Neighbourhood Bikeway and Advisory Bike Lanes would be such that vehicles basically don't want to use this corridor anymore.	11/6/2019 4:54 AM
37	do nothing	Keep the status quo. Most residents have no choice but to park on many stretches of this street. No parking is even possible on one side side of many parts of Richardson. The effect of any of these proposals would be to eliminate limited remaining parking that is available for those residents. In some parts of Richardson, there's not even a sidewalk on one side of the street. City council should walk along this corridor to observe first hand the nature of the existing restrictions.	11/5/2019 10:44 PM
38	do nothing	existing conditions leave it alone it is fine the way it is. I ride it daily	11/5/2019 9:40 PM
39	protected bike lanes	Protected bike lanes buffered by parking is the only way to do this properly. Cars use Richardson as a speedway. Shut the race cars down with traffic-calming devices and put in a protected path for the hundreds/thousands of cyclists that use this road. There's lots of room if you can expand into Government House's property. Do it Victoria! Get ahead of the trend!	11/5/2019 7:09 AM
40	prot where width allow	Consider fully developed lanes (not shared) on uphill portions, and adjacent to Government House property	11/5/2019 6:53 AM
41	neighbourhood bikeway	There should not be a combination of designs. There should only be advisory bike lanes on this route. Also, please take measures to reduce traffic volumes to between 500 to 1000 cars per day	11/5/2019 6:50 AM
42	two way protected	Parking on one side only, two vehicle lanes and a separate two-direction bike lane	11/4/2019 11:41 PM
43	existing conditions	Existing conditions are sufficient	11/4/2019 10:50 PM
44	protected bike lanes	Again, actual protected lanes are by far the most effective, shared use does basically nothing, and just seems like an excuse to say that bike infrastructure is being improved without having to actually do much of anything	11/4/2019 9:42 PM
45		Your designs confused me. Each on used a different street width. How wide is the street?	11/4/2019 9:29 PM
46	two way protected	Would it be possible to do a two way protected bike lane without losing parking space?	11/4/2019 8:54 PM
47	existing conditions	Improvements not really needed. Could add more street lighting but that's it	11/4/2019 4:35 PM
48		See above feedback	11/4/2019 2:39 PM
49		I said yes.	11/4/2019 4:31 AM
50	neighbourhood bikeway	protected bike lanes One-way protected would be ideal for most of the road. From moss to cook is very narrow and could be a neighborhood bikeway.	11/4/2019 4:21 AM
51	neighbourhood bikeway	Only Neighbourhood Greenway	11/4/2019 4:09 AM
52	advisory	Just advisory bike lanes	11/4/2019 3:31 AM
53	retain OSP	No loss of residential parking is acceptable.	11/4/2019 1:56 AM
54	do nothing	No bike lanes on this road. It is the only alternative to get to Gonzales other than Fairfield road. It is necessary for cars to use that road to get through especially with what is now proposed for Ross bay centre. If you make this a shared roadway, Fairfield road will become even more congested than it already is.	11/4/2019 12:59 AM
55	do nothing	Again, this is a main arterial, one I drive daily. The bike lanes should be put on none key roads to allow both bicycles and vehicles to operate at maximum efficiency.	11/4/2019 12:39 AM
56	do nothing	No bike lanes	11/4/2019 12:34 AM
57	advisory	Just an advisory bike lane would suffice. Do not impact traffic	11/3/2019 10:32 PM

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58	existing conditions	Existing status quo?	11/3/2019 9:55 PM
59	do nothing	Stop it	11/3/2019 9:29 PM
60	protected bike lanes	What about parking on one side only to give enough room for a designated bike lane in each direction	11/3/2019 8:38 PM
61	do nothing	Enough with the bike lanes!!!	11/3/2019 8:21 PM
62	protected bike lanes	protected bike lanes - one way is not required (i.e. not like Fort or Pandora). I would like the City to consider installing physical barriers such as plastic bollards.	11/3/2019 7:16 PM
63	neighbourhood bikeway	Neighbourhood bike lanes(painted) with parking retained on one side of the street	11/3/2019 4:05 PM
64	existing conditions	existing condition	11/3/2019 3:42 PM
65	protected bike lanes	remove parking and plant more trees where the parking exists. This should be done for 2 reasons. A: increase the price of parking and B: provide more tree canopy for the sidewalk and bicycle lane. So, a combination of the alternative design and the proposed design.	11/3/2019 2:43 PM
66		Use the grass boulevards and widen the road for both bikes and cars	11/2/2019 11:15 PM
67	protected bike lanes	designate parking on one side of the road only to provide more road space for bikes and cars to share	11/2/2019 5:19 PM
68	neighbourhood bikeway	Neighbourhood bikeway elements throughout	11/2/2019 3:08 PM
69	advisory	Shared use but without lowering the speed limit	11/2/2019 6:23 AM
70	neighbourhood bikeway	shared space (including advisory bike lanes) should have 500 to 1000 cars a day	11/2/2019 2:54 AM
71	protected bike lanes	All residents have driveways that they can park in. I don't see why we can't have protected bike lanes but the use of plastic posts - this seems cheaper to build. We had this in Pittsburgh and it was great. Perhaps assessing where the best location is to have protected lanes. I'd say from Moss st to vancouver.	11/2/2019 12:29 AM
72	advisory	painted bike lanes will suffice	10/31/2019 8:21 PM
73	advisory	Painted shared road usage.	10/31/2019 5:08 PM
74	do nothing	leave Richardson the fuck alone and guide bikes to the existing fort st/oak bay ave corridor that has already been built	10/31/2019 1:10 AM
75	retain OSP	This is an area where most homes don't have driveways. Taking into account the reality that on street parking could greatly affect the residents is important.	10/30/2019 10:06 PM
76	do nothing	DO NOT INSTALL BICYCLE LANE ON RICHARDSON STREET	10/30/2019 5:50 PM
77	neighbourhood bikeway	Yes, but traffic calming also needs to be a part of this. Think of elementary and middle school kids needing to cycle to school! What about enlarging sidewalks to accomodate one-way bike lanes on either side?	10/30/2019 3:53 AM
78	neighbourhood bikeway	Advisory bike lanes seem like the best compromise but I fear it does not do enough to make it viable for kids to bike to school on. Is there not more options? Diagonal parking on one side of the street?	10/30/2019 3:37 AM
79	do nothing	Leave it alone! No more bike lanes needed they city has enough	10/30/2019 3:23 AM
80	retain OSP	I do not like the alternate design with loss of parking (see below)	10/30/2019 3:09 AM
81	two way protected	Two-way bike lane and sacrifice one side of street parking OR elevated/mixes surface advisory bike lanes	10/30/2019 3:08 AM
82	existing conditions	Keep as is. Street parking is very much needed on this residential street.	10/30/2019 2:53 AM
83	two way protected	Angled parking on one side of the street, two lane traffic in the middle, and a two-way protected bike lane on the other side of the street.	10/30/2019 1:30 AM
84	do nothing	existing conditions no change, bike lanes and traffic calming are not needed	10/30/2019 12:15 AM
85	two way protected	two-way protected bike lane and strip parking on one side.	10/29/2019 9:06 PM
86	do nothing	None required	10/29/2019 5:29 PM

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87	do nothing	oppose because will push more traffic to Fairfield	10/29/2019 4:53 PM
88	neighbourhood bikeway	It is critical to reduce volume and speeds along all of Richardson St.	10/29/2019 4:39 PM
89	do nothing	Richardson is too necessary of a route for cars to risk changing. Fairfield Rd. is a much better street to do this on.	10/29/2019 2:19 AM
90	advisory	Again, please stop putting bike lanes on already safe streets. Sharrows would be fine, I guess, to make people aware of the shared road use. But it really isn't necessary to do any more than that. It also increases confusion when bike lanes stop and start, so I don't know what the plan is exactly, but please don't do that.	10/29/2019 1:24 AM
91	do nothing	There is NO need for a bicycle corridor, it is a quiet wide street. Leave it as it is	10/29/2019 1:08 AM
92	retain OSP	A different street OR the city needs to provide alternative parking for those spots lost for residents of this street.	10/29/2019 12:40 AM
93	do nothing	leave this street alone, no bike lane	10/27/2019 9:38 PM
94	neighbourhood bikeway	Not clear which portion of this corridor is where Advisory Bike Lane is contemplated - I don't see need to accommodate up to 3000 vehicles daily. Wouldn't it be simpler for all users, and safer, if entire corridor was consistent Neighbourhood Bikeway? Fairfield is a nearby parallel arterial, so why can't traffic be reduced along all of Richardson and any spillover be diverted to Fairfield? We should be ambitious and aim to reduce vehicle volumes, not just accommodate existing volumes.	10/27/2019 5:35 AM
95	do nothing	no bike lanes	10/26/2019 9:57 PM
96	do nothing	Bike lanes are not needed on Richardson	10/26/2019 9:43 PM
97	do nothing	Leave it alone for gods sake!	10/25/2019 9:55 PM
98	existing conditions	leave as is	10/25/2019 6:55 PM
99	neighbourhood bikeway	Complete neighbourhood bikeway	10/25/2019 2:58 PM
100	neighbourhood bikeway	Don't care about on-street parking. It's a subsidy for car owners and shouldn't be seen as such a precious cultural asset. If you absolutely can't recommend protected lanes because you fear the reactionary backlash of well-to-do homeowners then please make sure you block through traffic in ways that are similar to what you are doing for Vancouver Street, which I think is excellent design. Unless you make the corridor completely impractical as a through route for cars, it will be a crappy place for bikes	10/25/2019 1:15 AM
101	existing conditions	No change	10/25/2019 1:02 AM
102	protect where width allow	one-way protected bike from Cook to Moss rest shared road	10/24/2019 9:24 PM
103	advisory	only advisory bike lane. This one of only two collector roads serving all of Fairfield and Gonzales. Reasonable traffic speeds are essential. The area also has a lot of house conversions making on street parking for many essential. For example there is a proposed rezoning at 1224/26 Richardson which is highly likely to have more cars by owners than the proposed parking will serve. In community meetings the neighbors have been adamant that the parking proposed for this development is inadequate.	10/24/2019 8:21 PM
104	neighbourhood bikeway	Shared, at 500-1000 the whole way	10/24/2019 3:58 PM
105	existing conditions	Leave as is except for Oak Bay, Fort, Pandora intersection.	10/23/2019 10:11 PM
106	advisory	Advisory bike lanes with intermittent bollards to create a narrowing effect to reduce traffic speeds and ensure both space for cyclists and access to on-street parking for residents.	10/23/2019 2:54 AM
107	support but	This corridor is not suitable for protected bike lanes. It is the main route from Gonzales and Oak Bay to Cook Street. There is also less and less parking on this street because the City continues to approve projects without the required onsite parking. If the City ensures projects on Richardson have adequate parking, then alternative then a combination of neighbourhood bikeway and one-way protected bike lanes may be appropriate.	10/22/2019 4:05 PM
108	neighbourhood bikeway	protected bike lanes Either protected bike lanes, OR major reduction in vehicle volumes by making some sections of Richardson one way or adding diverters that send through vehicles to Fairfield	10/22/2019 4:44 AM
109	do nothing	you are making things more risky for the majority and enable emotions of road rage which isn't a helpful plan. stop this madness, please.	10/22/2019 2:40 AM

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110	neighbourhood bikeway	Advisory bike lanes do not make me feel comfortable. I will not use them or let my children use them	10/21/2019 11:31 PM
111	neighbourhood bikeway	Insufficient information is provided on the relative advantages and disadvantages of an advisory bike lane versus a neighbourhood bikeway. I am totally against a protected bike lane along this road. The traffic volume does not warrant it and the street has plenty of visibility and is plenty wide enough to comfortably ride your bike	10/21/2019 11:06 PM
112	existing conditions	existing conditions	10/19/2019 5:27 PM
113	neighbourhood bikeway	Neighbourhood greenway throughout	10/19/2019 3:52 AM
114	neighbourhood bikeway	Please no advisory lanes for this route - too busy and not ideal next to parked cars!	10/14/2019 9:20 PM

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Q9 Can you identify any specific locations along this corridor where you currently have suggested improvements or safety concerns?

Answered: 247 Skipped: 491

#	RESPONSES	DATE
1	kipling s-curve Ensure visibility on the s-curve at Kipling; safe crossing at cook street.	11/30/2019 8:48 PM
2	one-way protected traffic calming All roadways in the Capital Region are unsafe for cyclists if separated one-way bike lanes are not used, and if motor vehicle traffic is not slowed down to 30 kph (enforced by police/radar cameras. I am 77 years old, and for at least a decade cycle about 30,000 kms. per year, most of it on local Capital Region streets, roads and highways. I have also ridden on high traffic streets in other parts of the world, including Paris, France and London, England. Bully-driving by motor vehicle drivers in other countries is almost non-existent in other countries, but here in B.C., particularly the Capital Region, drivers of motor vehicles routinely drive at least 10+kph over posted speed limits, stepping on the gas pedal when passing too close to cyclists (the drivers seem to be cocooned in their expensive SUV's and pick-up trucks and seem to think their vehicles do NOT have a brake pedal. "the MV drivers' moto seems to be "if in doubt, step on the gas" an example of this is the incident on Ash Road in Saanich, which is currently before the Court.	11/30/2019 5:56 PM
3	no	11/30/2019 3:46 PM
4	advisory is not AAA Sharrows and Advisory Bike Lanes don't make up part of an AAA network, in my mind. I have a three year old, and when he starts riding in the next few years, that design wouldn't work for him.	11/30/2019 6:33 AM
5	s-curve Where Richardson bends near Moss it gets very narrow	11/29/2019 2:36 PM
6	500-1000 advisory is not AAA A Shared Use Road design would only be acceptable if traffic calming is installed to drastically reduce the number of cars on Richardson St. If there is no plan to drastically reduce the number of cars then a one-way protected bike lane would be a safer option. Sharrows are not infrastructure.	11/28/2019 9:41 PM
7	There is a school there which may be a challenge	11/28/2019 6:28 PM
8	Phasing in and out of bike lanes on the same road is always difficult for bikers. Merging back onto a car lane can be a fraught experience. I hope this switching does not happen too much if implementing both models.	11/28/2019 5:17 PM
9	lotbiniere The intersection at Richardson/Lotbinier/Durban is a serious accident waiting to happen. Crossing Richardson. From Lotbinier on the crosswalk is almost Russia. Roulette with a somewhat blind corner both ways and vehicles routinely doing 50 + km/hr around the corner. I have personally witnessed multiple close calls. At night in rainy conditions with no flashing lights... ticking time bomb	11/28/2019 5:43 AM
10	cook Need traffic light where Richardson crosses Cook. The addition of a crosswalk on the north side of the intersection would also be appreciated!	11/27/2019 10:59 PM
11	cook A pedestrian controlled light where Richardson connects with Cook will be required to facilitate crossing to get to Vancouver street bike lane.	11/27/2019 4:35 AM
12	advisory is not AAA AAA is paramount to safety	11/27/2019 2:47 AM
13	cook Intersection with Cook Street needs attention as it is difficult to cross Cook Street, especially for transit and cyclists, due to traffic volume on Cook. Suggest lights which can be triggered by transit buses and cyclists.	11/26/2019 4:51 PM
14	traffic calming Speeding between Richmond and St Charles.	11/24/2019 5:46 PM
15	I am a bike commuter and welcome these improvements, however I am concerned that traffic calming / bike prioritization on Richardson will push traffic over to Chandler Ave. This is a major route for children going to/from Margaret Jenkins school and more than 40 kids live on Chandler between St. Charles and Richmond. Measures to reduce the potential for this side effect should be considered, including a 4-way stop at Richmond and Chandler.	11/23/2019 11:07 PM

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16	remove OSP It is not incumbent on the city to provide parking. Residents should provide their own parking with streets usable by everyone.	11/23/2019 5:30 PM
17	cars need to be able to drive places using the least amount of gas and separating bikes to their own safer and healthier routes would be best for everyone. It is anxiety causing to have to pass cyclists on narrow roads with traffic coming the other way. Plus, as cars stop to wait for space, they are polluting yet not getting where they need to? Reduce pollution and have car only roads that are safer and it is more calming to not have to deal with bizarre bike corridors and stopping traffic needlessly causing increased pollution!	11/23/2019 1:39 AM
18	traffic calming yes, if you want drivers to keep to 30km/hr you need to make it so that they have no choice but to drive at this speed. Self-enforcement via road design. Intersections, give cyclists first movement through intersections for safety and right of way before movement of vehicles.	11/22/2019 1:20 AM
19	s-curve Pinch point medians and parking of cars at the s-curve east of Moss Street narrow the lanes. Vehicles and bikes travel very close to each other.	11/21/2019 11:14 PM
20	Not sure that this totally fits, but I often jump onto Carsnew to get onto Fairfield. Technically this is a Do not enter roadway. It would be great if there was an indication that it was a "route" . It is the best and safest way to get onto Fairfield from Richardson.	11/21/2019 9:01 PM
21	No.	11/21/2019 3:42 PM
22	500-1000 Please follow council's direction that shared space (including advisory bike lanes) must have between 500 to 1000 cars per day	11/21/2019 3:15 AM
23	cook Crossing Cook.	11/20/2019 9:30 PM
24	traffic calming Having the advisory bike lane would be super. I bike this section daily.	11/20/2019 9:26 PM
25	traffic calming The alternate design would result in too much loss of parking, pushing these onto already overcrowded side streets in the neighbourhoods.	11/20/2019 8:38 PM
26	remove OSP At one of the open houses, I wrote a comment on a sticky note saying "just put up a sign saying bicycles can take the lane"...well, I want to take that comment back since I only meant it as a short-term/immediate action, not a long-term solution. I have cycled the section of Richardson between Cook St and Moss St for many years, with my children on their way to school. It is a key route for many children to get to Sir James Douglas Elementary School (and Central Middle School.) We have had so many occasions where cars have passed us too close and they are probably going in excess of 40 km/hr too. For children's safety, there needs to be a separated bike lane along Richardson St, not a "neighbourhood bikeway." Keep in mind that elementary school children are aged 4 - 11. A lot of children at Sir James Douglas bike to school and this age group is quite a vulnerable age group - when cycling they are not always predictable and they are still quite small. And from my own observation, a lot of the children from Central (ages 10-14) cycle to and from school but are not very careful cyclists yet...not many of them use hand signals or check in all directions, to make sure that no motor vehicles are near them! I don't know about Richardson but I do know that a few children have been hit by motor vehicles driving along Moss St over the past 10 years. Please develop Richardson as a protected bike lane. A "neighbourhood bikeway" would not make any improvement to the current situation. And it is not just residents who live in the local neighbourhood who cycle along Richardson. Besides, all of the houses along Richardson have private driveways which they really should be using to park their motor vehicles.	11/20/2019 7:30 PM
27	kipling maddison remove OSP Two locations: 1. at intersection of Maddison, where traffic on both roads is sometimes busy and relatively fast-moving 2. at Kipling, where westbound traffic is also fast-moving after the long-stretch west of Stannard, and eastbound traffic has downhill curves that result in higher speed. I am not concerned about maintaining on-street parking, as most properties on the route have off-street parking and much of that is under-utilized.	11/20/2019 6:23 PM
28	foul bay richmond The intersections of Richardson and Richmond and foul bay and Richardson - get a lot of use by school children riding (and walking) - would increase safety if these intersections had crosswalks/lights	11/20/2019 4:54 PM
29	cowichan A crosswalk added near Cowichan crossing Richardson	11/20/2019 6:20 AM
30	No	11/20/2019 2:00 AM
31	traffic calming -This corridor is important to fill in a gap in the network. -Consideration of traffic calming and diverters would support case for neighbourhood bikeway approach.	11/20/2019 12:56 AM

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32	cook Crossing Cook Street can be a challenge due to traffic volumes and the width of Cook Street.	11/19/2019 1:15 AM
33	cook Yes! Please take care when designing, that traffic is not diverted to the four residential "local" streets of Cornwall, Harbinger, Linden and Trutch. These local 2-block streets see hundreds of cars a day of predominantly cut-through traffic. Bike lanes with pedestrian and community spaces are a great way to calm local streets, and Cornwall Street has had success implementing signage which has significantly reduced traffic and speeds. Richardson and Cook will need a bike crossing signal (as was done on Hillside). LOVE the bike lanes. We are a cycling family; we will use them all day every day. Please build Vancouver soon - Vancouver use to be the safe street to cycle - now it's full of traffic going both ways on too narrow of a street; looking forward to a safer ride on Vancouver and great ideas for liveable streets!	11/18/2019 11:44 PM
34	traffic calming Richardson is ++busy during morning and evening commutes for a neighbourhood bikeway. The bikeway system in Portland (I think called a greenway?) works great but they don't go on streets as busy as Richardson even. Stretches of Richardson are even narrow for an advisory lane I think. It will be difficult to transition drivers to Fairfield I think because of the Fairfield/Moss lights and the 30 k zone but that would ultimately be the best place for cars.	11/18/2019 7:24 PM
35	moss The turns at Gov Gen house and around Moss seem to be the scariest near fast cars which may not be prepared with enough street width if they were to meet a car coming from the opposite direction. Is this where you'd propose advisory? Almost need protected bike lanes at these fast corners.	11/17/2019 8:15 PM
36	richmond 4 way stop at Richardson and Richmond. I am a pedestrian and vehicle driver. The majority of bikers do not even slow down, let alone stop at this intersection. Bikers do not yield to pedestrians and I have been almost run over by entitled bicyclists on a daily basis. I walk this section 4x/day-5 days a week.	11/17/2019 4:58 PM
37	remove OSP I live on Richardson near St. Charles and please don't allow the NIMBYs prevent this project from going ahead! There are so many young families in the neighbourhood who want to use bikes as their primary means of transport, but we need the infrastructure to do it safely. I would support the removal of parking from one side of the street - if you look at the 1600 block for example, virtually every house has a garage, drive way and space in front for two cars. Let's build a protected bike lane to get kids safely to school and everywhere else.	11/17/2019 4:30 AM
38	No I bike it regularly and it is fine.	11/16/2019 6:00 AM
39	linden traffic calming Even with traffic calming, there is a need for a crosswalk at linden. This is a corridor for kids going to schools and aligns with the crosswalk at Linden & Fairfield	11/15/2019 8:36 PM
40	remove OSP I think having parked cars and bikes and cars will always feel unsafe for cyclists especially travelling with kids or new to cycling. As a cyclist, the proposed changes are virtually the same as the current situation. If you are moving to bike safe travel, it has to be SAFE inclusive bike routes. One way protected bike lanes is the only way to truly make this a bike route.	11/15/2019 12:59 AM
41	advisory is not AAA Advisory bike lanes look dangerous; cars will attempt to pass bikes when unsafe	11/14/2019 10:19 PM
42	cook Cook and Richardson - tricky crossing currently at crosswalk, especially in the dark winter.	11/14/2019 7:44 PM
43	cook moss Crosswalk needed in front of one stop sign at Moss & Richardson for the safety of students waking to and from School. Perhaps a sign saying students crossing and/or a flashing light? I live in the area and biking on the corridor every day. There are a lot of speeding cars, and they hardly come to a stop at the sign at the above mention intersection. Richardson and Cook Street is a real danger - specially when turning left onto Richardson in rush hour. Sometimes I even walk across the crosswalk with my bike but unfortunately cars are rushing and fail to stop a lot of times.	11/14/2019 4:32 PM
44	cook Cook Street crossing	11/14/2019 3:50 PM

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45	remove OSP An improvement to the Richardson situation would be made if parking where removed from one side of the street and people on the street where forced to use their driveways. Often the same cars park for days without moving and surely could be parked in the driveway. Some vehicles have been parked in the same place for many years and seemingly do not move (van on the south side of the street between St Charles and Richmond). Also the area below the GG's residence does not need to have parking on the north side of the street. The very large (% Tonne truck that is obviously used for commercial salvage does not need to be parked in front of someone's residence and acting as a dangerous piece of traffic calming or driver irritating furniture) Sometimes now people see the traffic calming as a signal to speed up and force the cyclist off the road I hope the paint on the street will change some of those attitudes.	11/14/2019 7:00 AM
46	foul bay kipling moss Shared use would work if planned properly. Richardson @ Foul Bay Road intersection is a 4 way stop or supposed to be - have had people in cars squeeze up and cut me off on my bike here to get through the intersection first or not bothering to stop at all. Currently there are bad locations all the way along this road for example, Kipling through to Moss. Drivers like to pass you at a great clip all the way along this street - particularly disconcerting considering it is currently a bike route.	11/13/2019 4:04 PM
47	remove OSP Riding beside parked cars is dangerous because of the risk of being doored. Shared design does not address this concern.	11/12/2019 9:07 PM
48	Visibility at Richardson and Durban Street Width at 4 way stops Connection between Humbolt and Richardson, Grade on Vancouver	11/12/2019 6:36 PM
49	advisory is not AAA Richardson in general is a fast, narrow (when there is a lot of on street parking) corridor - Sharrowed sections with protected bike lanes will ALWAYS be better than 'advisory' bike lanes - why suddenly abandon protected bike lanes for this street especially?	11/12/2019 6:27 PM
50	cook moss Between Cook Street and Moss Street is currently very narrow and has a number of potholes on the far right of the lane.	11/12/2019 5:08 PM
51	Richardson and Carnsew traffic calming island will have to be removed.	11/12/2019 3:02 AM
52	The shared use road design is fine, but traffic calming is not required. The traffic on this road already travel well below 50km/h and is it a great biking road already. Put the money into fixing other areas of the city first.	11/11/2019 10:37 PM
53	cook Richardson and Cook St.	11/11/2019 9:57 PM
54	maddison Traffic volume and speed a concern on residential street - Quamichan.. Brighten street recently calmed, Richardson to be calmed - Quamichan will be the go to for people wanting to avoid Richardson and Oak Bay. Current traffic calming is not sufficient - speed bumps only cause drivers to increase speed between the bumps - need cross walk at Quamichan and Maddison as this is a spot many children cross at to walk to school	11/11/2019 9:44 PM
55	cowichan maddison Concern regarding Quamichan St. This residential street is already used as a cut thru from Richmond to Foul bay. Brighten st has already been traffic calmed. Quamichan will be the only street without significant measures to calm traffic. The current speed bumps do not significantly calm traffic, rather cars speed up between bumps. Quamichan is a wide street. Cross walks (at Quamichan and Maddison) will need to be added as this is a walking route for children walking to Margaret Jenkins school.	11/11/2019 9:39 PM
56	middle-of-the-street barriers create hazards for cyclists when cars try to pass -and they will-even when insufficient room	11/11/2019 7:44 PM
57	remove OSP Have no parking on the north side of Richardson from Charles to Cook St.	11/11/2019 5:25 PM
58	cook lotbiniere 1. Widen Richardson at Lotbiniere. The concrete median in the middle of the road makes it a very tight corner. Visibility isn't great for vehicles approaching which can lead to cars unintentionally squeezing out bikes where the median is located. 2. Bike lights at Richardson & Cook are long overdue.	11/10/2019 6:08 PM
59	s-curve The curve on Richardson heading East past Moss St where cars are parked on the right hand side of the road is a dangerous spot. There is not room for cars to pass cyclists without crossing the yellow line- not safe but drivers do it all the time or try to squeeze by cyclists.	11/9/2019 6:34 PM

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60	remove OSP The section between Cook Street and Richmond Road is of particular concern because of the high volumes of motorized vehicles and cyclists combined with the large number of parked vehicles. I strongly encourage and fully support converting this portion of the corridor into a safe, transportation-only roadway with one way protected bike lanes and no on-Street parking. This is urgently needed now and will only grow more necessary as more and more residents in the area commute by bike.	11/9/2019 4:05 PM
61	cook cowichan foul bay kipling linden lotbiniere maddison moss richmond All intersections.	11/9/2019 5:02 AM
62	cook Crossing cook street can be a little hectic	11/8/2019 9:33 PM
63	retain OSP Don't want to loose parking in the area as it is a solid rental area. So renters would need to find places to park farther away or find somewhere else to live.	11/8/2019 8:54 PM
64	There is not always parking on both sides of the street as is, perhaps a bike lane on those portions.	11/8/2019 7:59 PM
65	cook To improve safety, Cook and Richardson Intersection should include bike actuated cross walk signal. Similar to Hillside and Graham.	11/7/2019 11:48 PM
66	traffic calming I see no scenario where cyclists are more protected from a rush-hour car commuter in a "neighbourhood bikeway" than the current situation. Late-for-work car drivers will be racing around into oncoming traffic lanes to get around slower cyclists, whether there are bicycles and arrows painted on the pavement or not.	11/7/2019 9:02 PM
67	remove OSP One way protected lanes would be great in sections where there is an abundance of parking. We don't need any more parking.	11/7/2019 8:57 PM
68	st charles between St. Charles and trutch. lots of parking is actually campers illegally parked for multiple days.	11/7/2019 7:05 PM
69	Between Vancouver and St. Charles, Richardson is a bit narrow. However, as there is not adequate parking for the zoned multi family housing on this stretch, I am worried that this will create even more pressure and conflict.	11/7/2019 4:28 PM
70	foul bay foul bay and richardson/ McNeill four way stop is a hazard to pedestrians and cyclists. Aggressive driving , and speeding in that area is rampant.	11/7/2019 3:21 PM
71	There is hardly enough room to pas an approaching vehicle as things are right now	11/6/2019 9:30 PM
72	Adding traffic calming measures on Richardson may divert through traffic to parallel side streets in some locations (e.g., chandler ave). Speed bumps should therefore be added on Chandler and other streets at risk of this to ensure traffic is fully diverted to Fairfield.	11/6/2019 5:34 PM
73	moss I live close the the corner of Moss and Richardson. Many people do not stop at the stop sign. A raised intersection or warning light that there is a stop sign would be welcomed.	11/6/2019 4:48 PM
74	cook 2 way stop at Richardson and Cook	11/6/2019 4:39 PM
75	foul bay Richardson at Fowl Bay can be harry at times, especially if riding south from Foul Bay.	11/6/2019 7:41 AM
76	cook moss Crossing Cook St. Also the whole distance from Vancouver (I think but definitely from Cook) to Moss is especially difficult because Richardson is not very wide through that section. The rest of Richardson I don't find too dangerous to bike as it is now because it is a fairly wide street.	11/6/2019 4:54 AM
77	cook Cook and Richardson	11/6/2019 3:46 AM
78	kipling moss blind curve between Moss St and Kipling - no parking on either side would improve the safety particularly in the darker fall/winter months	11/5/2019 11:51 PM
79	As a pedestrian, limited visibility at cross walk at foot of Labotiniere (top of Durban Street). No sidewalk on one side of that block of Richardson approaching Durban and no parking possible there either. There is simply no space for bike lanes.	11/5/2019 10:44 PM
80	cook st charles Corner of Richardson and Cook St, corner of Richardson and St. Charles.	11/5/2019 8:54 PM
81	please paint the Richardson shared use lanes bright green for further visual identification	11/5/2019 7:40 PM

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82	lotbiniere I live on Richardson and regularly ride this corridor, both for commuting and as a workout. The entire corridor should be "Advisory Bike Lanes". Changing the rules of the road along the path will only create confusion. The only "tight spots" I find are the eastbound downhill from Robleda to Lotbiniere and turning on to Linden. I usually take the lane between Robleda and Lotbinere because when I don't drivers will "squeeze" around me. Traffic on Linden usually runs down the "middle" of the road and I often encounter oncoming vehicles leaving me no space when turning on to Linden.	11/5/2019 6:13 PM
83	no issues on this road. Ride it about once a month (minimum) and I find it safer than Fort (after cook)	11/5/2019 6:07 PM
84	moss Richardson at Moss- since this is an important byway for children (SJD / Central) this intersection needs extra traffic calming.	11/5/2019 4:02 PM
85	500-1000 advisory is not AAA Richardson is WAY too busy for a shared design.	11/5/2019 2:39 PM
86	traffic calming I want to keep parking and slow down cars	11/5/2019 7:51 AM
87	lotbiniere There are so many zones where cyclists get pinched out by racing cars who don't want to slow down. Why can't you expand the bike lanes here and put in speed bumps? Richardson and Lotbiniere, Richardson and Arnold.	11/5/2019 7:09 AM
88	cook The crossing at Richardson and Cook should have a cyclist-activated traffic light.	11/5/2019 6:50 AM
89	cook foul bay This idea is OK as far as it goes but only makes real sense if there is then a plan for a safe way to get across Cook Street or around Cook Street Village, and then up Foul Bay.	11/5/2019 5:19 AM
90	remove OSP Richardson is not suitable for traffic calming as it is a main corridor into Oak Bay - along with Oak Bay Avenue and Foul Bay Road. Development in Gonzales and Oak Bay will only make these roads more congested. On-street parking is already making two-way traffic impossible in many parts of Gonzales and Oak Bay. Anything to reduce on-street parking and make cycling safer is the best choice.	11/5/2019 5:16 AM
91	Too many Boomers live here, I don't trust them outside of a protected bike lane. We don't have a safe distance passing law in BC.	11/5/2019 4:15 AM
92	traffic calming Vehicles go fast on Richardson and I currently avoid this road because it is narrow and feel unsafe, especially from Vancouver to moss street.	11/5/2019 4:15 AM
93	cook Crossing at Cook on Richardson needs improving	11/4/2019 10:50 PM
94	remove OSP On street parking is an issue on this road. I think at the least on street parking should be eliminated on one side of the street.	11/4/2019 10:15 PM
95	moss s-curve Note: I live off of Richardson and use this route every day. The combination one would be great as traffic is never really that heavy on Richardson anyway. My only problem with Richardson is the S-curve after Moss St. People driving often try to pass me, so they go well into the opposite lane to get around me, which is fine on the straight stretch, but doing it on an S-curve is really dangerous as they can't see what's ahead and I'm always terrified they're going to hit someone. I don't know if the combination proposal would help or hurt with that.	11/4/2019 9:51 PM
96	Do not use this corridor! It is heavy traffic and not very wide. Use Brooke to Chandler st. Both are near flat and low traffic.	11/4/2019 9:29 PM
97	cook education traffic calming So excited this has been approved. However, I have safety concerns with the intersection of Cook St at Richardson accommodating a larger volume of cyclists. I live close by and need to cross the intersection everyday. I believe a traffic light is mandatory here in order for cyclists to cross Cook St safely. Drivers do not currently respect the speed limit on Richardson. Proper signage is essential to ensure drivers reduce their speed and signs to communicate proper distance to respect cyclist is necessary to ensure cyclist safety. A lot of accidents occur when drivers come from side streets onto Richardson and don't look ahead before they engage. It would be prudent to put some signs warning drivers they are about to engage on a cyclists' route on side streets too. Raising awareness is critical and I believe it would be wise to consider a broader education campaign to inform drivers to give cyclists 1.5 metres clearance when passing from the rear. Many European countries are doing this, Spain, France, Ireland have signs even on rural roads encouraging drivers to respect and give enough space to cyclists. For details check out: http://www.cyclingireland.ie/cycling-news-item/stayin-alive-at-15-campaign/1885	11/4/2019 8:54 PM

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98	advisory is not AAA The car volumes are just way to large in that area for shared lanes to be effective, in particular for those that are not hardened expereieced commuters. So so many families live in those areas that I expect would not feel comfortable on a shared lane etc.	11/4/2019 8:22 PM
99	cook Crossing Cook Street. Motor vehicles try to pass cyclists when a vehicle is coming in the other direction which is most problematic between Cook and St. Charles.	11/4/2019 8:07 PM
100	Why are you using Richardson a narrow, most residential road for this bike lane? Fairfield is a wider road, it already has traffic lights, a 30 km zone and a large commercial area? Less residents would be imposed upon by the bike lane of Fairfield. If it must be on Richardson, have you considered that the area from Cook Street to Kipling is extremely narrow already? Are you planning to remove the boulevards? If so, that is the opposite of a green policy. You don't allow homeowners to take down trees. Richardson is beautiful residential street, why make it busier.	11/4/2019 4:52 PM
101	Why is this corridor being considered and not Fairfield? This corridor is only useful for long haul trips, vs Fairfield is a flat path and has destinations that cyclists want to go to (schools, shopping malls, parks). Richardson is already a low volume and safe path to bike.	11/4/2019 4:35 PM
102	Why on earth do you want to further reduce speeds along this artery? Perhaps future planning could be done so not every road and street in Victoria has to slow to 30km/hr. It's getting ridiculous. I'm all for bike lanes, but not at the expense of actually getting anywhere on a bike or in a car. Really!!!	11/4/2019 4:26 PM
103	There are a lot of children biking who could use a protected bike lane eg schools include GNS, central, sir James douglas, Vic high	11/4/2019 5:15 AM
104	thurlow Your proposal is essentially status quo. This is a dangerous road for kids and the less capable. Lots of bends and narrow stretches with cars happy to pass less than 3 feet away. Particularly at Thurlow. There are no safe alternatives to east west travel on a bike south of Fort.	11/4/2019 4:50 AM
105	Not a specific location, but I have found that trying to drive at 30km/h for extended distances is distracting. I spend more time looking at my speedometer than looking at the road.	11/4/2019 4:31 AM
106	More needs to be done than simply putting paint on the road, otherwise it really is just the same as it is now.	11/4/2019 4:21 AM
107	Please stop using advisory bike lanes. They are not considered AAA facilities and place cyclists in an awkward position next to parked cars. Advisory bike lanes work better when parking isnt present. No advantage over just a regular neighbourhood greenway so save money on the paint.	11/4/2019 4:09 AM
108	The portion this designated cycle route that continues past Foul Bay Rd into Oak Bay is TERRIBLE. Realizing this is a different municipality, please do whatever you can to encourage, cajole, convince the DofOB to install shared use road design cycle infrastructure!!!!!!	11/4/2019 3:41 AM
109	linden There should be a 4 way stop at Linden And Richardson. Lived there for 2 years and there were so many accidents involving cars and cyclists.	11/4/2019 2:58 AM
110	no	11/4/2019 2:00 AM
111	No more bike lanes!	11/4/2019 1:56 AM
112	linden s-curve corner of Linden and Richardson -- lots of near-accidents because Linden traffic doesn't see stop signs -- needs improvement to support increased bicycle use Curves in Richardson near Government House-stretch -- low visibility due to curves in the road, and unsafe long-term parking along the south side of Richardson (trucks -- perhaps drivers live there?) This will need special care.	11/4/2019 1:37 AM
113	s-curve I drive on Richardson a lot. Cyclists seem to be very safe on this street as it is. Traffic calming seems unnecessary as does speed reduction. One cannot drive even 40 on that street safely now! The only bad place on this road is where Carnsew comes off (a junction of a few streets is here) with a big bend in the road and both cars and cyclists often come off one of the side streets without having full visibility of the whole road. Even this happens very rarely.	11/4/2019 1:23 AM
114	Would love to see Richmond Rd get the same treatment!	11/4/2019 1:14 AM
115	In order to protect the safety of cyclists AND pedestrians in the 1600-block of Richardson (including toddlers who attend any of the three daycare facilities on this block), the City needs to take action to reduce the very heavy deer population.	11/4/2019 1:05 AM

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116	remove OSP I drive this road every day. The bikes need their own lane for everyone's safety. I will not bike down this road currently as it is too narrow for vehicles to pass bikes. Your current plan doesn't change the configuration from what is currently there and not working. Consider losing the parking only on one side of the road.	11/4/2019 12:56 AM
117	No	11/4/2019 12:34 AM
118	Medians have recently been installed near Pemberton Park. Roadway has already been narrowed in that location. . Access to Glenlyon Norfolk School typically is Richardson/Maddison Streets and brings high volumes of traffic in excess of over 800 vehicles and 2 school buses in each of the am/pm times alone. Suggest requiring Glenlyon Norfolk to encourage drop-off pick up vehicle traffic to Richmond which can handle traffic volume.	11/3/2019 11:53 PM
119	remove OSP Speed zones not enforced near Pemberton park, safety of kids walking/biking to Margaret Jenkins, too much car traffic @ GNS on Maddison. Too many cars parked along route.	11/3/2019 11:44 PM
120	The presence of many, many deer from Moss St. eastward to Foul Bay poses a significant risk to cyclists and pedestrians.	11/3/2019 10:18 PM
121	no	11/3/2019 10:16 PM
122	Everywhere	11/3/2019 9:29 PM
123	remove OSP People who have driveways must use them. Public roads are roads. Not storage facilities for privately owned vehicles	11/3/2019 9:25 PM
124	Remove center roadway 'islands' at Kipling, Stannard and Gonzales - they are a hazard to cyclists.	11/3/2019 9:03 PM
125	s-curve It feels unsafe riding along Richardson anywhere there is parking on both sides of the road and a narrowed road. Also, the section along Richardson as it curves past Durban is always a little sketchy, despite the "current speed" sign.	11/3/2019 8:56 PM
126	I ride this route regularly and often wondered what might work. Don't really think there is a good solution. Making people aware that cyclists are welcome would be good. My biggest safety concern along this route is deer that wouldn't respect any lane. I find the 'traffic calming features just make things worse for cyclists because they narrow the road.	11/3/2019 8:39 PM
127	lotbiniere s-curve Crosswalk at Lotbiniere. Curve in road limits sightlines. Add pedestrian controlled flashing lights	11/3/2019 6:05 PM
128	Richardson St at Lotbiniere Ave has a centre median that would restrict the flow of all traffic. When you reach Foul Bay the lane would stop. Foul Bay N/B would be a difficult Rd to cycle, it may be better to go up Richmond or Maddison Ave. Better yet change from Richardson and improve the continuation of the Fort Street bike lane all the way to Foul Bay. Also why not consult with Oak Bay to join whatever bike lanes you decide on.	11/3/2019 4:44 PM
129	The section of Richardson between Cook Street and Kipling is very narrow. There is only parking on one side of the street, not both as illustrated in your design. There are many high density rental homes that require parking. These residents can't park on the adjoining "residents only" streets (Trutch, Linden, Harbinger, and Cornwall). Are you planning to remove boulevard and trees to enhance the bicycle lane? I see this potential seven block section of the ideal as an extreme safety concern. I am also worried that the city is not considering air quality if they are planning to remove trees. Nor are they considering parking issues for renters in an already overburdened area.	11/3/2019 10:12 AM
130	education traffic calming Shared space (including advisory bike lanes) must have between 500 to 1000 cars per day. This seems not feasible, so a intensive neighbourhood campaign to educated drivers of how to use the shared bike/car route is needed.	11/2/2019 7:27 PM
131	traffic calming Shared space (including advisory bike lanes) must have between 500 to 1000 cars per day)	11/2/2019 5:42 PM
132	the stretch from Moss to Vancouver is very narrow even without street parking	11/2/2019 5:19 PM
133	People driving cars frequently drive faster than the posted speed limit. Simply lowering speed limits will not make for a safer route for cycling, even with the addition of advisory bike lanes and traffic calming measures.	11/2/2019 4:14 PM
134	City needs to decide what Richardson Street is: residential or a traffic collector, it can't be both if it is to be used as a AAA bicycling facility.	11/2/2019 3:08 PM
135	traffic calming Shared use concept (including advisory bike lanes) requires traffic volumes of 500-1000 vehicles per day.	11/2/2019 10:40 AM

2020 Bicycle Network Improvements Survey

136	s-curve The turn just west of the lieutenant governor's residence	11/2/2019 6:23 AM
137	remove OSP Sharrows are unacceptable and advisory bike lanes on such a busy road is not ok. Get rid of parking - residents should store their own private hunks of metal on their own private property.	11/2/2019 6:09 AM
138	No loss of parking please. Really essential for the residents but also for the users of the Moss Street market, Pemberton park etc. Main concern is vehicle speed down Richardson, particularly from the 4 way stop with Moss.	11/2/2019 4:01 AM
139	Traffic volumes are too high for advisory bike lanes. AAA design is required.	11/2/2019 3:45 AM
140	richmond Cyclists already don't stop at st. Charles and Richmond in particular. Richmond needs a traffic signal and traffic camera aimed at the bike lane. Will need more marked crosswalks for pedestrians will never be able to cross	11/2/2019 2:59 AM
141	On what planet is THREE THOUSAND CARS A DAY in any way suitable for AAA bike infrastructure? What colour is the sky on that planet? Here on this planet that is entirely insane. 500-1000 cars per day, at most. Even then we should always try for properly protected REAL infrastructure.	11/2/2019 2:07 AM
142	kipling moss Moss to Kipling (headed east) can be dangerous. The rest of the route is tricky with the parked cars on both sides and 2 way traffic. I'm very happy to hear there will be bike lines of some kind on this route. Ideally protected, but if not, at least separated from the car lanes.	11/2/2019 1:52 AM
143	Absolutely disagree that biking on a wide residential road with 3000 cars/day is up to AAA standards. Seems like we were off to a good start with the AAA network with protected bike lanes on Pandora/Cook but every project since then comes with significant compromises for cyclists, despite an even moer progressive Council being elected. What is going on?	11/2/2019 1:18 AM
144	remove OSP Not enough room for bikes, parking and two way car traffic from St Charles to Foul Bay. Need to prohibit on-street parking in this area to ensure bikers' safety.	11/2/2019 12:54 AM
145	traffic calming Make all Richardson a Neighbourhood Bikeway. Address the speeding between Richmond and St Charles. Implement resident only parking on Richardson esp between Richmond and St Charles.	11/2/2019 12:47 AM
146	From moss to Vancouver. When there are bends in the road. Cars travel really close and sometimes they go between you and the traffic calming median when they should wait.	11/2/2019 12:29 AM
147	Concerned about traffic diversion to minor streets, other corridors. Attention will need to be given to these routes to preserve safe operations	11/2/2019 12:26 AM
148	The curved stretch of Richardson between Moss and Carnsew has a concrete island running down the centre line. This squeezes the traffic lane in both directions and is a serious risk to cyclists as well. The island should be removed regardless of the design selected.	11/1/2019 11:22 PM
149	no	11/1/2019 7:14 PM
150	Still can not understand why Richardson is chosen over Fairfield Rd considering 2 schools on Fairfield and the shopping plaza	11/1/2019 4:37 PM
151	cook Cook and Richardson	11/1/2019 5:57 AM
152	cook Crossing cook street and	11/1/2019 5:23 AM
153	The sharrows and paint won't stop vehicles from squeezing cyclists into the parked cars, making them vulnerable to doors being opened.	11/1/2019 3:30 AM
154	linden moss Drivers continue to exceed the speed limit east of Cook St despite it being lowered. Also, Linden and Richardson is a dangerous intersection for cars and bikes. I would recommend a four way stop there, as with Moss St.	11/1/2019 2:31 AM
155	Richardson between Moss and Cook needs action. Richardson east of Moss needs minimal change - I cycle it every day in all sorts of weather and have never felt unsafe or insecure	11/1/2019 2:29 AM
156	remove OSP I am confused because Richardson presently has parking on the south side only. You show existing conditions to have parking on both sides of the road. I also am having trouble understanding what you mean by Neighbourhood Bikeways and Advisory Bike Lanes. I would prefer one way protected lanes with no street parking.	11/1/2019 2:21 AM
157	cook Richardson, close to Cook is a section that I purposefully avoid as a cyclist due to congestion	10/31/2019 8:38 PM

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158	moss The intersection of Moss and Richardson desperately needs traffic calming initiatives. Drivers whiz down the hill often not coming to a complete stop.	10/31/2019 8:38 PM
159	foul bay linden Corner of Linden and Richardson (drivers on London often think this is a 4 way stop), corner of Richardson and Foul Bay, really hard for kids to cross either walking or biking.	10/31/2019 6:48 PM
160	FYI. I live in cook Street Village area a d use Moss - Thurlow - Brooke - Chandler St corridor to link to Richmond and Richardson and points east.	10/31/2019 6:01 PM
161	cook st charles The crossings of Richardson at Cook St., St Charles, and Oak Bay Ave. all have substantial vehicle traffic and problems of vehicles making rolling stops/fast turns without considering bicycles or pedestrians.	10/31/2019 5:55 PM
162	People speed quite a bit on Richardson, if they want to avoid bikes, there are dozens of other ways to get to the same place. Give bikes protection	10/31/2019 5:49 PM
163	No, the existing conditions are fine and I've biked along these roads without any worries about vehicle speed or volume.	10/31/2019 5:08 PM
164	cook bike and vehicle traffic have worked very safely on this road without any accidents. put a traffic light at Cook and Richardson st. to assist bikes, pedestrians and vehicles to safely cross this intersection.	10/31/2019 5:06 AM
165	s-curve Yes - the section of richardson between robloda and lotbienierre is too narrow to support the shared use road described above - this is already a dangerous corner and promoting more traffic through it will make it worse.	10/31/2019 1:10 AM
166	traffic calming Just slow traffic down. People drive waaaaay too fast on this street.	10/30/2019 10:14 PM
167	No, this area is generally safe and I ride it daily.	10/30/2019 10:06 PM
168	Residential parking is critical for most of this road. Street parking on the block between Richmond & St. Charles is particularly needed: church parking lot isn't big enough for existing traffic; two daycares are located on this block - parking needed for staff & pickup/dropoff; many houses have tenants & multiple families but do not have adequate parking. Middle of the road curbs/barriers as traffic calming devices are a bad idea. They push cars towards cyclists instead of away from them. Please don't use these! Speed humps would be vastly preferable.	10/30/2019 8:18 PM
169	traffic calming People live on this road - some have legal suites - removing residential parking would be a mistake - putting in traffic calming and residential only use would make this street safe	10/30/2019 6:33 PM
170	enforcement Fund the police to control speeding.	10/30/2019 6:06 PM
171	richmond st charles Richardson and Durban is a dangerous intersection and st Charles to Richmond due to its long stretch has cars driving to fast need to slow them down	10/30/2019 6:02 PM
172	SAFETY CONCERNS due to a Daycare facility located 1600 block Richardson - already there is heavy traffic due to parents dropping off and picking up children	10/30/2019 5:50 PM
173	enforcement There is no need for any changes to the present road usage. The road has been shared by cyclists and cars for years. Since 95% of the cyclists on Richardson St are from Oak Bay, NO changes should be made to Richardson St until Oak Bay starts building bike lanes. I am a cyclist and car driver and have lived on Richardson St for 22 years. There is ZERO enforcement of speed limits on Richardson St in the 1600 block where cars routinely travel at 60-70 km/h. Start by funding the police department properly so they can enforce the existing laws. Fix holes in the roadways and the sidewalks.	10/30/2019 4:40 PM
174	The City's disinterest in controlling deer populations in this part of Fairfield is posing a hazard to both cyclists and pedestrians (especially tiny tots who attend the many day schools on Richardson).	10/30/2019 3:58 PM
175	cook The crossing at Cook St will be difficult and dangerous for cyclists as there is nothing to slow car traffic along Cook St. Will a traffic light or cyclist controlled light be considered for this crossing?	10/30/2019 3:37 AM
176	below Government house there is a sidewalk on both sides of the road but nobody lives on the north side. In this area perhaps the sidewalk could be removed to provide a protected bike lane on one side or the other.	10/30/2019 3:21 AM
177	Must keep the on street parking - on street parking is ESSENTIAL for the residents of Richardson all the way from Vancouver to Foul Bay. Without it, side streets will suffer severely. As a cyclist, I am more than satisfied with the proposed design. The alternate design is very unsatisfactory.	10/30/2019 3:09 AM

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178	The 1600 block of Richardson St needs traffic calming. Perhaps a cross walk and median in the centre of this extra long block?	10/30/2019 3:08 AM
179	traffic calming High volume of cars drive Richardson and generally seem to increase speed around the corner near Durban. Protected bike lane would be safer for children using to get to school.	10/30/2019 2:01 AM
180	moss richmond Parking is essential along Richardson St. because of all the low cost rental suites along the road. Similar traffic diverters to those on Haultain which stop cars from crossing at Richmond and Shelbourne would be useful. I suggest at Richmond and Moss.	10/30/2019 1:58 AM
181	Your survey is created with a bias towards answering the questions in your favour. People live on these streets and have families, lives, etc. People with disabilities, seniors and young families live in these neighbourhoods. Taking away their ability to be mobile and get around town in favour of bike lanes must also include the need to accommodate ALL. Please design the survey to allow for opposition of opinions and allow a fair survey to include multiple perspectives.	10/30/2019 1:30 AM
182	Bike usage does not increase by creating congestion for cars, all it does is promote an us vs them mentality that has gotten very bad on both sides and is not safe for anyone. I have gone from being a competitive cyclist to not riding on the streets at all, I'm fine with sharing the road with cars but I am not ok with being associated with the attitudes and views of the Victoria cycling community.	10/30/2019 12:15 AM
183	moss Between Moss and cook is particularly tight. I think lowering the speed limit would help here. Parking CANNOT be reduced here as the north side of Richardson has many multi residence buildings which don't have off street parking.	10/29/2019 11:57 PM
184	traffic calming I commute along this route 5 days a week (Marg Jenkins -> Downtown). It's a great cycling route aside from the excessive speeding. I have vehicles racing past me multiple times a week. Given the lack of width on the road in general, I think effective traffic calming will go a long way to making this a great cycling route	10/29/2019 8:42 PM
185	cook I live in the 1000-block of Richardson and so my comments are specific to this location. 1. Residential parking on Richardson has long since been problematic so do NOT implement anything which takes away residential parking spots. 2. The road at this location is barely wide enough for two-way car traffic as it is so I don't see Advisory Bike Lanes being a solution. Neighbourhood Bike Lanes, which looks to me as being status quo but with painted info, should be doable. 3. As a follow-up to (1) above. Are 3 full-length bus zones required in this short block!! The bus only runs for a short period of the day and is often one of those shorter busses. How about converting one of the bus zones to a temporary zone for deliveries, trades people, commercial. 4. As a follow up to (3) how about changing the bus route so when coming west down Richardson it turns left at Cook and then right at Fairfield instead of continuing all the way down Richardson to Vancouver (not sure how this is going to work in conjunction with the Vancouver bike lane changes anyhow). As an added bonus the three bus zones could be converted to residential parking and delivery/trades/commercial parking which is sorely needed. :) 5. Given the Vancouver Street changes between Fairfield and Meares please think about putting a light in at Cook and Richardson or adjust your Vancouver Bike plans to allow local traffic to get to Rockland so we can get to Cook where there is a light. Turning left onto Cook from Richardson (traveling east) is too unsafe. 6. Although not related to the Bike Lanes could you please step up enforcement of Residential Parking on Richardson. People who work downtown are constantly abusing this restriction. Thanks	10/29/2019 7:50 PM
186	There is considerable heavy truck (5 tonnes +)parking overnight on Richardson that needs to be dealt with between Kipling and Arnold streets now, and most certainly before additional bike traffic is envisioned.	10/29/2019 7:41 PM
187	foul bay At the intersection of Richardson and Foul Bay. It's a slight uphill to a highly traffic road. Getting across Richardson for bikes safely should be the highest priority on this route.	10/29/2019 6:51 PM
188	education Car drivers do NOT respect or understand the distance they need to keep from cyclists. If shared use is to be considered then signage and education is needed about that requirement.	10/29/2019 6:10 PM

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189	cook Parking on parts of Richardson (mostly between Vancouver and Cook) is already very difficult most of the time. It is also very narrow and could not accommodate an Advisory Bike Lane. Whatever design you come up with needs to retain existing parking and street width. Also, given the plans for Vancouver Street bikeway and encouraging cyclists to use Richardson, we really need a light at Cook and Richardson. In fact, while you are at it, maybe you could do something for vehicles drivers at the same time by addressing why we have 3 large bus stops in 1 block, for a bus that only comes 6 times per day and not on weekends.	10/29/2019 5:57 PM
190	I Live on this street, I have no safety concerns and believe it does not require any modifications.	10/29/2019 5:29 PM
191	traffic calming to reduce traffic volumes and vehicle speeds means making Fairfield Rd problems worse	10/29/2019 4:53 PM
192	education enforcement On Richardson between St Charles and Moss, and particularly between Kipling and Moss, the "traffic calming" islands in the middle of the road simply cause cars to crowd bikes. Car drivers do not slow to give a cyclist the right of way through these narrow channels, so the islands, which were installed, presumably, to increase safety actually decrease it.	10/29/2019 4:45 PM
193	traffic calming Between Gonzales and Richmond I would like to see a neighbourhood bikeway design, to really cut down on speeding,	10/29/2019 4:39 PM
194	s-curve There is an ess curve right after moss going north that needs extra thought. Parking on the right just after moss on the first corner tends to squeeze users of the road, along with the islands in the middle of the road...	10/29/2019 4:30 PM
195	enforcement traffic calming Speed of vehicles - particularly as they use Richardson and then kipling to fly along to Fairfield. Ignoring playground speeds	10/29/2019 2:19 PM
196	retain OSP Please keep the free parking along Richardson behind Government House. Please keep speed restrictions to 50/km. It's a wide road and there's lots of visibility.	10/29/2019 4:31 AM
197	If you don't stop through traffic I'm fine with what's proposed. This survey does not specify that.	10/29/2019 3:33 AM
198	Richardson is a viable road corridor between downtown and Oak Bay/Fairfield. Traffic calming on Richardson will just INCREASE traffic on Fairfield, which as a thoroughfare is already useless. If you're going to make Richardson harder to travel on by car, please strongly improving the Fairfield corridor. Alternatively, consider bike lanes on the already-slow and difficult to traverse Fairfield. Particularly of note is the Moss @ Fairfield intersection which is a death trap during school hours, and a dangerous intersection at other times - and no one ever drives 30kph. It would become an absolute nightmare and kid's would be in more danger than they already are.	10/29/2019 2:19 AM
199	Richardson is a viable road corridor between downtown and Oak Bay/Fairfield. Traffic calming on Richardson will just INCREASE traffic on Fairfield, which as a thoroughfare is absolutely useless. If you're going to make Richardson harder to travel on by car, please strongly improving the Fairfield corridor. Alternatively, consider bike lanes on the already-slow and difficult to traverse Fairfield. Particularly of note is the Moss@Fairfield intersection which is a death trap during school hours, and a dangerous intersection at other times- and no one drives 30kph.	10/29/2019 2:12 AM
200	richmond st charles traffic calming the road way between St. Charles and Richmond can definitely use calming/30km/hr signs as it is often populated by school kids & parents. Many vehicles go far too fast right now.	10/29/2019 1:45 AM
201	I live on Richardson (near Trutch), have to drive, need to park on street. We currently have parking on 1 side only. This must stay! It's really difficult to find parking as it is because we have many condos and apartment dwellers who also need on-street parking.	10/29/2019 12:42 AM
202	The image you have above for current conditions is inaccurate. You are showing that there is parking currently on both sides of Richardson Street when in fact it is only on one side of Richardson from Cook to Kipling. The parking situation is already outrageous on this street and we are often left with no where to park. A different plan would need to be in place in order for us to support this project.	10/29/2019 12:40 AM
203	s-curve The curves between Moss Street and Kipling Street are currently very dangerous for cyclists.	10/28/2019 11:57 PM
204	there is no need for concrete structures to delineate the bike lane. Painted lines would be sufficient	10/28/2019 10:34 PM

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205	foul bay The eastbound approach to Foul Bay. Parked cars on this uphill right bend, combined with degraded road surface make for a tricky bike ride. The 4 way stop here is very busy, especially at school drop off and pickup hours, as the intersection is on the vicinity of 4 schools. Has this project any provisions to connect with the Oak Bay side of the intersection, where Richardson turns into McNeill? (Which is even scarier for kids riding to school!)	10/27/2019 8:39 PM
206	traffic calming Moss is very busy route to/from Central and SJD - would encourage branch Neighbourhood Bikeway routes north and south from Richardson to these schools.	10/27/2019 5:35 AM
207	cook Better lighting at the crosswalk at Cook and Richardson	10/26/2019 9:43 PM
208	injured and dead people once you're done butchering one of the FEW remaining roads in Victoria that hasn't been screwed up by lisa helps and company!	10/25/2019 9:55 PM
209	no	10/25/2019 5:38 PM
210	enforcement richmond Richardson and Richmond is a really busy intersection. And so many kids are crossing there to get to MJS. Also speed in general along Richardson needs to be addressed.	10/25/2019 2:58 PM
211	No. Unfortunately this route doesn't connect directly to South Jubilee. Access to South Jubilee is still difficult and unsafe.	10/25/2019 4:15 AM
212	cook Need push light at Cook to cross.	10/25/2019 1:15 AM
213	road surface There are currently BIG pot holes between Moss and Linden Ave. They are simply very dangerous especially when you have kids on the bike.	10/24/2019 9:46 PM
214	Too many cars use that road for it to be easily traffic calmed without diversions throughout.	10/24/2019 9:26 PM
215	gonzales maddison Maddison & Richardson followed by Gonzales & Richardson are particularly challenged mergers and intersections as cars blindly pull onto Richardson without verifying for bicycle traffic.	10/24/2019 9:21 PM
216	My safety concerns relate to increased traffic along Fairfield road as a result of traffic calming along the proposed Richardson cycling route. What safety improvements are being made to Fairfield road, considering that reducing traffic volume on Richardson will likely increase traffic volume on Fairfield? I'm already concerned about the city approving multi-unit developments (e.g. 1712 & 1720 Fairfield Rhodo development) seemingly without considering the impact of such development on traffic patterns. For example, the cross-walk at Fairfield and Lilian is already a cause for concern for pedestrian safety without the addition of cars pulling in and out of the Rhodo development along with increased traffic on Fairfield Road due to traffic 'calming' on Richardson. I fully support the cycling infrastructure on Richardson but would encourage more communication about how the knock-on effects on traffic along Fairfield road will be mitigated. I also am keen to see more North-South connections for cycling as this seems to be a missing link in this neighbourhood. Thank you!	10/24/2019 8:30 PM
217	main concern currently is bike-way continuity for this corridor, which this proposed design would solve	10/24/2019 4:54 PM
218	500-1000 Advisory bike lanes are SHARED solution, not a protected bike lane and thus should only be used if 500 cars/day.	10/24/2019 3:58 PM
219	Corner of Fort, Oak Bay Avenue and Pandora is an unbelievable mess. So dangerous turning off Fort on to Oak Bay Avenue and left hand lane only two cars long and crosses bike lane. Traffic funnelled into one lane heading to Foul Bay causing huge backups and frustrated drivers. Coming from Foul Bay along Fort at same intersection there is only one lane for all traffic until the last minute where there is a short right hand lane causing huge back ups. A lane was created to allow people coming from town to turn into the care home taking up all the space needed for cars heading into town and for the bike lane and strangest parking situation which is not safe. This whole intersection needs to be reworked!	10/23/2019 10:11 PM
220	advisory is not AAA I'm concerned that the advisory bike lane design may result in people on bicycles being forced into the door zone, risking fatal injuries. A driver in a pickup forced me into the door zone on Fernwood road today.	10/23/2019 4:58 AM

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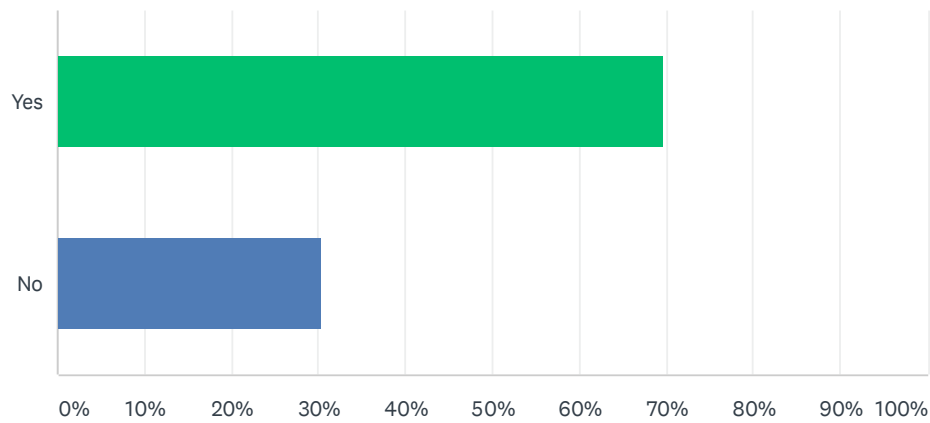
221	<p>advisory is not AAA moss (a) I have cycled my children to Sir James Douglas School for years and our route has always included Richardson between Cook Street and Moss Street. My children and I (using a Chariot then a trailer bike then individual bikes) have always taken the whole lane of Richardson because it is too dangerous/risky to get squeezed between parked vehicles on the south side of Richardson and traffic heading in the same direction. Cars overtaking us when we are cycling westwards (towards Cook St from Moss) often come too close to us and usually have to cross the centreline anyway to overtake us. A Neighbourhood Bikeway or Advisory Bike Lane would not improve the situation at all. Children who are cycling to school along Richardson need to be in a safe, separated bike lane where they do not risk being hit by motor vehicles. Simply sharing the roadway, which they do right now, is not safe. Many impatient and aggressive drivers have overtaken us far too close along that section of Richardson Street when we have been cycling to/from Sir James Douglas Elementary School. Parking on the south side of the road needs to be removed (each residence has a private driveway anyway!); as someone who actually knows what it is like cycling along that busy road (it's busy at school drop-off/pick-up and work commuting time), cyclists need to have designated bike lanes along Richardson. Children who attend Central Middle School are also using Richardson to bike to school. (b) Moss Street also needs to be considered in this design phase. Moss Street is a very busy road at the start and end of the school day since it is used by a huge number of students who walk and/or cycle to Sir James Douglas School (SJD), Central and Vic High. It acts like a funnel, funnelling children in from the surrounding neighbourhoods to Central, Sir James Douglas and Vic High Schools. These schools have a very high percentage of children using active travel to get to/from school. At the same time of day there are a fair number of impatient drivers who speed up Moss Street, at 50+ km/hr to access Fort Street and have no consideration for children or cyclists. The speed limit along this section of Moss Street needs to be reduced and the very short school zone (30 km/hr) for SJD needs to be extended so that cars slow down before they are driving right beside the school.</p>	10/22/2019 8:43 PM
222	<p>cook moss s-curve Between Cook and Moss st and along past the the Government House property</p>	10/22/2019 6:59 PM
223	<p>While traffic calming measures are great, there are so many cyclists that already use Richardson (myself included). I live on Fairfield near Harbinger and see how very fast cars move on Fairfield. It would be great to see calming measures on that corridor too (not part of this project, I know). I'd like to recognize that Richardson should retain its slower car traffic as much as possible. But I do wonder where parking would go if there were one-way bike lanes, especially for those in apartments who do not have their own parking. If most parking would have to go, then I'd favour your mixed Advisory and Neighbourhood plan. Note: Drivers in Victoria are notoriously annoyed when cyclists take the lane, even when marked, such as on Cook St., which is one of my regular routes until Vancouver is added to the network. I do wonder if the Neighbourhood bikeway model will just cause more aggression on the part of drivers, or if with the traffic calming measures, they will just choose to drive on other streets, which would be good. Whatever is safest for cyclists gets my final vote.</p>	10/22/2019 6:34 PM
224	<p>education Again, there needs to be more education for drivers to increase constant awareness of cyclists when getting in and out of parallel parked cars and spaces.</p>	10/22/2019 4:36 PM
225	<p>If the city wants to improve this corridor for cyclists, it must enforce on-site parking for any new development on the road.</p>	10/22/2019 4:05 PM
226	<p>Moss to Cook has a lot of high speed commuter vehicles. It's definately not AAA now. If that section were made one way there would be room for a protected bike lane without parking loss</p>	10/22/2019 4:44 AM
227	<p>Perhaps closer to downtown where there is more traffic, have more separate/safer lanes.</p>	10/22/2019 4:41 AM
228	<p>No</p>	10/22/2019 4:32 AM
229	<p>500-1000 remove OSP traffic calming Advisory bike lanes are not AAA in urban settings with the kind of traffic volumes that you will have along this route. Some combination of neighbourhood bikeways and fully protected bike lanes (with some loss of parking) is needed.</p>	10/22/2019 2:07 AM
230	<p>remove OSP All intersections and areas where high amount of parking. Why have parking on both sides.</p>	10/21/2019 11:31 PM
231	<p>I bike this one daily with my kids on my bike and with them biking on their own. A lot of times I get them to ride on the sidewalk as the cars drive too fast. Cars can use fairfield rd if they want to go faster!</p>	10/21/2019 11:19 PM
232	<p>Richardson functions well currently as a shared use corridor. It needs no money wasted on "improvements". Your existing schematic is inaccurate for the condition from Cook to Lotbinier.</p>	10/21/2019 11:00 PM

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233	At each intersection, I'd like to see the city improve upon existing bike lanes by making it easier and safer to enter and exit the bike lane. At the moment cyclists must improvise about how to get on and off. A seamless, safe, intuitive way to get on/off the path is needed.	10/21/2019 10:59 PM
234	cook The pedestrian crossing at Cook Street will need to be moved to better align with Richardson, and will need an activated light. Or traffic lights.	10/21/2019 10:57 PM
235	I don't have safety concerns in this corridor as it currently stands. There is plenty of room for bikes and cars and parking on the road. It is not clear what additional traffic calming measures are needed or would be implemented.	10/21/2019 10:56 PM
236	good use of advisory bikelanes!	10/21/2019 10:54 PM
237	All resident street parking should be retained.	10/19/2019 5:27 PM
238	cook Crossing Cook Street will be very unsafe and inconvenient unless a sensor is installed (no beg buttons.) Street parking should be removed in order to increase safety along this protected route. The other downside of this route is that there is nothing along it. Just residences. Bike routes are better when they are on streets with mixed uses (like Fairfield Rd.)	10/19/2019 3:54 PM
239	500-1000 traffic calming Advisory bike lanes are not considered AAA facilities and are actually not being used in the Netherlands anymore. We should not introduce them in Victoria in the incorrect context. Traffic diversion should be included at strategic locations.	10/19/2019 3:52 AM
240	added crossings The propose option is a good one - but please add marked crosswalks at major crossing points. Also, leading cyclists up to - and into Foul Bay Road is a recipe for accidents. It is narrow and much-travelled, including by transit. Signage that takes them off Richardson, onto quieter streets, could help them navigate to safer options.	10/18/2019 8:40 PM
241	s-curve I have safety concerns at the bend in the road between Moss and Kipling Streets. With parking on the street and limited viewing around the curve, it is already a dangerous spot for bicyclists.	10/17/2019 10:59 PM
242	I have been hit by a car while biking with 'advisory bike lanes'. A friend of mine joked 'what that little painted line didn't protect you from the car?'. While a bit tasteless, his joke was correct. Painted lines offer zero protection from distracted drivers.	10/17/2019 4:55 AM
243	cook moss traffic calming Between Cook and Moss, a lot of vehicles travelling too quickly. Speed bumps and other traffic calming needed.	10/16/2019 9:08 PM
244	cook Crossing Cook Street	10/15/2019 10:48 PM
245	Don't send cars down next to the school - already a busy place and many safety concerns	10/14/2019 10:14 PM
246	No sidewalk on some sections. Fix this please.	10/12/2019 1:26 AM
247	yes, but same issue with Haultain. Also, there are sections of Richardson that are quite hilly, so will need better treatments including removing parking and maybe protected bike lanes for short sections	10/11/2019 9:55 PM

Q10 Do you think a Two-Way Protected Bike Lane, buffered by vehicle parking would be a suitable design concept along Kimta Road, recognizing minimal impacts to on-street parking in select areas?

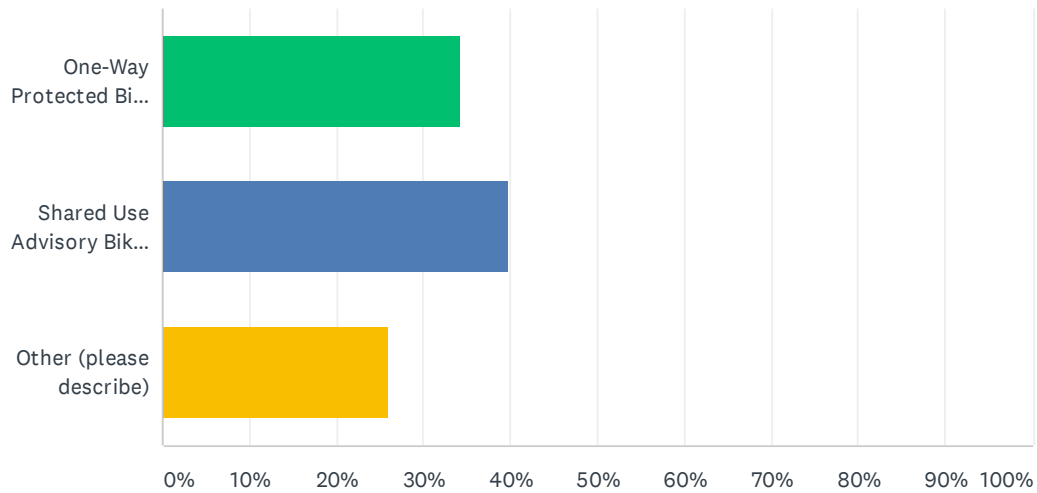
Answered: 476 Skipped: 262



ANSWER CHOICES	RESPONSES	
Yes	69.75%	332
No	30.25%	144
TOTAL		476

Q11 If no, what alternative design suggestions do you have for this corridor?

Answered: 169 Skipped: 569



ANSWER CHOICES	RESPONSES	
One-Way Protected Bike Lanes on either side of Kimta (recognizing significant loss of on-street parking)	34.32%	58
Shared Use Advisory Bike Lanes (recognizing a constrained and shared vehicle travel lane)	39.64%	67
Other (please describe)	26.04%	44
TOTAL		169

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#	OTHER (PLEASE DESCRIBE)	DATE
1	do nothing leave it alone please	11/30/2019 12:49 PM
2	remove/reduce OSP One way protected bike lanes with one lane of parking. Two narrow car lanes with pullouts.	11/30/2019 7:50 AM
3	do nothing The motorists and the FEW cyclists that travel this short, quiet, residential street have had NO PROBLEMS in sharing the road. We have done so for years...don't mess with what works. leave our road alone! Many cyclists use the bike lanes on Esquimalt Rd. which runs parallel to Kimta Rd.	11/27/2019 5:35 PM
4	do nothing existing conditions Leave the street as is, there is plenty of space for bicycles	11/26/2019 4:35 PM
5	add OSP Find ways to increae parking spaces to make up for losing the spots	11/24/2019 9:08 AM
6	existing conditions Existing	11/23/2019 6:08 AM
7	off-street path Again, safer and healthier bike only corridors like the galloping Goose are the best plan for the future. If not start building back lanes and let bikes use them just like in Vancouver?	11/22/2019 5:43 PM
8	I have a big concern as a walker that cyclists are not sharing space with walkers. See comments below...	11/22/2019 1:06 PM
9	off-street path Place bike lane beside rail tracks as extension of E&N trail	11/20/2019 7:03 AM
10	None	11/19/2019 6:00 PM
11	existing conditions Leave current design, do not change	11/16/2019 8:26 PM
12	existing conditions No need for change	11/15/2019 10:02 PM
13	do nothing Has thee been a problem in the past? If not, leave as is.	11/10/2019 10:11 AM
14	two-way protected concret two way protect lane yes but add concrete between parked cars and bike lanes	11/9/2019 2:40 PM
15	do nothing sidewalk as bike lane Until the Bayview/Roundhouse developments are completed, bike lanes are not needed on Kimta Road. If they are seen as a must, then convert the sidewalk on the North side of Kimta to bike lanes. It is not needed for pedestrians right now.	11/7/2019 3:40 PM
16	do nothing I live in this area - as mentioned previously I am against this multi-million dollar waste that is being paid for by tax payers - put an assessment on all cyclists and get them to pay for this infrastructure	11/7/2019 8:02 AM
17	support 2-way I like the two-way protected bike lane as I like the on street parking, not so much for cars but because it provides a buffer to pedestrians walking along this road. I would just caution that you make the bike lanes wide enough. With e-bikes going faster and with heavier volumes of cyclists, there is major congestion and it is hard to pass or feel safe when being passed by an e-bike going very fast if the lanes are too narrow (which is the case on Pandora).	11/5/2019 8:57 PM
18	existing conditions Status quo.	11/5/2019 2:46 PM
19	support 2-way Protected and buffered by parking. Come on Victoria!	11/4/2019 11:10 PM
20	Perhaps holding a creator Victoria referendum on these bike lanes would be the most appropriate course of action, and the most democratic way forward?	11/3/2019 4:40 PM
21	No	11/3/2019 1:30 PM
22	do nothing Enough with the bike lanes!!!	11/3/2019 12:22 PM
23	do nothing nothing	11/3/2019 7:42 AM
24	Please ensure that the lanes restrict the possibility of drivers opening car doors in in the bike lane. People have been seriously injured by car doors.	11/2/2019 9:17 AM
25	do nothing Nothing is needed on Kimta Road. There's very little traffic and the road is wide.	10/31/2019 8:32 PM
26	advisory painted bike lanes will suffice	10/31/2019 1:21 PM

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27	do nothing Just have some public education about how to share the road with all vehicles of the road. The issue is with inconsistent mental models of sharing the road amongst differing vehicle type operators.	10/31/2019 10:14 AM
28	do nothing Leave it the way it is	10/29/2019 8:24 PM
29	do nothing Keep as is. There is very limited street parking in this residential area. So hard to find parking here already!	10/29/2019 7:55 PM
30	shared prot/advisory Allow for the flexibility to have advisory bike lanes in areas where it is not possible to have a two-way protected bike lane.	10/29/2019 6:32 PM
31	do nothing no bike lane	10/29/2019 5:16 PM
32	advisory Sharrows would be fine here too. I feel this city council is bent on making mountains out of mole hills. Please educate cyclists and drivers instead of making it seem like biking is only safe when there is a buffer between cars and bikes. None of the above are necessary on a calm side street like Kimta.	10/28/2019 6:26 PM
33	do nothing STOP WASTING \$\$ on these ridiculous bike lane death traps.	10/25/2019 2:58 PM
34	sidewalk as bike lane convert one existing pedestrian walkway to bikelane	10/25/2019 12:02 PM
35	shared prot/advisory Shared use of the road from the east end of Kimta, where it intersects with Tyee/Songhees Roads, until Kimta widens where it again intersects with Songhees Road. Only at this point is the east end of Kimta wide enough to accommodate the proposed configuration described above.	10/25/2019 9:56 AM
36	support 2-way Protected lanes are fine but I just wanted to voice that this route is out of the way and inconvenient. The beat rout is one way protected lanes on each side of Esquimalt Rd. That's the natural route. Kitma is a road I've never heard of	10/24/2019 6:38 PM
37	do nothing No change	10/24/2019 6:07 PM
38	do nothing There is no need for bike lanes on this road.	10/22/2019 9:05 AM
39	not suitable choices. needs rethinking side streets for bike lanes and main roads for cars. Route all bikes through side streets only and have cars on main street. block off side street car access for bikes only. give them their own space.	10/21/2019 7:42 PM
40	Why, oh why is it proposed to do a protected bike lane on a street that is as quiet as this one? (I have the same gripe with Harbour Rd). It seems like a total waste of resources to implement a costly infrastructure project for very little gain. I could identify a dozen or more specific cases where adjustments or improvements in infrastructure would make cycling safer and more attractive.	10/21/2019 4:11 PM
41	songhees walkway Widening the Songhees Walkway to accommodate a bike two way bike lane.	10/21/2019 4:11 PM
42	do nothing There is NO NEED AT ALL for bike lanes on Kimta - it is already totally safe and roomy for cycling. I say this as a very timid cyclist who has total confidence in cycling on Kimta as it is now. I find the two-way cycle lanes ABSOLUTELY UNSAFE for most cyclists and also crossing pedestrians as the fairly numerous speedsters are over-confident bullies who have no respect for other users. They discourage cycling around the city for normal folks. Not what we are supposed to be trying to do!	10/19/2019 11:42 AM
43	do nothing use of esquimalt road, there is no need for two paths	10/19/2019 8:22 AM
44	do nothing songhees walkway I don't think a bike path is necessary at all along Kimta as it is a Leary a wide street and accommodates vehicles well. There is already a bike lane along Esquimalt road that links to the bridge, why not improve on that path	10/16/2019 11:56 AM

Q12 Can you identify any specific locations along this corridor where you currently have suggested improvements or safety concerns?

Answered: 135 Skipped: 603

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#	RESPONSES	DATE
1	This proposed path would likely be mainly used by slow, casual cyclists, many of whom live in the Kimta area. Most commuting cyclists will continue to use Esquimalt Rd and then the E & N trail, or Galloping Goose trail along the Gorge.	11/30/2019 9:58 AM
2	Two way Bike lanes must be on the North side of Kimta. Kimta Road is a multi-type vehicle, curved road with residences, tourist and commercial trucks regularly using the road so driving width must not be narrowed.	11/30/2019 9:24 AM
3	no	11/30/2019 7:50 AM
4	catherine cross E&N /Esq cross The design must also improve substantially going west past Catherine to the E&N, and further into Esquimalt (recognizing the City has no control over what's on the other side of the Esquimalt border, but Saanich has tried to get us going near its borders with Victoria, so I encourage the same from our Council and staff.	11/29/2019 10:35 PM
5	catherine cross E&N /Esq cross It would need to connect to the rail trail to be truly useful. Catherine St isn't far enough.	11/28/2019 6:44 PM
6	I think enough money has been spent on bike lanes Let's turn our focus to more pressing needs Enough of the mayors pet projects.	11/28/2019 10:30 AM
7	use rail corridor Use the railway line along Kimta Road for cyclists. IF trains were to ever start running again they could never use this section of track. It's a dead end!	11/27/2019 5:35 PM
8	traffic calming Or leave as existing. Speed humps or raised crosswalks should be considered along the road at one or more points due to planning developments.	11/27/2019 4:41 PM
9	tyee Intersection of Tyee with Kimta/Songhees would benefit from stop signs for northbound/southbound traffic. Vehicles do not stop here and do not anticipate bikes riding straight through the intersection and onto the bike path.	11/27/2019 3:02 PM
10	tyee The intersection of Kimta at Tyee/Songhees has a fair amount of traffic coming off of Tyee. I'd want to see a pedestrian/cycle traffic light there, like the light on Hillside at Graham.	11/26/2019 9:00 PM
11	general safet improv. I ride this way fairly often. It doesn't feel safe. I'm glad the City is considering protected bike lanes.	11/26/2019 12:16 PM
12	Two way protected bike lanes that have been built to date are too narrow. Could be considered if they were wider than existing.	11/23/2019 9:32 AM
13	Anytime cars and bikes are in close proximity, cyclists are exposed to fumes and accidents and even possible death! Keep vehicles and cyclists separate completely please. No one wants another death either from an accident to getting cancer or lung disease from breathing too many fumes!	11/22/2019 5:43 PM
14	behind delta education I have always supported cycling and think all the new cycle lanes in Victoria are excellent and much needed. But as a walker, I am starting to notice that some cyclists are really not sharing the paths with walkers. There is a section of path that goes from the Johnson Street Bridge to Kimta Road, that is particularly unruly! I have been run off the path, sworn at several times, almost physically assaulted by one older fellow, all cyclists who can't slow down, move over and let pedestrians walk without fear of being run over. Some kind of delineation down the path (maybe widening) and some lighting (that is very important) would help everyone. Also some signage showing everyone, including cyclists, that it is a shared path, not just for cyclists to race down and expect walkers to jump out of the way. Electric bikes should be on the road, in cycle lanes, not on mixed use paths. I have had to change my walking route along this dangerous path and now walk through the grounds of the Hotel, especially on these dark evenings. Any help from you would be great. I recently saw a sign on a path that said "Pedestrian Priority, Considerate Cycling Welcome". Loved that! Thank you for any help on this issue...	11/22/2019 1:06 PM
15	catherine cross E&N /Esq cross tyee as always, intersections are of most concern. I would suggest keeping people riding bicycles safe by giving them an advance at intersections over traffic allowing cyclists safe passage from one protected bike lane to the other one on the other side of the intersection. This is quite common in other cities such as Amsterdam (the whole country, actually).	11/21/2019 5:20 PM
16	wayfinding This is where it is really important to make it clear to cyclists and traffic what the	11/21/2019 1:04 PM

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route is onto and off of the bike route. And the route should be logical or cyclists won't do it. So painting on the roadway to make it clear to cars to expect cyclists to move over. Right now when you go over the blue bridge and want to go straight it is super awkward and unsafe.

17	Not familiar enough with it but more likely to explore the area once built.	11/21/2019 7:44 AM
18	catherine cross Junction with Esquimalt Road is up-hill after railway crossing. It would be better to take the bike trail along the rail right-of-way to the E&N Trail.	11/20/2019 9:50 PM
19	catherine cross tyee Stop signs should be installed at the intersection of Kimta and Tyee/Songhees to create a 4-way stop. The hill approaching Esquimalt Rd. can be challenging - an alternate link to the E&N at a gentler grade would be AMAZING.	11/20/2019 8:42 PM
20	behind delta This is a great opportunity to widen and put lighting through the narrow section of trail from Songhees to Johnson Street Bridge.	11/20/2019 7:16 PM
21	catherine cross Intersection of Catherine and Esquimalt road is very challenging for bicycles. Also, if the Esquimalt Rd lanes could be combined on one side of the road, that would be awesome	11/20/2019 1:35 PM
22	retain parking Do not reduce parking. Many elderly need to drive and park so that they can exercise on the Walkway. This part of the walkway has the highest usage.	11/20/2019 1:29 PM
23	tyee Kimta at Tyee: east of Tyee is a trail that is used as a cycling path, and that path should be expanded and improved, and traffic needs to be calmed on Tyee.	11/20/2019 10:25 AM
24	No	11/19/2019 6:00 PM
25	catherine cross tyee -Crossing at Tyee Rd -Grade at NB approach to Esquimalt Rd is challenging for cyclists, particularly making NBL to connect to E&N trail. Reconsideration of signal phase/timing and pavement markings in this area might improve conditions and comfort. Design for AAA should not require cyclists to make 'vehicular' left turns.	11/19/2019 5:00 PM
26	behind delta tyee No, but the part just before Kimta Rd (coming from the bridge) is too narrow and leads to conflict with pedestrians and dog walkers	11/19/2019 10:02 AM
27	catherine cross tyee I bike this route routinely and there are low traffic volumes; however, significant development of the Roundhouse property is proposed which could dramatically increase traffic volumes. If a protected bike lane along the E&N corridor is not included in the development, the two-way protected lane will be needed. Crossing Tyee road between the E&N trail to Kimta can be tricky with people turning.	11/18/2019 5:20 PM
28	catherine cross E&N /Esq cross I like the two way bike lanes, but it's not clear how the additional cost provides a benefit. Does the two-way lane provide an easier transition to the E&N line? that info would be more useful.	11/18/2019 11:36 AM
29	Traffic lights are the scariest part of these two-way protected lanes. I accidentally turned right on a red crossing the green-lit double protected lane on Pandora. Just old habit. Perhaps downtown Victoria could move towards a "no-right-turn-on-red" law like Quebec utilizes province-wide. This would establish a much safer collection of these single, & two-way protected, bike lanes by making it a city-wide mentality of no-right-turn-on-reds. It's too easy to California roll on red right turns. I'm guilty of it.	11/17/2019 12:35 PM
30	This road is fine the way it is. Spend money on busses	11/15/2019 10:02 PM
31	Two way bike lanes are extremely unsafe and stupid	11/15/2019 9:59 AM
32	behind delta The shared bike and pedestrian lane from Tyee through to harbour road - alongside the back of the delta hotel and bmw car lot- should be considered for improvement as well to support the volume of bikes now coming through. This traffic will increase as kimta is improved and we are already seeing collisions and near misses with pedestrians along this section.	11/14/2019 7:48 PM
33	I love this idea! Thank you! 2 way protected lanes.	11/14/2019 5:01 PM
34	catherine cross tyee Understanding where the turn from Kimta to Esquimalt road is and how it connects to the rest of the E&N trail. Currently, the left turn onto esquimalt rd (at Catherine St and Kimta) is not the easiest for a cyclist and I am unclear how this would work from a two-way bike lane. Ideally the E&N would be extended to Kimta rd... and the two lane	11/14/2019 11:48 AM

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bike route would be on the south side of the rd. A stop for cars at tyee and kimta or pedestrian/cclist controlled option as the path meets the street would be helpful.

35	two way bike lanes are very narrow	11/13/2019 10:24 AM
36	catherine cross tyee Do not make another protected bike lane, please Please PLEASE. ESPECIALLY a two-way protected bike lane. The road, as is, feels safe (as a cyclist), and seems to have a low traffic volume. The ONLY existing challenges are at the two ends: the transition onto Esquimalt (left turn from a hill, on the far side of a train track, is a little brutal), and crossing Songhees. Drivers on Songhees there need a stop sign/cyclist controlled signal/something; the curving road can make for dangerous interactions.	11/13/2019 8:24 AM
37	catherine cross tyee The absolute worst intersection is where Kimata/Catherine connects to Esquimalt - for a senior to get up that hill and have to stop at a red light is most disconcerting - its always a race to make a green light for me. I use this route in lieu of riding along Esquimalt off the JSB, then connecting further along onto the E&N. The connector from the shared path beside the Delta through to Kimata needs an upgrade here to make it work properly. Traffic on Kimata will get busier as new residences are developed so yes, protected is probably the way to go.	11/13/2019 8:08 AM
38	traffic calming I live on a Kimta Rd. Kimta Rd is a neighbour hood street, not an arterial and doesn't require the same treatment as Pandora or Fort Sts. The problem is not one of traffic volume but speed. Traffic calming should be the prime objective of the new street design to make the street safer for both pedestrians and cyclists. A two way protected bike lane may add to the safety of cyclists, (although Kimta is already a very safe bicycle zone) but it would certainly not enhance the pedestrian experience, would likely not reduce traffic speeds, and if Fort Street is an example, would make it more dangerous for pedestrians to to cross the street. The Advisory Bike Lane option will calm traffic, both cycle and vehicle, and result in a much friendlier neighborhood street.	11/12/2019 7:26 PM
39	traffic calming Kimta road is my street. Traffic is fast because it is so wide. Narrow the lanes to slow traffic down and provide space for bicycles to share the road. Do not offer a dedicated two way bike lane... then the commuter bikes go too fast for neighbourhood cyclists and pedestrian crossings. Make all intersections into one way traffic circles. The roads can be shared and be safer for everyone.	11/12/2019 7:17 PM
40	behind delta catherine cross Transition to Future CRD trail at Catherine street End on Current E&N trail at Esquimalt Pathway width between Kimta and Harbour rd	11/12/2019 10:40 AM
41	catherine cross E&N /Esq cross would it be possible to 'twin' this section of the E&N at Kimta and Esquimalt road with a short section of bike path? Then run protected bike lanes along the south side of Esquimalt Rd into the E&N trail section?	11/12/2019 10:31 AM
42	The traffic is very low on this street. At most, advisory bike lanes are needed. But presently, it is a nice road for biking. Protected bike lanes are totally overkill.	11/11/2019 2:40 PM
43	catherine cross This is a pretty quiet stretch of road. The only tricky part from my perspective is turning west onto Esquimalt Road from Catherine St (when riding northbound on Catherine). The short but steep hill makes it tricky for less experienced cyclists to get started and going.	11/10/2019 10:14 AM
44	improve vic cooperage improve vis Paul Kane retain parking I am not sure since Esquimalt rd already has existing bike lanes while another one has to be designed on Kitma Rd. With the number of condos, restaurant etc the parking is limited and the visibility coming out of Cooperage and Paul Kane is so difficult to see now. There are a high number of elderly people living in this area, this road is a narrow road and with permanent biking lanes will become a disaster. The biking population already use the Songhees walkway which they are prohibited from doing but does not seem to stop them, even with all the new signage. Rules should be for all, although bikers think they are exempt.	11/10/2019 9:16 AM
45	traffic calming Needs traffic circles at Kimta and Songhees to slow traffic...which means one way bike lanes on either side for greater safety for pedestrians. A two way bike lane is too fast and hazardous to walkers. This is a residential neighbourhood.	11/8/2019 6:43 PM
46	The two way protected bike lane is not easy to use as a biker.	11/8/2019 12:00 PM
47	I would rather see an improvement to the connection to Esquimalt Rd coming westbound off the Johnson Street Bridge. This provides a more direct route to connect to the E&N and is fine, except for needing to cross over the right-turning lane to continue straight on Esquimalt at Tyee	11/7/2019 8:22 PM

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Rd. Access to Kimta Road is convoluted coming from Downtown as it requires crossing Johnson St/Bridge twice - first to get to the bike path on the north side of the bridge and second to cross back via the overpass to the other side of the bridge.

48	behind delta Re: The section from Tyee to the bridge. It is understood that bike paths will be made on each side of the tracks extending west of Kimta. This should also be done on each side of the tracks from Tyee to the bridge. This section is not part of the Bayview/Roundhouse development and should be persued separately as soon as possible. Until that is done, bike lanes should be made on Tyee from Kimta to Esquimalt Rd. For safety reasons for both cyclists and pedestrians, the existing path between Tyee and the bridge should be a foot path only! This path needs lighting and regular maintenance.	11/7/2019 3:40 PM
49	As diagrammed, this looks like a perfect spot for a protected, two-way bike lane.	11/7/2019 1:04 PM
50	remove parking 2-way facilities are simply too narrow and an insult to cycling. Cars don't park much on this street - a 1-way facility would be easy.	11/7/2019 12:59 PM
51	education for cyclists Make sidewalks safer and pedestrian areas free of bikes - cyclists need to respect the existing traffic laws - police need to ticket them as they do in other Canadian cities	11/7/2019 8:02 AM
52	I also think a neighbourhood bikeway would work. I currently bike along this path every day and rarely encounter cars and think the traffic would have to greatly increase to warrant anything more than an advisory bike lane	11/6/2019 10:05 AM
53	The rail crossings are often slippery and I know numerous bikers that have fallen on them in the winter months due to ice. It would be very easy to place a cover or ramp over them to protect cyclists.	11/6/2019 8:41 AM
54	tyee This street is not that busy so I don't feel the need for a protected bike lane. I have always felt safe sharing the road with cars here. A 4 way stop at the corner of Songhees and Kimta would be helpful for cyclists transitioning from the pathway to the road.	11/6/2019 8:40 AM
55	catherine cross tyee Crushing Tyre/Songhees. Also tying into the E&N trail at Catherine or Esquimalt Rd.	11/5/2019 11:44 PM
56	remove parking Two way bike lanes and remove the parking as buffer on one side.	11/5/2019 7:47 PM
57	paint the lane bright green for further visual identification	11/5/2019 11:46 AM
58	catherine cross I'm not sure where Vic West ends and Esquimalt begins, but this pathway will become a logical feeder to the E & N trail. You need to create a safe way to cross Esquimalt Road and connect to the E & N trail. The E & N crossing at Admirals is excellent example of the worst possible solution (and should be fixed as well).	11/5/2019 10:20 AM
59	More signage for bicyclists and signage for vehicles. A protected bike lane (one way or two way) would improve this street significantly as well as make is safer for young riders while connecting to the E&N and going downtown.	11/5/2019 10:08 AM
60	tyee Crossing Tyee to the bike path can be treacherous - cars speed down Tyee or you have to try and navigate through backed up cars who randomly pull out. Cyclists and pedestrians should have right of way to cross there, especially as cars going down Tyee south are going to hotel or a limited residential area. Cars turning right onto Kimta would not be affected by a bike right of way to the bike path from the two-way bike lane. I take this route every day on my commute so I am very pleased to see this plan.	11/5/2019 9:29 AM
61	catherine cross The junction between esquimalt and kimta/Catherine is a difficult one for bikes and biking families. I would love to see a protected lane all the way up to the e and n Rail trail.	11/5/2019 6:53 AM
62	catherine cross E&N /Esq cross Light touch. Make the CRD connection	11/4/2019 11:52 PM
63	Can't say, don't know the area	11/4/2019 9:19 PM
64	behind delta tyee It is awkward crossing Tyee when coming off the paved path (by the delta hotel - which needs repaving for drainage and bumps!) and onto Kimta. Also turning left from Kimta onto Esquimalt road is dangerous, I always hop off and walk my bike across the crosswalks. A direct connection from the Kimta path to the rail trail would be AMAZING!!! Please do this!!!	11/4/2019 8:51 PM

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65	catherine cross How to turn left on Esquimalt road or skirt along the railway tracks to join up with the e&n trail. Turning left off of kimta onto Esquimalt road is tricky with hill and traffic- there needs to be a better way	11/4/2019 8:47 PM
66	catherine cross E&N /Esq cross fully connecting to the E&N	11/4/2019 8:16 PM
67	catherine cross Turning left onto Esquimalt road when leaving downtown is terrible on the hill. Please address this!	11/4/2019 6:16 PM
68	catherine cross I currently cycle this route daily with a cargo bike and three kids. The dangerous part is the left turn on to Esquimalt Road and the waiting at that light on the hill with a heavy bucket of children is not possible. Anything is an improvement over this current.	11/4/2019 4:04 PM
69	remove parking Street parking loss should be a positive thing if the goal is to reduce car dependency	11/4/2019 1:43 PM
70	Nope. No would ride over here because it add distance to your ride. Plus this road is very low traffic. Better to spend the money on connecting the E&N trail to the gosse deeper in Esquimalt using devonshire st to pine st to banfield park. Mainly the mone need to be spent in banfield park to a biking only lane, Free of dogs and kids. I love riding bike, but hate hitting people's kids more.	11/4/2019 1:34 PM
71	No advisory bike lanes. Not AAA.	11/3/2019 8:10 PM
72	no	11/3/2019 6:01 PM
73	remove parking A quick look at Google Street view shows that most of the street parking on Kimta is on the north side of the street. Regardless of which bike lane option is ultimately chosen, the City could put angled parking only on the northern side which would hopefully save space for both vehicle and bike lanes.	11/3/2019 2:30 PM
74	no	11/3/2019 2:17 PM
75	No	11/3/2019 1:30 PM
76	remove parking Property owners who have driveways should be required to use them. Public roads are not to be used as storage for their private vehicles.	11/3/2019 1:27 PM
77	Have the bike lane follow Esquimalt Rd.	11/3/2019 8:47 AM
78	behind delta I live on Paul Kane Place. Current design works well. Traffic temporarily increased on Kimta due to the traffic problems resulting from the Bay Street bridge closure, with cars attempting to circumvent delays, but much less traffic now. Cars are respectful of cyclists, many of whom continue along the shortcut to the Johnson Street bridge. Money would be better spent adding lights to that shortcut, and repaving it, to increase safety of both cyclists and pedestrians. If I am to believe what I'm seeing, (Done below, not next) I won't be given an opportunity to comment on Vancouver, which is the most crucial issue. There, you need to use boulevard space to create bike lanes. Closing any part of Vancouver to vehicle traffic is insanity. It will have disastrous impact on Cook.	11/3/2019 8:16 AM
79	use rail corridor I'd prefer an widening of the Songhees walkway to accommodate bikes. Nicer ride and way cheaper.	11/2/2019 2:13 PM
80	behind delta Good opportunity to widen and put lighting through the narrow section of trail from Songhees to Johnson Street Bridge.	11/2/2019 12:28 PM
81	A two-way protected bike lane is not the accepted standard to which bike lanes should be built. One-way protected bike lane are the safest way to go.	11/2/2019 9:17 AM
82	None	11/1/2019 11:24 PM
83	tyee Crossing over Tyee to Kimta from pathway by Delta is dangerous. Too wide and Tyee speeds are surprisingly fast due to width of road and proximity to Esquimalt intersection which is a known "bad driving behavior" location. It should be a three way stop sign intersection for drivers similar to the design at Borden/ICBC. Raised crosswalk/intersection for pedestrians	11/1/2019 11:12 PM
84	No concerns here at all.	11/1/2019 9:58 PM
85	Dumpsters are often left in bike lane	11/1/2019 7:59 PM
86	use rail corridor Minimal investment or movable features for separation might be useful	11/1/2019 5:27 PM

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	pending completion of E&N trail segment	
87	tyee The north-bound traffic stop sign on Kimta at the entrance to the Galloping Goose Trail is frequently ignored, a risk to both south-bound pedestrians and cyclists trying to cross Kimta at that point. Suggest more signage and cutting back the hedge to improve visibility for all users.	11/1/2019 4:30 PM
88	no	11/1/2019 12:15 PM
89	catherine cross Incomplete information really because it's not clear how you will link Catherine to EN trail. If you have a suitable link then 2 way lane is ok otherwise it has to be one lane is better.	10/31/2019 11:07 AM
90	are you allowing enough room for transit buses on these streets where you plan to reduce driving lanes?	10/31/2019 10:49 AM
91	None as it all feels safe to me when I bike or drive.	10/31/2019 10:14 AM
92	This area is a very dangerous ride and I do my best to avoid it. Having protected lanes would be a great asset.	10/30/2019 3:07 PM
93	catherine cross tyee Yes, a thousand times yes! It's the way I usually take for the E&N trail. It desperately needs a logical connection from the Pandora lanes and a safe crossing of Esquimalt road. I know Naden is in Esquimalt, but the crossing at the Naden gates is stupid-bad.	10/29/2019 7:03 PM
94	education Car drivers do NOT respect or understand the distance they need to keep from cyclists. If shared use is to be considered then signage and education is needed about that requirement.	10/29/2019 11:11 AM
95	Just a suggestion that in future diagrams you perhaps explain how an Advisory Bike Lane works. I don't find the diagram sufficiently does so. For example, do drivers pull into the bike lane to pass each other??	10/29/2019 10:59 AM
96	not my neighbourhood, residents alone should be consulted	10/29/2019 9:54 AM
97	Personall I find the buffering by vehicles an accident waiting to happen.	10/28/2019 6:47 PM
98	tyee where the Kimta RD round house area hotel is planned with exit onto Tyee higher volume	10/25/2019 4:45 PM
99	STOP WASTING \$\$ on these ridiculous bike lane death traps.	10/25/2019 2:58 PM
100	behind delta tyee The corner of Kimta and Tyee/Songhees is busy and dangerous. There are blind spots. Pedestrians and cyclists often come directly off the trail from behind the Delta Hotel without looking or slowing down. This is an accident waiting to happen. At the least there needs to be a Stop sign or well marked cross walk installed as soon as possible. This can't wait two years. Do it now! Additionally the pedestrian/cyclist path from Kimta to Johnson street needs immediate attention. The pathway is is uneven with dangerous bulging sections of asphalt. There are no designated lanes so close calls between pedestrians and cyclists are a daily occurrence. The area directly behind the Delta is very dark at night which has attracted vandals and homeless. Those commuting to and from downtown are being placed in a very unsafe situation. Again, this is an accident waiting to happen.	10/25/2019 2:56 PM
101	catherine cross Intersection of Catherine/Bay/Wilson/ Esquimalt Rds- end of Kimta Rd. - what next? Intersection is too narrow for waiting pedestrians on north side. Chaotic intersection. Bike route from Kimta should connect to Esquimalt Bike path.	10/25/2019 2:22 PM
102	marina parking This survey fails to consider the needs of the existing RESIDENTS of the Kimta corridor, specifically, the already reduced access to parking due to a new commercial enterprise in the area (the marina restaurant, the marina facility which regularly hosts events with upwards of 150 people and all the accutrements they bring to site). The quality of life for these residents has significantly deteriorated because of reduced access (not just for residents, but for their company and services) to their HOMES.	10/25/2019 12:02 PM
103	The City's current 'two-way protected bike lane' design is too narrow to ride in comfortably. Also, Kimta is alright for recreational users but not practical for commuters.	10/25/2019 10:42 AM
104	The proposed configuration is unsafe, and therefore unacceptable, for the east end of Kimta Road, where it intersects with Tyee/Songhees Roads, until it widens further west. On a recent walking tour with City reps to discuss the proposed plans, one of the reps acknowledged the	10/25/2019 9:56 AM

2020 Bicycle Network Improvements Survey

narrower road width at the east end and suggested that the bike lanes could be constructed as proposed but that the remaining roadway could be shared by vehicles, i.e., the remaining road width would not be enough for two vehicles to pass by each other so one driver would have to move over to allow the other to pass by. This concept is completely unacceptable for the following reasons: - While this may "improve road safety for people on bikes", it sacrifices the safety of those in vehicles. Surely sacrificing the safety of one group of established users for that of another group can't be the City's desired aim for this proposed project!? - Kimta Road is used by sizeable vehicles such as transit and tour buses, moving trucks, garbage removal trucks, etc. The narrowed width at the east end resulting from the proposed configuration would make negotiating the road and turning onto intersecting roads at the east end an unnecessary and unsafe challenge for these bus and truck operators. - Even more important is the speedy and safe negotiation of Kimta by first responders, especially the large fire trucks. This would be severely compromised by the proposed configuration, as would the safety of those requiring the help of the first responders. - My final reason is from speaking as a Victoria tax payer, i.e., one of those who's paying for the bike lanes. Please note that I am a cyclist, as well as being a driver. The City rep mentioned that one of the main reasons for this proposal is to make a safer and more efficient connection for cyclists with the bike path along the E and N track. I object strenuously for my safety and that of my driving neighbours and visitors to the Songhees area to be compromised for the construction of bike lanes primarily geared to those who neither reside nor pay taxes in Victoria! I know this sounds selfish but, until such time as all those who cycle in Victoria (regardless of their place of residence) are required to pay for and display a bicycle licence on their bike, my position remains! My recommendation is that cyclists share the road at the east end of Kimta, and that the proposed bike lanes commence closer to the intersection at the west end of Songhees Road where Kimta widens enough to accommodate the proposed configuration.

105	tyee Kimta & Songhees	10/24/2019 8:26 PM
106	cooperage Junction Cooperage and Kimta. Traffic turning left onto Kimta from Cooperage cannot see the traffic on Kimta because of the parked cars and the curve of Kimta at that point. A traffic light operated by the presence of a vehicle at the junction would fix this problem. I think the two-way bike lanes would make it even more difficult for car drivers to exit safely from Cooperage, unless the bikes, too, had to observe the traffic lights. In that case I would prefer the two-way bike lanes.	10/24/2019 3:18 PM
107	Makes sense. Not a lot of traffic turning on and off the road, so reduced risk of conflicts at intersections with bikes.	10/24/2019 2:26 PM
108	catherine cross E&N /Esq cross Connecting the Kimta 2 way protected bike lanes to the E&N rail trail on the other side would make for some wonderful continuity that would make riding in and out of town from Esquimalt/View Royal much more enjoyable	10/24/2019 9:56 AM
109	E&N /Esq cross Looks good, make sure the connections and crossings are better than the disaster the CRD did at Esquimalt Road.	10/23/2019 8:18 AM
110	catherine cross tyee Great idea, especially with the new housing going up. For fun we often bike from Victoria to Colwood and back in a loop, the E&N trail out and the Goose back. This unprotected stretch along that route feels like the missing piece. A tricky section in-between two protected corridors. Improving this, and thus removing a break in the protected network could encourage more riders to start. 2 areas specifically: 1. Intersection - Tyee and Kitma: Seems like more signage or a bike/pedestrian controlled crossing is needed. People are usually very nice here but it often feels confusing. 2. Intersection - Catherine st and Esquimalt Rd: This is challenging on a bike, you're not protected and usually need to stop or start on a steep hill with a short light cycle.	10/22/2019 10:49 PM
111	I have experience riding two way protected bike lanes on a two way street with driveways & side streets in Vancouver. It is not safe because drivers turning left do not look for people on bicycles. (Prohibiting left turns, and physical barriers to prevent left turns, should be considered if this design used)	10/22/2019 10:19 PM
112	catherine cross The light timing at Kimta/Esquimalt road is too short, doesn't have a left turn timing and is on a steep hill so its really had to turn into the bike lane on Esquimalt road to connect to the E&N further down the street.	10/22/2019 2:06 PM
113	tyee Intersections at bay st bridge, tyee, Wilson and bay. A natural connector to this route would be connecting this route to the Haultain King corridor over bay st bridge.	10/21/2019 9:36 PM

2020 Bicycle Network Improvements Survey

114	catherine cross tyee There is no stop sign for cyclists coming past Marriott Victoria Ocean Pointe Resort to the intersection with Tyee/Songhees/Kimta. This is very dangerous. Trying to start from a stop at the Catherine/Esquimalt intersection (with a red light) can be very tricky due to the sharp incline, so it might be better to join the E&N where the tracks are at Catherine (i.e., 250 metres east of where the E&N currently starts off of Esquimalt), which is currently a railbed.	10/21/2019 4:57 PM
115	this sounds great! the more protected lanes the better!!!!	10/21/2019 4:20 PM
116	behind delta I usually ride past the entrance to the Delta Hotel, often tricky with pedestrians. What is planned for this bit?	10/21/2019 4:03 PM
117	At each intersection, I'd like to see the city improve upon existing bike lanes by making it easier and safer to enter and exit the bike lane. At the moment cyclists must improvise about how to get on and off. A seamless, safe, intuitive way to get on/off the path is needed.	10/21/2019 3:59 PM
118	tyee The intersection at the east end of Kimta needs traffic calming. The intersection with Bay and Esquimalt is also currently very dangerous for bikes.	10/21/2019 3:55 PM
119	Just past the Johnston Street Bridge, there needs to be clear signage re the direction of the cycle route. Many tourists head down to the Songhees walkway expecting to cycle along the pedestrian only waterfront walkway.	10/21/2019 9:02 AM
120	behind delta tyee Kimta type intersection coming off of Johnson st bridge bike way	10/19/2019 5:07 PM
121	behind delta tyee The pathway between the hotel and the car dealership is too narrow for bikes and pedestrians together, and is also an unsafe surface, with invading tree roots, bumps and hollows. It needs to be wider and smooth. It would also be smart to have a designated crossing at that end of Kimta - cars are generously courteous usually, but it does warrant some proper crossing markings.	10/19/2019 11:42 AM
122	traffic calming Make it a 40 speed zone. There are side streets with limited vision of cars and bicycles speeding on Kimta	10/19/2019 10:34 AM
123	cooperage Blind corner at Cooperage. Vehicles going north on Cooperage have reduced visibility of traffic on Kimta. Visibility is hampered by vehicles parked on south side of Kimta both east and west of Cooperage.	10/18/2019 10:11 PM
124	E&N /Esq cross Special consideration should be give at crossings of the bicycle facilities with the a bidirectional facility. A bidirectional facility would provide the most direct connection with the E&N trail extension near Esquimalt Road.	10/18/2019 8:54 PM
125	The city has made Kimta Road a parking lot. I don't believe we need bike lanes.	10/18/2019 8:04 PM
126	behind delta catherine cross Improved lighting on the pathway behind the Delta. Resurfacing of the same section of pathway - it is dangerous. How will the multi use nature of the trail behind the Delta be managed? The impact of current and impending construction on the north side of Kimta remains to be seen. How will the section along Kimta link to the E & N.	10/18/2019 4:56 PM
127	behind delta The trail from Tyee Road, behind the Delta Hotel, to the Johnson Bridge requires significant upgrades--widened, repaved, more lighting.	10/18/2019 2:45 PM
128	tyee Kimta is currently very wide - and very quiet. The most significant future development will be the seniors' residence/care centre (not people who will be frequent users of the bike lane - but who, with limited mobility - will want to cross Kimta to go to the West Song Walkway. once there is a sidewalk on the north side, the big need here will be good, marked crosswalks across Kimta, with lower speed limits that will apply to cars and cyclists alike. Current Kimta condo residents are not a cycling population, either. Those who "ride through" from/to Esquimalt are likely to be more proficient cyclists who can handle a a shared "advisory" approach, with lower speed limits (which will also help current residents and the coming seniors).	10/18/2019 1:52 PM
129	tyee Kimta and Tyee connecting to the Galloping Goose has no crosswalk.	10/18/2019 11:47 AM
130	Please DO NOT add any more 2-way protected bike lanes! They always end up being too narrow owing to the temptation to squeeze too much into insufficient space	10/17/2019 12:26 PM
131	E&N /Esq cross This link is very much needed! Either the one-way or two way is fine but a protected link here is very important. I very much look forward to this project completion.	10/16/2019 9:56 PM
132	behind delta The area behind the delta hotel is too narrow for two way bicycles and pedestrians....if a bicycle path must be put on Kimta this area needs to be widened and as I've	10/16/2019 11:56 AM

2020 Bicycle Network Improvements Survey

said a number of times lines separating cyclists from pedestrians should be included on all shared pathway designs. To date we have none anywhere.

133	catherine cross Big road - no need for protected bike lanes. Spend money elsewhere. How to connect to E&N?	10/14/2019 3:15 PM
134	behind delta catherine cross Where the trail comes out at the Delta Hotel on to the road. It is not easy to see cars and there is a post in the middle of the trail. Also lighting is not good in that area. How will this connect to the E&N	10/11/2019 6:26 PM
135	behind delta tyee Some additional work needed: add lighting, widening and repaving the short section of E&N between the JSB and Kimta. Also need to shrink intersection of Kimta, Tyee and Songhees to reduce crossing distances	10/11/2019 2:57 PM

Appendix 4: Emails received

598 pages

Rob Gordon

From: Victoria Mayor and Council
Sent: February 6, 2020 2:53 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Safety concerns regarding Richardson Bike Lane

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



-----Original Message-----

From: [REDACTED]
Sent: January 31, 2020 12:39 PM
To: Councillors <Councillors@victoria.ca>
Subject: Safety concerns regarding Richardson Bike Lane

To City Councillors and Mayor Helps,

My husband and I with our two small children, [REDACTED]. We have HUGE safety concerns regarding traffic re-routing because of the Richardson Bike Lanes.

My older son goes to Sir James Douglas School, and we either walk, skateboard or bike to and from school everyday. I already have concerns with the speed people drive through Standard, Arnold and the corner or Thurlow. It will become WORSE with re-routing of the traffic when you close off the left hand turn from St.Charles onto Richardson Street. Brooke, Standard and Arnold and Thurlow will be no longer quiet neighborhood streets where the neighborhood kids, adults and pets can safely walk, ride, scooter or skate to school/work. If it is so unsafe because of high traffic and speed of people trying to get to and from work, we will start taking our vehicle. I was hoping to one day let my kids go to school on there own to create independence but this might not be possible with the bike lane creation on Richardson. I will still tell my kids to take the back streets up to Central and then Vic High like I did. My kids and us love to bike ride-my smallest rides on the back of my bike and my [REDACTED]. He is slowly learning how to ride

safely on the BACKSTREETS of the neighborhood. We pick the backstreets, so we don't feel the speed or annoyance of FAST bikers in the bike lanes. We love living in Fairfield, because of the ease of getting to downtown, the beach, Beacon Hill Park, our schools and my husband's job. I enjoy the neighborhood kids playing on the front sidewalks-skateboarding, biking, scootering, just being kids and meeting people in there neighborhood. I don't want to resort to only playing in our backyards, because it is unsafe with traffic.

We have participated in the bike survey and not once was there discussion of rerouting traffic. It was a poor survey if it didn't look at the safety concerns of re-routing the traffic through the backstreets.

Sincerely,

Sent from my iPhone

Rob Gordon

From: Victoria Mayor and Council
Sent: February 5, 2020 10:32 AM
To: [REDACTED]
Cc: [REDACTED] ent
Subject: RE: Richardson Bike Lane

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: February 4, 2020 10:51 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: Richardson Bike Lane

Mayor and Council;

- We are cyclists but we strongly oppose this.
- Leave Richardson St as it is.
- Vehicles already uses Kipling St. as a cut through between Richardson St. and Fairfield Rd. causing concern for families along Kipling St.
- With the proposed plan, vehicles that can't turn left from St. Charles onto Richardson will cut through our quiet neighbourhood streets which goes against the Greenways Plan.
- The children that ride back and forth to school along Brooke St. Greenway will be put at risk with more vehicular traffic cutting through our neighbourhood.
- Brooke St. is a "people priority greenway". The priority is for walking and cycling, not vehicle cut-through.

- Cyclists already successfully use Fort St. bike lanes, Rockland Ave. and adjoining side streets to safely commute. Dallas road is also an excellent route into downtown.
- Finally, we cannot see how a bike lane could be put down Richardson without removing residential parking, which would be punitive for residents. Side streets are already fully utilized.

Respectfully,

████████████████████

Rob Gordon

From: Victoria Mayor and Council
Sent: January 31, 2020 4:47 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Safety concerns regarding Richardson Bike Lane

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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

Sincerely,

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



-----Original Message-----

From: [REDACTED]
Sent: January 31, 2020 1:50 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: Timothy Hewett <THewett@victoria.ca>
Subject: Safety concerns regarding Richardson Bike Lane

To Timothy Hewett, City Coucillors and Mayor Helps,

> My husband and I with our two small children, [REDACTED] . We have HUGE safety concerns regarding traffic re-routing because of the Richardson Bike Lanes.

> My older son goes to Sir James Douglas School, and we either walk, skateboard or bike to and from school everyday. I already have concerns with the speed people drive through Standard, Arnold and the corner of Thurlow and Kipling. It will become WORSE with re-routing of the traffic when you close off the left hand turn from St.Charles onto Richardson Street. Brooke, Standard and Arnold and Thurlow will be no longer quiet neighborhood streets where the neighborhood kids, adults and pets can safely walk, ride, scooter or skate to school/work. If it is so unsafe because of high traffic and speed of people trying to get to and from work, we will start taking our vehicle. I was hoping to one day let my kids go to school on there own to create independence but this might not be possible with the bike lane creation on

Richardson. I will still tell my kids to take the back streets up to Central and then Vic High like I did. My kids and us love to bike ride-my smallest rides on the back of my bike and my [REDACTED] He is slowly learning how to ride safely on the BACKSTREETS of the neighborhood. We pick the backstreets, so we don't feel the speed or annoyance of FAST bikers in the bike lanes. We love living in Fairfield, because of the ease of getting to downtown, the beach, Beacon Hill Park, our schools and my husband's job. I enjoy the neighborhood kids playing on the front sidewalks-skateboarding, biking, scootering, just being kids and meeting people in there neighborhood. I don't want to resort to only playing in our backyards, because it is unsafe with traffic.

> We have participated in the bike survey and not once was there discussion of rerouting traffic. It was a poor survey if it didn't look at the safety concerns of re-routing the traffic through the backstreets.

> Sincerely,

> [REDACTED]

>

>

>

> Sent from my iPhone

Rob Gordon

From: Victoria Mayor and Council
Sent: January 31, 2020 11:35 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Update: Potential Impacts from Planned Richardson Street Bike Lane

Categories: Tracked To Dynamics 365

Good morning,

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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

Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: January 30, 2020 12:47 PM
To: Councillors <Councillors@victoria.ca>
Subject: FW: Update: Potential Impacts from Planned Richardson Street Bike Lane

I live on Stannard and am very concerned by the traffic increase this proposal will bring. It is absolutely absurd.

From: FPNG <fairfieldplazang@gmail.com>
Sent: January 19, 2020 6:20 PM
To: [REDACTED]
Subject: Update: Potential Impacts from Planned Richardson Street Bike Lane

As you may be aware the City of Victoria is planning to duplicate the existing designated City greenway for neighbourhood bicycling, Brooke Street and Chandler Avenue, that are our bicycle routes to school and shopping with additional bike lanes on Richardson Street.

Vehicle diversions/barriers are planned for some Richardson Street intersections to reduce vehicular traffic access onto Richardson Street. The attached information sheet illustrates a potential impact on Brooke and other side streets resulting from vehicle drivers still wanting to use Richardson Street to get through to Cook Street. Chandler Avenue will likely experience the same type of impacts with vehicle drivers on Richmond or Foul Bay wanting to get to Fairfield Plaza.

The period of official public engagement has closed for input to City staff, but you are encouraged to communicate any concerns you may have to the Mayor and Councillors at:

councillors@victoria.ca

For your awareness, all correspondence will also be retained by City staff and brought forward as a package of communication from community to Mayor and Councillors when the issue comes before Committee of the Whole and/or the Council.

Fairfield Plaza Neighbourhood Group

Rob Gordon

From: Victoria Mayor and Council
Sent: January 27, 2020 4:16 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: proposal for Richardson St

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

Thanks again for getting in touch.

Sincerely,

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



From: [REDACTED]
Sent: January 24, 2020 4:44 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: proposal for Richardson St

This letter seeks to draw your attention to concerns relating to significant changes re. traffic patterns on Richardson St. I do not believe that staff has fully considered the impact these changes will have. There is a duty of care that must be upheld by the City and council. Implementing unsafe practices for motor vehicles, cyclists and pedestrians in a manner where all users will inevitably occupy the same physical area is directly against the mandate of the all ages all abilities bike lanes. A single centre lane for opposing vehicle traffic

should not even exist as a consideration. The opportunity for head on collisions or safe zone bike lane incidents would be upwards of four thousand (your traffic count) episodes every day. I eagerly await the opportunity to discuss new, rational and safer options to this proposal.

regards,



ards,

reg



Sent from my iPad

Rob Gordon

From: Amelia Potvin
Sent: January 24, 2020 3:28 PM
To: [REDACTED]
Cc: Victoria Mayor and Council; Engagement; Timothy Hewett
Subject: RE: Richardson Street bike lane proposal

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for contacting the City of Victoria. Your email has been shared with Mayor and Council as well as staff in the transportation division.

We appreciate you taking the time to share your comments and insights on the preliminary designs for the Richardson Street corridor from 2019.

During the recent public engagement, City staff received thousands of comments from residents and commuters who shared their insights, ideas and suggestions. All feedback received has been reviewed by staff and is being considered, together with other technical inputs, as we continue to refine the design concepts.

Staff are currently working on updated designs which will be presented to Council for consideration later this quarter.

We have recorded your concerns, including the potential for additional traffic on Brooke Street due to traffic diversions. We want to clarify, however, that the shared-use road design which was proposed retains on-street parking on Richardson. Your email will also be shared with Council as part of the engagement findings in the staff report.

We encourage you to stay connected to the project by adding your name to our automatic distribution list by sending an email to engage@victoria.ca with subject line "AT Email List"

Thanks for providing feedback about this project.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: January 24, 2020 11:10 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>

Subject: Richardson Street bike lane proposal

This letter is to register my disapproval of the proposed bike lane on Richardson Street. I am a cyclist and a longtime resident of Brooke Street which will be negatively impacted for the following reasons:

- Brooke Street is a well-used bike route because, unlike Richardson the road is flat, straight and connects easily to the downtown core and Oak Bay. Why not leave it as it is.
- If the bike lanes are installed on Richardson, parking will increase on adjacent side streets, including Brooke Street, making our street even more congested with parked vehicles and more dangerous for pedestrians, cyclists and children who use Brooke St. as a route to Sir James Douglas school.
- If no left turns are allowed for northbound traffic on St. Charles, vehicles will be forced to use side streets, including Brooke St. to access Richardson.

Please reconsider this ill-advised plan and leave it as it is as it seems to be working well for everyone. Sincerely, [REDACTED]

P

Rob Gordon

From: Victoria Mayor and Council
Sent: January 24, 2020 2:06 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Richardson Bike Lane

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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

Sincerely,

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



From: [REDACTED]
Sent: January 24, 2020 1:54 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Cc: fairfieldplazang@gmail.com
Subject: Proposed Richardson Bike Lane

Proposed Richardson Bike Lane

24 January 2020

Dear Madam Mayor, Victoria City Councillors and Interdisciplinary Planner:

It has only recently come to my attention through the Times Colonist newspaper that the city of Victoria is planning to convert Richardson Street into a single two-way lane for vehicles with bicycle lanes against both the north and south curbs. One of the intended reasons is to reduce motor vehicle traffic, but to allow free movement for bicycle use on both sides of the road.

Traffic

Richardson Street

Richardson Street is already heavily used as a main secondary street for commuters as well as service vehicles, with a narrowing of the travel lane the service vehicles will have to park in the bicycle lanes compromising their movement and making them move into the vehicle lane.

People may move onto other roads such as the Chandler/Earle/Brooke/Kipling/Thurlow corridor or to Fairfield which is already heavily used and has many issues such as, twists and turns, narrowing and poor road surface for much of it west past Moss Street.

The Sigmoid Curve Between Kipling and Moss Street

This stretch of Richardson is a special concern because of the blind spots caused by the hill between Lotbiniere Avenue and Robleda Lane, putting a single, two-way motor vehicle lane in this stretch of road will definitely compromise the safety of both bicyclists and motor vehicle drivers.

The Chandler/Earle/Brooke/Kipling/Thurlow Greenway corridor

This corridor is currently well used by bicycle commuters travelling west to the Cook Street Village and the downtown core, the Parliament Building precinct, including the new Capital Park complex. But most importantly it is well used by young bicyclists to attend either Sir James Douglas, Margaret Jenkins or Glenlyon/Norfolk schools or the playgrounds at those schools, and Brooke Street, Robert J. Porter, Hollywood or Pemberton parks afterhours or on non-school days. This greenway corridor is also well used by motor vehicle commuters gaining access to the downtown core and the Parliament Building precinct, the Cook Street Village as well taking students to the various elementary schools. Increasing the motor vehicle traffic in this greenway will severely compromise young bicyclists and their parents.

Parking

As there will be no parking along Richardson from St Charles to Cook streets vehicles will be obligated to park on the adjacent side streets such as: St. Charles, Stannard, Arnold, Hamley, Brooke, Kipling, etc. Those streets already fully accommodate parking for the residents and their guests, the increase vehicle parking will be a burden to current residents. When the Moss Street Market is operating there is already increased parking on Thurlow, Kipling and Brooke streets.

Questions

There a number of questions that come to mind that I need answers to before I can accept the wisdom of this change: Where did the information come from showing the need for such a drastic change to vehicle movement on the Richardson Road?

Were the residents in the areas that will be affected contacted or surveyed for their opinion or comment?

What model was used to create a single lane two-way right-of-way with adjacent bicycle lanes?

I understand that the time for comment has passed and yet this is of such a major impact to the residents in this area that the time-line must be changed to allow for additional concerns.

Yours sincerely,



Rob Gordon

From: Victoria Mayor and Council
Sent: [REDACTED] 0 1:19 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street bike lane proposal

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

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



From: [REDACTED]
Sent: January 24, 2020 11:10 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: Richardson Street bike lane proposal

This letter is to register my disapproval of the proposed bike lane on Richardson Street. I am a cyclist and a longtime resident of Brooke Street which will be negatively impacted for the following reasons:

- Brooke Street is a well-used bike route because, unlike Richardson the road is flat, straight and connects easily to the downtown core and Oak Bay. Why not leave it as it is.
- If the bike lanes are installed on Richardson, parking will increase on adjacent side streets, including Brooke Street, making our street even more congested with parked vehicles and more dangerous for pedestrians, cyclists and children who use Brooke St. as a route to Sir James Douglas school.
- If no left turns are allowed for northbound traffic on St. Charles, vehicles will be forced to use side streets, including Brooke St. to access Richardson.

Please reconsider this ill-advised plan and leave it as it is as it seems to be working well for everyone. Sincerely,

[REDACTED]

[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: January 23, 2020 10:15 AM
To: [REDACTED]
Cc:
Subject: RE: Bike lanes in Fairfield

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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

Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



-----Original Message-----

From: [REDACTED]
Sent: January 22, 2020 11:27 AM
To: Lisa Helps (Mayor) <LHelps@victoria.ca>
Subject: Bike lanes in Fairfield

I want this on notice that I do not agree with a bike lane down Richardson making Arnold and Brook Street and the relative streets in that area congested with more cut through traffic. Not acceptable these are residential areas. I live at [REDACTED]
I am opposed to this proposal.

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: January 22, 2020 2:58 PM
To: [REDACTED]
Cc: Engagement; Public Service Centre - Internet email
Subject: RE: General - City of Victoria Feedback Form

Good afternoon [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with staff in the transportation division.

Bike licensing is not a priority being pursued by the City at this time. We are, however, committed to education and awareness for all road users. We will continue to work with partners to deliver education campaigns to kids, youth, and adults to promote road safety and cooperation among all road users.

On Wharf Street, several design options were explored in the planning process for that corridor. Making it a walking and biking only corridor was not feasible due to its role in moving motor vehicles and required access to many waterfront businesses and services. However, making Government Street a pedestrian priority corridor is in the City's Official Community Plan and continues to be a priority for Council and staff.

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



Name: [REDACTED]

Email: [REDACTED]

Topic:

Phone

Address

Message: Would it not be fair to have all bikes licensed ? I lived in Montreal 1970's and this was done. As cyclist riding on roads should they also be insured? I believe wharf street could be a one way and government could be the other direction. or wharf bikes / walk only ...

Date: Tuesday, January 14, 2020 5:30:56 PM

Rob Gordon

From: Victoria Mayor and Council
Sent: January 22, 2020 2:31 PM
To: [REDACTED]
Cc:
Subject: RE: Planned Richardson Street Bike Lane
Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: January 21, 2020 12:50 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: Planned Richardson Street Bike Lane

Dear Mayor & Councillor,

I've been reading about the proposed Richardson St Bike lane (especially with regards to Section B & C from Moss to Richmond) and I wonder if the implications and consequences have really been thought through properly. As you have not indicated in the proposed plans why these Bike lanes needs to be installed on Richardson.

I'm baffled by the proposal to install a Bike Lane with the various traffic diversions to give priority to the bikes. Especially since Brooke St is already an established Bike route. By adding the traffic controls and diversion on Richardson, the most likely consequence will be to increase the traffic on to Brooke, Stannard and Arnold which are currently quiet residential streets with large number of children who play on the street and there's

nothing in the proposals to install traffic calming controls to minimize the impacts on these streets. Also, if parking spaces are to be removed on Richardson where will the vehicles currently parked here be parked in future. It can't be assumed that these cars will magically disappear as they are mostly by owned residents on the street or their visitors and there's already limited parking on the neighbouring streets for the residents and their visitors on those street. In addition, there are always multiple deers on Richardson which are a hazard for cyclists.

There is no indication in the design concepts of what's the expected cost for installing the bikes lanes and what will the impact on property taxes? Has there been a full consideration of the impact of the Bike lanes on the bus routes, Emergency service access and City services such as garbage collection etc?

What was the outcome if cost benefit analysis completed? You've indicated that 3500 to 4000 vehicle per day use this route but not how many are bikes. How many bike accidents have occurred in Fairfield and how many would have been avoided with the bike lanes. What is estimated number of bikes expected to use the new bike lanes? If the aim is reduce Greenhouse gases, how much greenhouse gases will be release in the construction of the bike lanes in terms making the cement and concrete for the lanes. Would be cheaper to plant more trees or just improve the existing preferred Bike routes on Brooke.

I feel that there are better and cheaper alternatives to the proposed bike lanes on Richardson which will offer better value. I'm not objecting to bike lanes in general, but I want to ensure that the full implications for the neighbourhoods are fully understood and appreciated

A concerned Brooke St resident.


[My LinkedIn Profile](#)

Rob Gordon

From: Victoria Mayor and Council
Sent: January 22, 2020 2:31 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: I strongly support Richardson st bike lane.

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: January 20, 2020 10:36 AM
To: Councillors <Councillors@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Cc: fairfieldplazang@gmail.com; FairfieldPlazaNG@gmail.com; [REDACTED]
Subject: I strongly support Richardson st bike lane.

Dear Mayor and Councillors,

I live on Stannard Av. [REDACTED] Richardson Street. It's a great neighbourhood in many regards. But one of its downsides is the presence of a small but vocal group of radical NIMBYists. People opposed to all, every and any change*. And with the proposal of a bike lane on Richardson Street those people (obviously) had to oppose that project too.

As my radical-NIMBY neighbours plan to be vocal on the Richardson Street bike lane project, I believe it is important for normal people in the neighbourhood to also express themselves. So I want to say I STRONGLY support the project of building a bike lane on Richardson st. As it stands, that street is dangerous to bike (I bike there every day) despite the fact it is an important school corridor.

I won't enter in a detailed discussion of all the absurdities put forward by the NIMBYists. I'll just highlight the fact that there isn't any form of any bike infrastructure on any of the streets the proposed bike lane would "duplicate". I find it pretty funny that there is such a preoccupation about the duplication of something that does not exist.

What does exist, however, is a culture of people driving way too fast on Richardson Street. What also exists are dangerous car-centric road designs throughout the neighbourhood (i.e., with most intersections clear of stops for two of the ways). And what also exists is a very real risk for my kids to get seriously hurt on their way to school as they bike on Richardson every morning [REDACTED]. The fact that the neighbourhood NIMBYists give more weight to the imaginary inconveniences of the proposed bike lane than to the very real risk, real kids have to deal with daily drives me nuts.

I hope the bike infrastructure implemented on Richardson Street will be designed cleverly and according to best practices. I hope that, more broadly, the whole neighbourhood will be made more pedestrian and bike-friendly. And I definitely support measures to limit the use of cars within the city's limit.

All the best
[REDACTED]

* The rumour has it that the origin of Fairfield Radical NIMBYists goes hundreds of thousand years back. Apparently, the first time humankind mastered the fire, someone ranted incoherently about how bad that new technology was and that person gathered some following. Since then their descendants opposed the adoption of sedentary cultures, the invention of the wheel, the invention of bread-making, etc.

From: FPNG <fairfieldplazang@gmail.com>

Subject: Update: Potential Impacts from Planned Richardson Street Bike Lane

Date: January 19, 2020 at 6:20:29 PM PST

To: Michael Sharpe <FairfieldPlazaNG@gmail.com>

As you may be aware the City of Victoria is planning to duplicate the existing designated City greenway for neighbourhood bicycling, Brooke Street and Chandler Avenue, that are our bicycle routes to school and shopping with additional bike lanes on Richardson Street.

Vehicle diversions/barriers are planned for some Richardson Street intersections to reduce vehicular traffic access onto Richardson Street. The attached information sheet illustrates a potential impact on Brooke and other side streets resulting from vehicle drivers still wanting to use Richardson Street to get through to Cook Street. Chandler Avenue will likely experience the same type of impacts with vehicle drivers on Richmond or Foul Bay wanting to get to Fairfield Plaza.

The period of official public engagement has closed for input to City staff, but you are encouraged to communicate any concerns you may have to the Mayor and Councillors at:

councillors@victoria.ca

For your awareness, all correspondence will also be retained by City staff and brought forward as a package of communication from community to Mayor and Councillors when the issue comes before Committee of the Whole and/or the Council.

Fairfield Plaza Neighbourhood Group

Rob Gordon

From: Victoria Mayor and Council
Sent: January 22, 2020 2:30 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richard bike lane proposal

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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

Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: January 19, 2020 8:29 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; THewitt@victoria.ca
Subject: Richard bike lane proposal

Dear Mayor, Council, and Mr. Hewitt,

As a resident of Fairfield, I appreciate your efforts to make Victoria livable and accessible for all.

I am strongly opposed to the advisory lane proposal, as it would simply shift motor vehicle traffic South.

I want more bike routes, and I also want the greenways and parks (including Brooke Street) to remain as intended.

I walk the neighbourhood daily, and enjoy the safety of low traffic volumes on Brooke (and wish the same for my son when he is old enough to walk to Sir James Douglas). It appears that the proposed changes to Richardson would change that.

While I am not affiliated with the Fairfield Plaza Neighbourhood Group, I support its position respecting the City's proposal for Richardson.

While I am all for bikes, and fewer motor vehicles, the Richardson plan is ill conceived.

Please listen to those opposed to the plan; there are compelling reasons to return to the drawing board.

Sincerely,

[REDACTED]
[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: January 20, 2020 2:13 PM
To: [REDACTED]
Cc:
Subject: RE: Richardson Bike Lanes-St. Charles

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



-----Original Message-----

From: [REDACTED]
Sent: January 20, 2020 12:38 PM
To: Councillors <Councillors@victoria.ca>
Subject: Richardson Bike Lanes-St. Charles

It has been brought to our attention that the proposed design for the Richardson bike route includes a median divider at St. Charles to allow right turns only.

As residents of Brooke Street, we are very concerned that this will result in increased traffic using Brooke to bypass the right turn only. This is contrary to the premise that Brooke St. is a greenway. More importantly, it will create more hazards for the many children that use this street to commute to Margaret Jenkins or Sir James Douglas schools.

Please reconsider this element of the design, or consider additional protections to maintain and improve Brooke as the major bike and pedestrian thoroughfare that it currently is. This would also maintain the objectives identified for Brooke Street in the Fairfield Neighbourhood Plan.

Thank you for your consideration.

Rob Gordon

From: Victoria Mayor and Council
Sent: January 20, 2020 2:13 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Lane Your Proposed Advisory Bike Lane will significantly Increased Vehicle traffic on Brooke St Greenway (people priority street OCP) the route children use to bike to school

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: January 20, 2020 10:58 AM
To: Councillors <Councillors@victoria.ca>; Andrea Hudson <AHudson@victoria.ca>
Cc: Timothy Hewett <THewett@victoria.ca>
Subject: Richardson Bike Lane Your Proposed Advisory Bike Lane will significantly Increased Vehicle traffic on Brooke St Greenway (people priority street OCP) the route children use to bike to school

Dear City of Victoria Councillors and Ms Hudson,

The Richardson bike advisory bike route as proposed benefits no one. As a person who lives on **Brooke St. (it's has been a designated people priority greenway) for years**, I have watched tons of people from seniors to little kids cycle every day on the quiet street. Brooke and Chandler are the bike routes for children going to and from Margaret Jenkins and Sir James Douglas.

The current proposed Richardson bike lane will:

1. Divert hundreds of cars onto the Brooke St Greenway. **(Is this what a bike route supposed to do? Increase traffic onto local streets and greenways? Increase car traffic on streets that the kids bike to school on?)**
2. Removes public transit. **(Is this what a bike route is supposed to do? Remove public transit?)**
3. Creates more than the Brooke St Diversion, encouraging vehicle traffic to use Chandler (which is also part of the greenway), and other streets. **(Is this what a bike route is supposed to do? Create traffic diversions that mean hundreds of cars will be driving in previously in quiet neighbourhoods?)**
4. I cycle a lot and I'm not interested in weaving in and out of moving cars on an Advisory bike lane. It sounds more dangerous than a regular street.

Build a proper AAA bike route on Richardson to maintain public transit on Richardson. At the same time you should follow the OCP and enhance the Greenway of Brooke St and Chandler to make sure less cars drive on them as locals (and many others will continue to use these streets as their bike route.)

Enhance the Brooke St and Chandler St Greenway

2019 OCP P 62 Section Walking, Cycling and other Personal Mobility

7.16 ...consider opportunities to enhance the Greenways Plan and implementation by:

7.16.1 Undertaking right-of-way improvements that enhance pedestrian and cycling priority and comfort [Under the Greenways Plan <https://www.victoria.ca/assets/Departments/Sustainability/Documents/greenways-plan.pdf>]

Support the Official Community Plan (you are supposed to do this by the way)

2019 OCP P 78 “Greenways are envisioned to play a **more prominent role in the city expanding** on their functions as human-powered transportation corridors and to provide enhanced recreational experience.

Playing a more prominent role does not mean adding hundreds of car travelling on the greenways like Brooke St or Chandler.

See attached pdf for further information

Sincerely,

Victoria

Rob Gordon

From: Victoria Mayor and Council
Sent: [REDACTED] 2:12 PM
To: [REDACTED]
Cc:
Subject: RE: I strongly support Richardson st bike lane.
Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

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Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From:
Sent: January 20, 2020 10:36 AM
To: Councillors <Councillors@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Cc: fairfieldplazang@gmail.com; FairfieldPlazaNG@gmail.com; [REDACTED]
Subject: I strongly support Richardson st bike lane.

Dear Mayor and Councillors,

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I won't enter in a detailed discussion of all the absurdities put forward by the NIMBYists. I'll just highlight the fact that there isn't any form of any bike infrastructure on any of the streets the proposed bike lane would "duplicate". I find it pretty funny that there is such a preoccupation about the duplication of something that does not exist.

What does exist, however, is a culture of people driving way too fast on Richardson Street. What also exists are dangerous car-centric road designs throughout the neighbourhood (i.e., with most intersections clear of stops for two of the ways). And what also exists is a very real risk for my kids to get seriously hurt on their way to school as they bike on Richardson every morning (to Central, to VicHigh and to UVic...). The fact that the neighbourhood NIMBYists give more weight to the imaginary inconveniences of the proposed bike lane than to the very real risk, real kids have to deal with daily drives me nuts.

I hope the bike infrastructure implemented on Richardson Street will be designed cleverly and according to best practices. I hope that, more broadly, the whole neighbourhood will be made more pedestrian and bike-friendly. And I definitely support measures to limit the use of cars within the city's limit.

All the best



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From: FPNG <fairfieldplazang@gmail.com>

Subject: Update: Potential Impacts from Planned Richardson Street Bike Lane

Date: January 19, 2020 at 6:20:29 PM PST

To: Michael Sharpe <FairfieldPlazaNG@gmail.com>

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Fairfield Plaza Neighbourhood Group

Rob Gordon

From: Victoria Mayor and Council
Sent: January 20, 2020 2:12 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson bike lane

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



-----Original Message-----

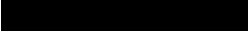
From: [REDACTED]
Sent: January 20, 2020 9:46 AM
To: Councillors <Councillors@victoria.ca>
Subject: Richardson bike lane

I live on Stannard. I have no problem with Richardson becoming a bike path. My concern is traffic on Stannard. This road currently serves as a cutout for traffic between Richardson and Fairfield. Again no problem provided the city installs traffic calming devices.

Currently traffic moves quite quickly on the side roads. There is a device on Richardson indicating drivers speed over 40 kilometres per hour. Thus the main crossroad at 40 and the narrow side roads at whatever the driver thinks appropriate. In many cases drivers are unable or unwilling to allow two way traffic. The addition of drivers in a hurry and unable to use their current path means residents are exposed to unsafe conditions and noise.

I suggest building speed bumps and clearly marking speed at 30 kilometres. We have children, dogs, deer and old people (me) who have become accustomed to not being run over by commuters in a hurry. As being run over is pretty much a one time thing it will not be possible to get used to it.

I am not opposing your plan , just asking for the logical consequences to be evaluated and measures put in place to deal with the more obvious and unpleasant consequences .



Rob Gordon

From: Victoria Mayor and Council
Sent: January 20, 2020 2:11 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Route

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: January 18, 2020 4:03 PM
To: Timothy Hewett <THewett@victoria.ca>; Councillors <Councillors@victoria.ca>; Geoff Young (Councillor) <gyoung@victoria.ca>
Subject: Richardson Bike Route

I was quite dismayed when I saw the draft plan for the Richardson Bike route. As near as I can tell, there are only losers with this plan.

The losers are:

Loser #1) Cyclists

Cyclists were hoping for a AAA bike route along Richardson. Instead they get a confusing mess of advisory lanes set up for motorized vehicles and bicycles to play chicken with each other. I don't believe the proposed level of traffic calming and diversions will make a lot of difference. There will still be too many cars on Richardson for most cyclists to feel safer on this road.

Loser #2) Children

Chandler and Brooke streets are commonly used by children in the neighbourhood to cycle and walk to Sir James Douglas and Margaret Jenkins Elementary schools. The children in the neighbourhood who cycle on Brooke and Chandler will have to contend with more traffic on Brooke St and Chandler St. You are putting these children in danger (increasing risk) by adding cars to these streets. The plan will encourage people to use these streets to drive around the diversions at St. Charles to get back on to Richardson.

Loser #3) Residents

The residents on Brooke and Chandler streets and the other local streets will see increased traffic from cars driving around the Richardson St diversions. There are many potential drive arounds and not enough diversions to discourage motorized vehicles from using Richardson.

Loser #4) Motorists

People who regularly drive their cars on Richardson will be inconvenienced. They probably lose the least because the diversions are so few and are so easy to drive around on local neighbourhood streets that motorists will not be deterred from using Richardson.

Loser #5) Cyclists

Cyclists who currently use Chandler, Brooke, Warren, and probably a few others will have to contend with the increased traffic from cars driving around the diversions on Richardson. These cyclists use Brooke and Chandler because they conveniently connect to many destinations such as the two previously mentioned elementary schools, the Moss St market, the Fairfield Plaza, the Glengarry Hospital. They use these streets because they are quiet with very few cars. Your plan will put more cars on these side streets without creating a safe alternative.

Loser #6) Pedestrians

Children walking to and from school; shoppers walking to and from Fairfield Plaza; workers walking to their jobs at the Plaza; and residents enjoying a peaceful stroll often enjoy the quiet walk along Brooke and Chandler Streets. With this plan they will have to listen to cars and service vehicles etc., will be forced to breathe more exhaust and will face more risks at intersections.

The winners are:

Frankly, I can't think of any winners except **bean counters who wanted to put in a cheap bike route.**

Drive arounds:

The drive arounds are quite easy to see.

This is just one example:

Driving south on Cook St, destination Fairfield Plaza.

Drivers who use Richardson will probably want to keep using it so:

Turn left from Cook onto McClure or Burdette, right onto Linden then left on Richardson and there are no diversions all the way to St. Charles where you can turn right and go to the Plaza

The return trip to Cook St is easy.

North on St Charles to Brooke, turn left and then head north on Stannard or Arnold, left on Richardson and there are no diversions to Cook St where you can turn right and continue on.

I live on Brooke St and this drive around was immediately obvious.

Proposed solution to this mess:

Add more diversions along Richardson and make it a better bike route. Make it a terrible place to want to drive a car because there are just too many places where you can't get through. Then there will be no reason to use the side streets as routes to get around the few diversions on Richardson.

Sincerely,

Victoria, BC

Rob Gordon

From: Amelia Potvin
Sent: January 20, 2020 9:18 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Question about Proposed Richardson Street Cycling Design

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

I apologize for missing your email on December 9th, I'm not sure what happened there.
To answer your question, the proposal for Richardson retains parking on both sides between Vancouver and Cook.

The second graphic you've copied here is a cross-section from the overview board of the Richardson corridor. Cross-section drawings generally represent the design for a section of the street. Because the road varies in width the entirety of the corridor, we show a general overview on the first page and the detailed design, block by block on subsequent pages. The detailed design drawings for the Vancouver to Cook block show parking on both sides of the street.

I hope that helps clear thing up. Thanks again for reaching out.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: January 19, 2020 3:40 PM
To: Engagement <engage@victoria.ca>
Subject: FW: Question about Proposed Richardson Street Cycling Design

I am trying again, since I received no response to my email below. You ask for engagement, but hopefully that goes both ways... please help me understand the current proposal as per below...

Thanks,
[REDACTED]

From: [REDACTED]
Sent: Monday, December 09, 2019 11:02 PM
To: 'engage@victoria.ca'
Subject: Question about Proposed Richardson Street Cycling Design

Good day. I would like to get some clarification, please. I attended one of the recent open houses and looked at the drawings for Richardson Street, particularly the section between Vancouver and Cook.

The drawing clearly showed, and we were told that parking would be remaining on both sides of this block. Parking here is at a premium and local residents, social visitors, and delivery/trades people often have challenges finding parking, so we were pleased to see the plan was to retain it. See below:

PRELIMINARY DESIGN CONCEPTS RICHARDSON STREET | Segment

Richardson Street | Vancouver Street to Trutch Street - preliminary design concept for



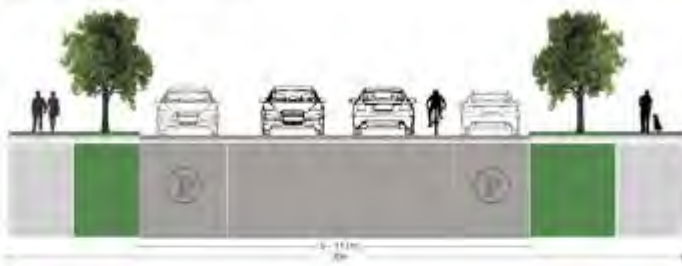
Connection to Vancouver Street AAA cycling facility

Add speed humps to support traffic calming objectives

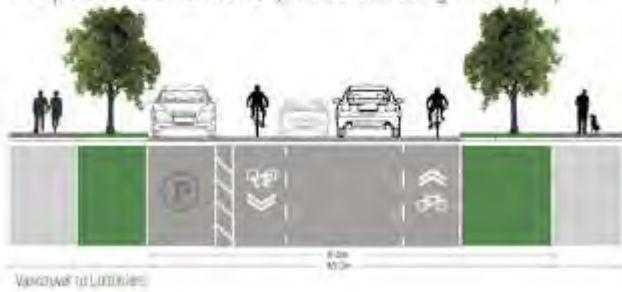
Add a traffic signal for pedestrians and southbound left turns and eastbound through to reduce cut through traffic

However, in reviewing the proposals online, the following graphic shows up and appears to contradict what we saw and were told at the open house.

Existing Conditions



Proposed Conditions (shared use design concepts)



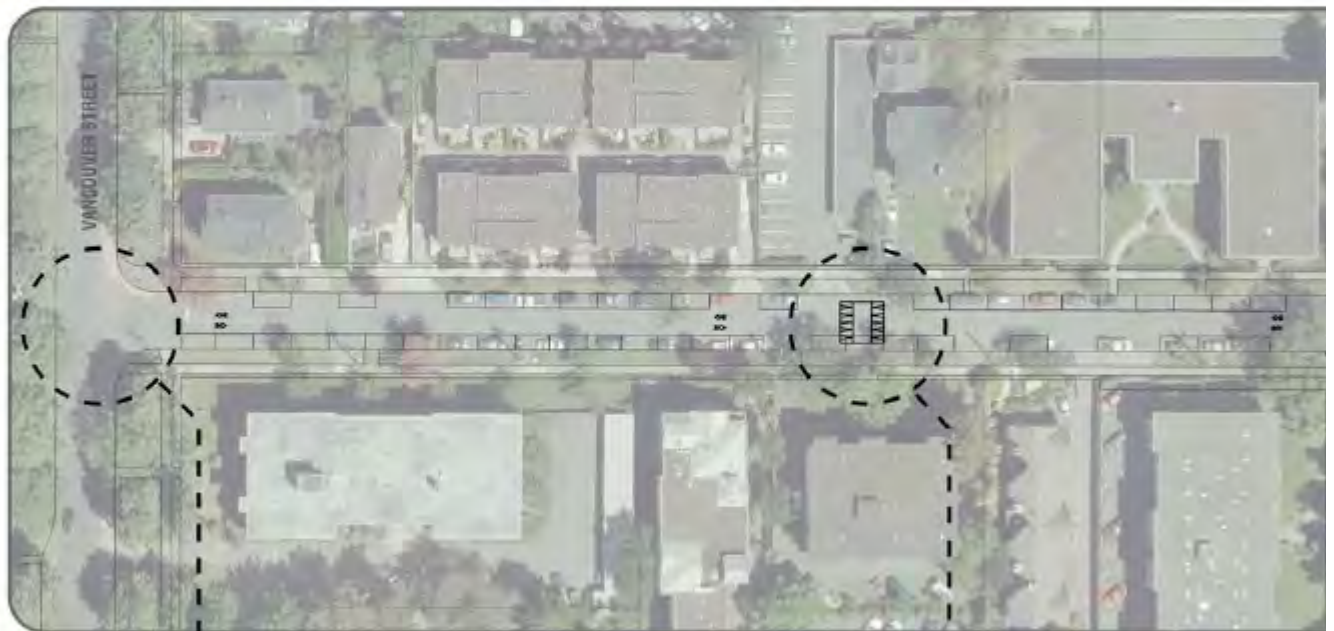
It appears to show parking on only 1 side for this block (it says from Vancouver to Lotbiniere).

Please clarify for me whether the current design for the 1000 block of Richardson includes retaining parking on both sides of the street or whether it proposes eliminating it on one side.

Thank you

PRELIMINARY DESIGN CONCEPTS RICHARDSON STREET | Segment

Richardson Street | Vancouver Street to Trutch Street - preliminary design



Connection to Vancouver Street AAA cycling facility

Add speed humps to support traffic calming objectives

Add a traffic signal southbound to reduce congestion

Rob Gordon

From: Victoria Mayor and Council
Sent: January 17, 2020 3:30 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Richardson Bike Route

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

Thank you again for sharing your thoughts with Mayor, Council and the City of Victoria.

Sincerely,

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



From: [REDACTED]
Sent: January 16, 2020 11:02 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: Proposed Richardson Bike Route

Dear Sirs/Madams:

I have carefully reviewed the proposed Richardson Street Bike Route and have serious concerns, specifically regarding the proposed diversions at St Charles.

Richardson Street has been used for many years as a direct route to access the Downtown area and regardless of whether or not a planned bike route is in place, folks will still try to drive that "commuter" route.

Trying to divert traffic away from Richardson simply creates disruptive and dangerous issues on adjacent residential neighbourhoods (see attachment).

I do not disagree with the notion of "calming" Richardson to allow for safer bike passage; however, I strongly disagree with the present proposal that will actually ENCOURAGE the use of adjacent residential streets as alternative routes in order to get back onto Richardson.

Brooke Street is a designated greenway and as such is intended for pedestrian and bicycle traffic, with an intent to minimize vehicular traffic. I live on Brooke Street and even now I notice lots of vehicular traffic which is clearly not local traffic cutting through (often at excess speed) to reach their remote destination (likely Cook Street or Downtown) The proposed plan for Richardson St. sees a "no left turn" at St Charles which will divert even more traffic our way. Again Brooke Street is a designated GREENWAY as is Chandler Street and both of these streets typically have lots of children walking and biking to and from school (given the proximity to Margaret Jenkins and Sir James Douglas Schools)

Diverting even more traffic into these residential streets flies in the face of the intent of a designated greenway and, in my view, sets up a dangerous situation for locals who live here and in particular the children/parents who walk/bike to school.

I do not disagree with the notion of a bike route on Richardson however, the proposed plan in its current form is definitely setting up a disaster waiting to happen.

The proposed plan needs to be redesigned to include comprehensive traffic calming measure and , if necessary, an appropriate diversion that will NOT encourage the use of adjacent residential streets as alternate routes.

Dumping "through" traffic onto residential streets and in particular onto a designated Greenway in my view is contrary to the goals and objectives of

the Official Community Plan and compromises the intent and usage of such Greenway . Greenways are meant to provide safe and secure passage for pedestrians and cyclists and to minimize vehicular traffic. The proposed Richardson Street Bike Route Plan achieves the opposite and extremely negative result !!

I strongly object to the plan in its current form and look forward to reviewing a revised plan that takes into consideration these concerns that I have expressed and that are shared by all who would be impacted by diverting traffic into traditional residential (and greenway)streets.

Sincerely,

[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: January 15, 2020 3:56 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

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



From: [REDACTED]
Sent: January 13, 2020 7:03 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Richardson Street

Dear Mayor and Council,

I would like to voice my concern about some of the proposed changes to Richardson Street. My husband and I are huge proponents of making Victoria a more bike friendly city and we love the bike lanes on Fort and Pandora. We are very much in favour of encouraging people to get out of their cars and into more active forms of transit.

We also have young children [REDACTED] attend Sir James Douglas. We are very concerned that if traffic is moved off of Richardson that drivers will take Fairfield. There is already a lot of traffic on Fairfield and the intersection at Moss and Fairfield is particularly dangerous. Cars go very fast through there and there's often a line up of

vehicles trying to get through the lights in the morning, which leads to cars frequently running yellows and reds. We have personally witnessed one parent and child being hit by a car and seen many close calls. The idea of putting more traffic on that street seems terrifying.

Along Fairfield there is also a second school zone at Margaret Jenkins as well as the Thrifty's parking lot, which when people come out and turn left has caused many near misses.

I'm not sure what the answer is, or if there is a way to make Fairfield Road more bike friendly, but I would encourage you to think carefully before expecting Fairfield to handle more traffic.

Thank you for your consideration and your vision to make Victoria more bike friendly.

Sincerely,

A solid black rectangular redaction box covering the signature area.

Rob Gordon

From: Victoria Mayor and Council
Sent: January 15, 2020 11:52 AM
To: [REDACTED]
Cc:
Subject: RE: Richardson Bike Lanes
Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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

Sincerely,

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



From: [REDACTED]
Sent: January 14, 2020 4:14 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Amelia Potvin <apotvin@victoria.ca>; Councillors <Councillors@victoria.ca>; Sarah Webb <swebb@victoria.ca>; Timothy Hewett <THewett@victoria.ca>
Subject: Fwd: Richardson Bike Lanes

Dear Mayor and Council,
Please see below an e-mail sent out to the distribution list of the Gonzales Neighbourhood Association regarding the Richardson Bike Lanes. We sincerely hope that a solution can be arrived at that includes both bike lanes and public transit. If busy roads such as Pandora can house both then a relatively quiet road such as Richardson should also be able to accommodate both.
regards
[REDACTED]

----- Forwarded message -----

From: **Gonzales Neighbourhood Association** <gonzalesneighbours@gmail.com>

Date: Wed, 8 Jan 2020 at 07:41

Subject: Richardson Bike Lanes

To: Undisclosed Recipients <Gonzalesneighbours@gmail.com>

Dear Gonzales Neighbour,

The GNA board has been asked by concerned neighbours what our position is with respect to the Richardson Bike Lanes. When we sent out our mapping survey in early October we asked one question on the bikes lanes and what people would like to see happen. The answers can be viewed at the following [link](#)

Based on the responses we received, the Board determined that we cannot take a position for or against them as there is not an overriding consensus one way or the other.

However, the Board agreed that whether or not separate bike lanes are created, buses must continue to be offered on Richardson and bus service should probably be increased. Public transportation is the one form of public transportation that all people can use and should have priority over other forms, including bike lanes. Here are some things we have learned in researching this issue:

1. The Official Community Plan lists the following modes of transportation in terms of their priority: 1. walking, 2. cycling; and 3. public transportation

The GNA believes that this priority is backwards...public transportation should come before cycling and represents the best way to get people out of their cars.

2. A goal of BC Transit is to have public transit available to residents within **400** metres or 5 minutes walking distance of a bus stop. If the Richardson bus is discontinued some people in Rockland will be **600** metres away from a bus stop.

3. Even the Greater Victoria Cycling Coalition does not support the proposed Advisory Lanes that will be created on Richardson. See the Chek News video [here](#). It appears nobody is happy with what is proposed so the city may need to go back and consult some more on the bike lanes.

This issue is supposed to go before Council in February. Public consultation is closed but you can always send an e-mail to councillors at the following address:

mayorandcouncil@victoria.ca

Your e-mail subject line should be clear in what you would like to see happen and you need only write 4 or 5 lines at most as the Councillors do not have the time to read their e-mails in-depth.

If you have comments or concerns with our position or would like your name removed from our distribution list, please do not hesitate to contact us at gonzalesneighbours@gmail.com

Gonzales Neighbourhood Association

Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 4:03 PM
To: Engagement
Subject: FW: Proposed bike lane Kimta Road

Categories: Tracked To Dynamics 365

From: Amelia Potvin
Sent: November 18, 2019 3:34 PM
To: [REDACTED]
Subject: RE: Proposed bike lane Kimta Road

Hi [REDACTED]

Thanks for getting back in touch.

I appreciate you taking the time to provide your suggestions for the Kimta Road corridor.

We have just scheduled the public open house events for the first week of December. At these open house events, we will have full-length corridor designs ready for public comment and input. I think many of your questions will be answered by visiting one of these events where you'll be able to see in more detail, what's proposed for the corridor. We'll also have background information available.

The open house dates are:

November 30, 11:00a.m. – 2:00p.m.

December 3, 4:00 – 7:30 p.m.

December 5, 4:00 – 7:30 p.m.

December 7, 9:00 a.m. – 12:30 p.m.

Thanks again for getting in touch. Don't hesitate to reach out should you have any questions or comments.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: Saturday, November 02, 2019 8:09 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Proposed bike lane Kimta Road

Morning Amelia,

Thank you for your reply. I have some questions. The first one may seem naive as I don't know how politics works at times. When you said that the bike lane on Kimta Road was approved in 2017 what does this really mean? Does approval equate to it having to be done or an option to do? I'd also like to know a bit about how it was approved, other than it's a quiet, wide street, with room for all, the mandate to increase cyclist usage and it's a link to the regional trail.

I'm not sure if you are aware of the most recent push to open up the E and N rail to commuter trains again and I'm guessing that will also include the bike/ pedestrian corridor. Even our mayor was in the paper saying that she thinks it will be finished by 2022. I'm guessing the proposed bike path won't be finished until 2020 or 2021. If all signs are that the rail trail will be open in 2022, only a year or so later, instead of rushing through a temporary solution why not wait the extra couple of years to have a more permanent solution. In the meantime as it is a quiet, wide street, cyclists can continue to use Kimta as an access road as is.

In your email you said that you will be looking at ways to improve access behind the Delta Hotel, including widening of this part. I'm not sure how you are going to accomplish this because it is private property on both sides. Can you tell me more about what might be a possibility. If widening the path isn't possible is the path still going to go through there or regardless?

Thank you in advance for your reply
[REDACTED]

[REDACTED]
Sent from my iPad,

On Nov 1, 2019, at 10:16 AM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good morning [REDACTED]

Thank you for your email. We appreciate your interest in the Kimta Road corridor.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022.

The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the completion of the E&N multi-use corridor was identified as key priority to support the regional trail network. Kimta Road was proposed and approved as an interim corridor in 2017, until the long-term redevelopment of the rail corridor. Factors which supported the proposal and approval of Kimta Road include that it is not a frequent transit route, it has favorable topography, available road widths, and can connect directly to the Regional Trail System.

On parking, the City of Victoria is always looking for opportunities to shift parking, loading and other special use zones on the road right-of-way to meet the needs of the community. We will continue to monitor parking conditions in the Songhees area to evaluate changing conditions. In terms of the parking implications of this project, we continue to hear that the retention of on-street parking for residents is a high priority. This kind of valuable input will inform the next stage of planning and detailed design for this project.

We appreciate your suggestions about improving visibility at Cooperage, ensuring there is a safe crossing at Catherine, and at Tyee. We have included these to the feedback file for the Kimta Road project. On the stretch behind the Delta, we are looking at the possibility of improvements there based on input from this engagement process including the desire for enhanced lighting, drainage, trail width and surface.

We have also noted that education and enforcement are priorities. The City continues to work with partner organizations on education and awareness campaigns. As an example, for the opening of Wharf-Humboldt corridors, we directly reached more than 5,000 pedestrians and cyclists through on-street education and awareness efforts.

If there are any other priorities you'd like to share for this corridor, please do not hesitate to reach out to me directly at apotvin@victoria.ca or through our public engagement division at engage@victoria.ca.

Thanks again for providing input about the Kimta Road corridor.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

<image001.gif> <image002.png> <image003.gif> <image004.gif> <image005.gif>

From: [REDACTED]
Sent: Saturday, October 26, 2019 8:31 AM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Proposed bike lane Kimta Road

Proposed bike lane Kimta Road

I participated in the walk through of the proposed bike lane for Kimta Road on October 24th 2019. I would like to thank Amelia and the others who lead the group and answered a variety of questions

That being said, however, I was disheartened but not surprised this is not a true consultation process. Real consultation starts from the beginning of the process and asks for ideas, and alternatives by which a decision is then made. In this case that would include considering not, putting in the bike lane at all on Kimta and waiting for the railway bike corridor to be completed. Sadly this is not an option. This route has already been decided and is a done deal. All we can do is provide some questions/ideas around how it is going to look. Council of course will say how they consulted extensively with the various stake holders.

The Kimta Street connector is apparently a temporary solution. I would like to believe this is indeed the case but in my experience once something is put in, it rarely, if ever, is taken out. I also believe that once there is a bike lane on Kimta Road there will be less political will to work toward opening the corridor. Council will move on and our neighbourhood will be left to deal with any issues

Given that this connector is going to happen here are my concerns.

The design is being based on some old information about parking in our area as being under used. The marine restaurant complex, the Boom and Batten got approval based on access to having 40 to 48 underground parking spaces, yet these are not being used and restaurant goers are parking on the side streets and Kimta Road. The Bayview complex is not near completion and as much as city council would like to believe people won't have cars they will. This area has a high number of seniors and elderly who have care workers and handy dart coming and going, all these need access.

Visibility when turning from Cooperage on to Kimta Road is already a problem because of the bend in the road. You have to pull extremely far out to be able to see oncoming traffic (both vehicles and cyclists). How is the new bike path, narrowing the street going to affect this? My guess is it will make visibility worse and increase the chances for accidents. Has this been looked at in the design process?

There is also a huge bend in the road where Catherine becomes Kimta and vehicles need room to make that turn, especially larger vehicles....delivery trucks, handy dart, work trucks etc. With the bike path on the north side this is going to narrow the road considerably and I'm wondering if planners or the engineers have really looked at the safety implications of that.

The Kimta connector is going to hook up to the Railway bike path from Esquimalt that ends at Catherine Street. It is my understanding that cyclists are going to come off that trail, cross the street and bicycle on the north side. How is that going to work? There are already traffic lights at Esquimalt Road and Catherine so is traffic now going to have to stop twice within a few hundred feet. I have visions of traffic being backed up in both directions on Catherine Street, down Kimta Road.

Also, how is the bicycle and traffic flow going to work at the other end where Songhees meets Kimta and cyclists cross over to the pathway behind the Delta. Currently cyclists and vehicles use the stop sign on the south side. If the cycle path is to go on the north side does this mean that vehicles will now have to stop twice for cyclists and then again at the stop lights at Tye and Esquimalt Road. This end like the other has potential for gridlock. Every time a new bike lane is added traffic flow is affected and it seems to me is not considered in the planning process. Or maybe it is and then just ignored..hoping that by making it so difficult to drive people will leave their cars at home. I heard someone state that cycling has increased while driving has remained the same or decreased, which all sounds good but when traffic flow is not taken into consideration and cars are sitting idling this is worse for the environment than more cars moving. Just spend time on the Johnson Street bridge at Wharf Street and see the number of cars sitting.

The connector will also run behind the Delta Hotel. If I'm correct there is little room to widen this area as the concrete wall belongs to the hotel. It is already very narrow through there and is not safe for cyclists and pedestrians going in two directions, not to mention anybody who has mobility issues and is in a wheelchair and or scooter. It is also very dark through there and needs increased lighting but requests for this have not happened for nine years. What lights that are there belong to the condo beside the hotel. How is widening and lighting in this area going to be dealt with, or is it?

The connector, presumably will increase the number of cyclists travelling in all directions either to access the shared pathway on the north side of the Johnson Street bridge or to access the bike path on the south side crossing the bridge. Cyclists already fly through this area weaving in and out of pedestrian traffic. This is an accident waiting to happen. To mitigate this potential clear demarcations marking cyclist and pedestrian pathways should have been included in the previous design. With this new connector now is the time to include them. Instead of just making the city accessible to all levels of cyclists why not try to make it accessible to all.

The increased number of bike lanes have also contributed to cyclists feeling very entitled, who believe they can do whatever they want, including illegal right hand turns, blowing through stop signs and crosswalks, riding on sidewalks and pedestrian only walkways, cycling the wrong way on one way streets, cycling on wheelchair accessible ramps.....the list goes on. I understand that you can't control behaviour but to continually ignore it is happening and not help to look at ways to mitigate this only serves to increase the antagonism between the various factors, making this city less liveable for all, except of course the cyclists. One thing that council could do to go a long way to help is to post large, clear signs especially on pedestrian only walkways at both ends and along the route. They could read "foot traffic only, please dismount". No one can misinterpret that. At intersections that are confusing, for example the right turn at Warf Street from the Johnson Street Bridge a large sign needs to say no right turn on red for both vehicles and cyclists. As stated previously on shared pathways create marked cyclist lanes to help prevent dodging in and out of foot traffic.

Yours sincerely

[Redacted signature]

Sent from my iPad, [Redacted]

Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 3:57 PM
To: Engagement
Subject: FW: 2020 Bicycle Network Improvements: DRA Meeting Summary

Categories: Tracked To Dynamics 365

From: Amelia Potvin
Sent: November 15, 2019 4:08 PM
To: president@victoriadra.ca
Cc: Charles Davie <cdavie@victoria.ca>; Pam Lloyd <plloyd@victoria.ca>
Subject: 2020 Bicycle Network Improvements: DRA Meeting Summary

Dear [REDACTED] and Board of the Downtown Residents' Association,

Thank you for providing the opportunity to speak to your Association about the 2020 Bicycle Network Improvements planned for Government Street North (Pandora to Gorge).

As requested at the meeting, we have summarized our conversation into a number of key points below:

- Any pedestrian safety improvements on the corridor are welcomed.
- A formalized crossing on Government at Herald St is desired.
- There is an observed high volume of turning vehicles on Government at Chatham. This movement should be accommodated in the design.
- Northbound vehicles increase speed as they leave the downtown core. Reduced speeds along the corridor would be beneficial as a part of the design.
- Consider the use of Store St. instead of Government St. then connect to Government at Pembroke.
- Commercial loading zones along the corridor are essential. The design should consider additional loading zones between Fisgard and Herald (west side). Currently large delivery trucks park illegally in the travel lane.
- There are concerns with construction related impacts to businesses along the corridor, including potential loss of parking/loading zones.
- The project must align with OCP. Some members felt the bike lanes are "jumping the queue" from previously discussed pedestrian priority directives.

Staff have confirmed that this project will follow the directions of the Official Community Plan (OCP). Any safety improvements will align with the OCP designation of Government Street (Dallas to Chatham) as a People Priority Greenway. From page 58 - "People Priority Greenways are located on traffic-calmed secondary collector and local roads and are designed for pedestrians, bicycles and other non-motorized rolling traffic and motor vehicles consistent with the related Walkable Urban Thoroughfares Guidelines". As such, any design will focus on making improvements to the movements of pedestrians, cyclists and goods.

If we missed any points or if additional comments/concerns were highlighted after our meeting, please pass them along.

We are working on developing full corridor designs using this feedback and other technical inputs. Public open house events have now been scheduled for the first week of December, 2019; visit engage.victoria.ca for more information about these events.

Do not hesitate to reach out if you have any questions or comments about these projects.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 3:56 PM
To: Engagement
Subject: FW: Richardson Street - Traffic Calming

Categories: Tracked To Dynamics 365

From: Amelia Potvin
Sent: November 15, 2019 9:26 AM
To: [REDACTED]
Subject: RE: Richardson Street - Traffic Calming

Good morning [REDACTED]

Thank you for your email and I apologize for the delay in responding.
We appreciate your positive comments about the designs for the Vancouver / Hillside-Quadra route.

I completely understand your concerns about the dangers of impatient and unsafe drivers. I have noted your concerns about the use of center medians as traffic calming treatments. Your comments and suggestions will be shared with the design team.

The Richardson Street corridor is slated for improvement as part of the 2020 Bicycle Network Improvements, I invite you to visit the engagement portal at engage.victoria.ca to take the survey about the 2020 Bicycle Network Improvement projects and learn about upcoming public engagement events.

Please do not hesitate to reach out if you have any other questions or concerns.
Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: August 22, 2019 11:47 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Subject: Richardson Street - Traffic Calming

Dear Mayor and Council,

First of all, I wish to commend the City's planners and design team for some responsiveness to community input on the Vancouver Bicycle Route amendments. I was very glad to see that left turns from Quadra southbound to Burdett have been added into the plan to permit access to the Cathedral and Cathedral School from the west.

I am writing, however, to express my concern that other feedback seems not to have been addressed in respect of Richardson Street (and probably other areas as well - but this is the area I know).

I attended an Open House on the Bike Master Plan in, I believe it was, April. At that Open House, I spoke with some of the designers and found them, for the most part, receptive to feedback. One thing I expressed - which was enthusiastically seconded by several other people in attendance - was that median dividers or raised areas do not make cyclists safer.

In fact, they increase the likelihood of a collision because drivers naturally move away from the divider. It pushes them away from the centre of the road and toward the cyclist and the side of the road. When vehicles try to pass cyclists in those areas where the roadway is narrower (as they inevitably often do instead of choosing to wait) they end up passing far closer to the cyclist because they can't cross the centre line (or even get close to it).

I, myself, have on several occasions nearly been hit by impatient drivers where there are already median dividers at Richardson and Lotbiniere, and at Richardson and Minto. Worse, I have twice been cycling behind my children and watched helplessly as drivers passing at the median area nearly hit them. Utterly terrifying does not even come close to describing those experiences. I loathe these dividers for this reason and so do most cyclists with whom I've spoken. When possible, I avoid cycling in areas that have them. They are categorically unsafe.

When I communicated this to the designers at the Open House, and was seconded by several other City citizens, notes were taken and I thought we were heard and taken seriously. Imagine my dismay, then, to discover this past week that construction has been nearly completed on another such divider at Richardson and Gonzales.

These so-called traffic calming devices are just not a good idea. Protected bike lanes, raised bike lanes (such as those on Cook Street near Cloverdale), and even painted bike lanes are all better and safer options because they cause drivers to instinctively move their vehicles away from, instead of toward, cyclists.

I believe the thinking behind these dividers is that they will slow traffic by causing drivers to pause at those places where it is too narrow to safely pass a cyclist. Unfortunately, that doesn't reflect reality. They don't. They simply don't. A driver is far more likely to pause and wait for oncoming traffic than they are to pause and wait for a cyclist to clear a narrow roadway. Anyone who has any experience driving should understand this as a given.

We can't stop drivers from being impatient. We can't stop people from making stupid decisions. We can't prevent all accidents from happening.

We can choose traffic guidance devices that take advantage of natural human tendencies to make things safer instead of less so. In other words, choose guidance that causes drivers to move their vehicles away from instead of toward cyclists.

I know that the Bike Master Plan has been approved to be put out to tender. I respectfully ask that despite this, Council request the designers to revisit the design plans for all bike routes in the City and consider what other available options there are than these very dangerous centre medians. I would rather have an open roadway with no traffic guidance at all than these accidents waiting to happen.

I look forward to your timely response.

Best regards,

Victoria, BC

Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 3:47 PM
To: Engagement
Subject: FW: Proposed bike lane Kimta Road

From: Amelia Potvin
Sent: November 1, 2019 10:16 AM
To: [REDACTED]
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: RE: Proposed bike lane Kimta Road

Good morning [REDACTED]

Thank you for your email. We appreciate your interest in the Kimta Road corridor.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the completion of the E&N multi-use corridor was identified as key priority to support the regional trail network. Kimta Road was proposed and approved as an interim corridor in 2017, until the long-term redevelopment of the rail corridor. Factors which supported the proposal and approval of Kimta Road include that it is not a frequent transit route, it has favorable topography, available road widths, and can connect directly to the Regional Trail System.

On parking, the City of Victoria is always looking for opportunities to shift parking, loading and other special use zones on the road right-of-way to meet the needs of the community. We will continue to monitor parking conditions in the Songhees area to evaluate changing conditions. In terms of the parking implications of this project, we continue to hear that the retention of on-street parking for residents is a high priority. This kind of valuable input will inform the next stage of planning and detailed design for this project.

We appreciate your suggestions about improving visibility at Cooperage, ensuring there is a safe crossing at Catherine, and at Tyee. We have included these to the feedback file for the Kimta Road project. On the stretch behind the Delta, we are looking at the possibility of improvements there based on input from this engagement process including the desire for enhanced lighting, drainage, trail width and surface.

We have also noted that education and enforcement are priorities. The City continues to work with partner organizations on education and awareness campaigns. As an example, for the opening of Wharf-Humboldt corridors, we directly reached more than 5,000 pedestrians and cyclists through on-street education and awareness efforts.

If there are any other priorities you'd like to share for this corridor, please do not hesitate to reach out to me directly at apotvin@victoria.ca or through our public engagement division at engage@victoria.ca.

Thanks again for providing input about the Kimta Road corridor.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: Saturday, October 26, 2019 8:31 AM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Proposed bike lane Kimta Road

Proposed bike lane Kimta Road

I participated in the walk through of the proposed bike lane for Kimta Road on October 24th 2019. I would like to thank Amelia and the others who lead the group and answered a variety of questions

That being said, however, I was disheartened but not surprised this is not a true consultation process. Real consultation starts from the beginning of the process and asks for ideas, and alternatives by which a decision is then made. In this case that would include considering not, putting in the bike lane at all on Kimta and waiting for the railway bike corridor to be completed. Sadly this is not an option. This route has already been decided and is a done deal. All we can do is provide some questions/ideas around how it is going to look. Council of course will say how they consulted extensively with the various stake holders.

The Kimta Street connector is apparently a temporary solution. I would like to believe this is indeed the case but in my experience once something is put in, it rarely, if ever, is taken out. I also believe that once there is a bike lane on Kimta Road there will be less political will to work toward opening the corridor. Council will move on and our neighbourhood will be left to deal with any issues

Given that this connector is going to happen here are my concerns.

The design is being based on some old information about parking in our area as being under used. The marine restaurant complex, the Boom and Batten got approval based on access to having 40 to 48 underground parking spaces, yet these are not being used and restaurant goers are parking on the side streets and Kimta Road. The Bayview complex is not near completion and as much as city council would like to believe people won't have cars they will. This area has a high number of seniors and elderly who have care workers and handy dart coming and going, all these need access.

Visibility when turning from Cooperage on to Kimta Road is already a problem because of the bend in the road. You have to pull extremely far out to be able to see oncoming traffic (both vehicles and cyclists). How is the new bike path,

narrowing the street going to affect this? My guess is it will make visibility worse and increase the chances for accidents. Has this been looked at in the design process?

There is also a huge bend in the road where Catherine becomes Kimta and vehicles need room to make that turn, especially larger vehicles....delivery trucks, handy dart, work trucks etc. With the bike path on the north side this is going to narrow the road considerably and I'm wondering if planners or the engineers have really looked at the safety implications of that.

The Kimta connector is going to hook up to the Railway bike path from Esquimalt that ends at Catherine Street. It is my understanding that cyclists are going to come off that trail, cross the street and bicycle on the north side. How is that going to work? There are already traffic lights at Esquimalt Road and Catherine so is traffic now going to have to stop twice within a few hundred feet. I have visions of traffic being backed up in both directions on Catherine Street, down Kimta Road.

Also, how is the bicycle and traffic flow going to work at the other end where Songhees meets Kimta and cyclists cross over to the pathway behind the Delta. Currently cyclists and vehicles use the stop sign on the south side. If the cycle path is to go on the north side does this mean that vehicles will now have to stop twice for cyclists and then again at the stop lights at Tye and Esquimalt Road. This end like the other has potential for gridlock. Every time a new bike lane is added traffic flow is affected and it seems to me is not considered in the planning process. Or maybe it is and then just ignored..hoping that by making it so difficult to drive people will leave their cars at home. I heard someone state that cycling has increased while driving has remained the same or decreased, which all sounds good but when traffic flow is not taken into consideration and cars are sitting idling this is worse for the environment than more cars moving. Just spend time on the Johnson Street bridge at Wharf Street and see the number of cars sitting.

The connector will also run behind the Delta Hotel. If I'm correct there is little room to widen this area as the concrete wall belongs to the hotel. It is already very narrow through there and is not safe for cyclists and pedestrians going in two directions, not to mention anybody who has mobility issues and is in a wheelchair and or scooter. It is also very dark through there and needs increased lighting but requests for this have not happened for nine years. What lights that are there belong to the condo beside the hotel. How is widening and lighting in this area going to be dealt with, or is it?

The connector, presumably will increase the number of cyclists travelling in all directions either to access the shared pathway on the north side of the Johnson Street bridge or to access the bike path on the south side crossing the bridge. Cyclists already fly through this area weaving in and out of pedestrian traffic. This is an accident waiting to happen. To mitigate this potential clear demarcations marking cyclist and pedestrian pathways should have been included in the previous design. With this new connector now is the time to include them. Instead of just making the city accessible to all levels of cyclists why not try to make it accessible to all.

The increased number of bike lanes have also contributed to cyclists feeling very entitled, who believe they can do whatever they want, including illegal right hand turns, blowing through stop signs and crosswalks, riding on sidewalks and pedestrian only walkways, cycling the wrong way on one way streets, cycling on wheelchair accessible ramps.....the list goes on. I understand that you can't control behaviour but to continually ignore it is happening and not help to look at ways to mitigate this only serves to increase the antagonism between the various factors, making this city less liveable for all, except of course the cyclists. One thing that council could do to go a long way to help is to post large, clear signs especially on pedestrian only walkways at both ends and along the route. They could read "foot traffic only, please dismount". No one can misinterpret that. At intersections that are confusing, for example the right turn at Warf Street from the Johnson Street Bridge a large sign needs to say no right turn on red for both vehicles and cyclists. As stated previously on shared pathways create marked cyclist lanes to help prevent dodging in and out of foot traffic.

Yours sincerely

████████████████████

Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 3:46 PM
To: Engagement
Subject: FW: Kimta Road Project

Categories: Tracked To Dynamics 365

-----Original Message-----

From: Amelia Potvin
Sent: October 31, 2019 10:10 AM
To: [REDACTED]
Subject: RE: Kimta Road Project

Goof afternoon [REDACTED],

Thank you for your follow up email.
I have saved your comments in our feedback folder.

If you have any questions or concerns, do not hesitate to reach out.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: Friday, October 25, 2019 8:56 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Kimta Road Project

Hello Amelia,

Thank you and your team for the walking tour for the Kimta Road project. I am very much in favour of this and other such upgrades to make biking paths more usable for families and safer for all. I was pleased to hear lighting upgrades to the pathway are being considered as it is especially dark by the hotel and much of the area by the Peninsula Strata. As I mentioned in my note, residents should also be considered when improvements to lighting is done so reflections into windows are reduced.

You can see by the amount of graffiti on the hotel walls and on our walls that there are some folks hanging out there at night. We have been in contact with the community police and of course, they recommend lighting and quick cleaning. Our caretaker does paint the lamp posts regularly, but the stone wall requires an outside contractor which has become very expensive. So that graffiti tends to stay longer than we would like. It does indicate safety is an issue for the area.

Thank you again for your work. We look forward to these improvements in our neighbourhood.

[REDACTED], Peninsula Strata Council Secretary

> On Oct 18, 2019, at 11:02 AM, Amelia Potvin <apotvin@victoria.ca> wrote:

>

> Hello [REDACTED]

>

> Thank you for your email.

> I've added you to our rsvp list for the walking tour and to our contact list for email updates about the Kimta Road project.

> We look forward to hearing your input as a regular user of this corridor. This project provides the opportunity to assess current conditions (including lighting) to plan for what can be improved.

>

> I would like to invite you to visit

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fengage.victoria.ca%2F&data=02%7C01%7Cengage%40victoria.ca%7C1df7076b0c704d95b96008d7994bde7%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637146423445233336&sddata=xn39ndkB2IVEbXVvB15up0HECDhWcxFIIs4CkXQfnc%3D&reserved=0>

where you can take the short online survey about improvements along the corridor. Stay tuned to that website for information about additional opportunities to get involved such as public consultation events.

>

> Kind regards,

>

>

> Amelia Potvin

> Outreach Coordinator

> Engineering and Public Works

> City of Victoria

> 1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

>

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Wednesday, October 16, 2019 8:36 PM

> To: Amelia Potvin <apotvin@victoria.ca>

> Subject: Kimta Road Project

>


> Greetings,

>

> Thank you for beginning this project to improve the trail to Kimta from the Johnson Street Bridge. My husband Charles and myself will be attending the walking tour. We are also interested in updates on this project. We live in the Peninsula Condominium situated along this trail and have found the trail very dark by the hotel and bumpy in several

places. We at the Peninsula are also having many problems with graffiti on our wall, so improved lighting overall may be helpful.

>

> Thanks again, 

Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 3:37 PM
To: Engagement
Subject: RE: Update: 2020 Bicycle Network Improvements

Categories: Tracked To Dynamics 365

From: Amelia Potvin
Sent: October 24, 2019 2:08 PM
To: [REDACTED]
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: RE: Update: 2020 Bicycle Network Improvements

Hi [REDACTED]
[REDACTED]

Thank you for your email.

I am happy to hear that you took the time to complete the survey and found it easy to navigate and complete.

We also appreciate you sharing your positive experience using the bike lanes.

I have cc'd the mayor and council inbox to share your message with them.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: October 22, 2019 10:40 AM
To: Engagement <engage@victoria.ca>
Subject: Re: Update: 2020 Bicycle Network Improvements

Thank you very much for the opportunity to participate in the survey-- I liked the survey design and how easy it was to navigate the website.

I love the bike lanes and hope that we continue to build one- or two-way protected bike lanes as opposed to shared use corridors or painted lanes. Thanks as well to City Council and staff for providing us with safer transportation options.

On Mon, Oct 21, 2019 at 3:33 PM Engagement <engage@victoria.ca> wrote:

Good afternoon,

You are receiving this email because you opted in to receive information and updates about active transportation and cycling projects.

Latest News

Planning is now underway for the next All Ages and Abilities (AAA) cycling network improvements. In 2020, cycling and pedestrian infrastructure improvements are planned for the following corridors:

- Kings-Haultain
- Government Street
- Richardson Street
- Kimta Road

Public engagement activities for these projects has started. The purpose of this process is to gather public input and determine which AAA design concepts best meet the needs of the community to improve road safety.

Opportunities to get involved and provide your input:

- 2020 Bicycle Network Improvement Online Survey
- Public corridor tours
- Open house events (Planned for the end of November)

Your ideas and feedback will help inform the design of the improvements along these corridors.

Visit engage.victoria.ca to take the short online survey, for more details about the corridor tour, and to stay informed about upcoming events.

If you'd like to unsubscribe from these updates, respond to this email.

Engagement
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 3:34 PM
To: Engagement
Subject: FW: Kimta Rd

Categories: Tracked To Dynamics 365

-----Original Message-----

From: Amelia Potvin
Sent: October 24, 2019 12:36 PM
To: [REDACTED]
Subject: RE: Kimta Rd

Good afternoon [REDACTED]

Thank you for your email. We appreciate your perspective as a user of this corridor.

I have noted your concerns about the Cooperage Place intersection. This is exactly the kind of information we are collecting in this preliminary phase of public consultation: we want to know the needs and concerns of the community.

Though we are currently in the conceptual design stage and no details are yet confirmed for any of the locations, I can confirm that safety upgrades and enhancements for all road users (people walking, rolling, cycling, and driving) will be part of the design process. Part of the improvements will also include measures to control vehicle volumes and speeds.

I have added you to the email contact list for updates about the Kimta Road corridor.

I will also suggest that you visit

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fengage.victoria.ca&data=02%7C01%7Cengage%40victoria.ca%7C9d2b7a2dfca24e6decd208d7994a3a09%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637146416384083727&sd=YMruhG2PaT7wONAYmXyztzfMqUUwCjyCW04AP38QAS4%3D&reserved=0>
and navigate to the 2020 Bicycle Network Improvements page where you can take the online survey (short 5 minute survey) where you can also provide some input about this project.

If you have any further questions and concerns, do not hesitate to reach out.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, October 23, 2019 5:55 PM

To: Amelia Potvin <apotvin@victoria.ca>

Subject: Kimta Rd

I am interested in your plans for Kimta Rd, but cannot attend tomorrow's walk.

My main concern at present is that as I drive out of Cooperage Place, there is very poor visibility at the junction with Kimta.

When no cars are parked along Kimta, one can see a little way in both directions. However, most of the time this is not the case - the parked cars obstruct my view almost completely.

Because of the bend in Kimta at that point, visibility is very poor.

Even cyclists often move very quickly along here, and they too are in danger if we drivers can't see them.

Is it possible to put a traffic light (controlled by a car's presence) at the junction? This would make the area much safer.

A speed limit might help, or a warning that there is a junction coming up, but many drivers just ignore such things, unfortunately.

I would like to receive info re further meetings or decisions about this area.

Thank you

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 14, 2020 2:07 PM
To: Engagement
Subject: FW: Kimta Road Project

Categories: Tracked To Dynamics 365

From: Amelia Potvin
Sent: October 18, 2019 10:26 AM
To: [REDACTED]
Subject: RE: Kimta Road Project

Good morning [REDACTED]

Thank you for your email.

I appreciate your interest in this corridor and your perspective on the improvements to come.

Building along the rail corridor is a long-term goal for a connection from the E&N regional trail to the Johnson Street Bridge. However, this involves various partnerships and active development plans on privately-owned land parcels. The planned improvements reflect increasing demand along the corridor and a direction to provide an All Ages and Abilities connection to improve safety for all road users.

This project provides the opportunity for us to assess current conditions including the connector behind the Delta which is narrow especially when planning for future demand. We will also be looking at the community's needs for parking and I have recorded your comments to that respect. Additionally, vehicle speed and volumes are an important consideration when we undertake pedestrian and cyclist infrastructure improvements and we will certainly address this in some way in the plans.

I would like to invite you to visit engage.victoria.ca where you can take the online survey which is currently open. You will also find information about upcoming public consultation events about this and other corridors slated for improvement in 2020. There will be more opportunities for you to be involved beyond the corridor tour on October 24.

Again, I appreciate your feedback and encourage you to have your say through the channels I mentioned.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: Wednesday, October 16, 2019 12:23 PM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>
Subject: Kimta Road Project

Dear Ms Potvin

I cannot come to the Oct 24 Kimta Road Project walking tour due to a prior engagement. However, I have a few comments to make:

1. Any cycling path should be on the E&N right-of-way and NOT on Kimta Road proper.
2. Pedestrians and cyclists currently use the path behind the Delta Hotel. Due to the speed and silence of the cyclists pedestrians proceed with a certain amount of trepidation. The path is too narrow and there are sections where pedestrians may need to step around puddles of water or try to avoid uneven ground (root damage) risking collision with cyclists. Heaven forbid that people walk 2 abreast.
3. Along Kimta Road there is inadequate parking available. Shuttlers region is always full, compounded by the city renting parking on the north side. Mariners Landing is complaining about the lack of parking for visitors due to congestion caused by the Boom & Batten restaurant. During the day there is often no parking available directly in front of the Legacy (165 Kimta) due to the Boom & Batten. The city should be looking at some sections of Residents Only parking along Kimta Road.
4. There needs to be Kimta Road parking on both sides of the road - service vehicles, use by Waste Management for bins from the condo buildings, etc.
5. Closer to Spinnakers Restaurant, Kimta Road often has many restaurant customers parked nearby.
6. Many users of the Westsong Walkway park on Kimta Road near Ocean/Park Towers.
7. Access to Esquimault Road and the E&N Regional trail is naturally through the Roundhouse area along the old track right-of-way.
8. Presently there is some danger to cyclists heading east on Kimta due to the poor visibility for vehicles exiting Cooperage and Paul Kane (especially Cooperage). Cooperage / Kimta is a dangerous intersection. In 2005 the speed limit on Kimta was 30 kph. Now cars heading east drive too fast and it is dangerous to turn from Cooperage onto Kimta. Lower the speed limit back to at least 40 kph please, preferably 30 kph as it is elsewhere in the Songhees.

Rob Gordon

From: Victoria Mayor and Council
Sent: January 13, 2020 9:43 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Lanes

Categories: Tracked To Dynamics 365

Dear [REDACTED]
Thank you for your email, it has been shared with Mayor and Council.

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

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



-----Original Message-----

From: [REDACTED]
Sent: January 8, 2020 2:28 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Richardson Bike Lanes

Dear Mayor and Council,

Although I understand comments are now closed I would like to voice my view that transportation priorities for Richardson (and other main streets) be 1. Pedestrians 2. Public transit and 3. Cyclists. Access to good public transit is more important than dedicated bike lanes.

Sincerely,

[REDACTED]
Victoria

Rob Gordon

From: Victoria Mayor and Council
Sent: January 13, 2020 9:43 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: NO to Advisory Lanes on Richardson

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

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



From: [REDACTED]
Sent: January 8, 2020 4:29 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: NO to Advisory Lanes on Richardson

Dear Mayor and Council,

The Advisory Lanes option is a terrible solution for Richardson.

Advisory Lanes promise to cause confusion among riders and drivers, and to increase aggressive driving.

As much as I would like to see bike lanes on Richardson through Fairfiled, maintaining the status quo is preferable to Advisory Lanes.

Sincerely,
[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: January 13, 2020 9:41 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Re the planning for bike lanes on Richardson and loss of bus

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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

Sincerely,

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



From: [REDACTED]
Sent: January 8, 2020 9:43 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re the planning for bike lanes on Richardson and loss of bus

Mayor and Council

This note is to let you know of several concerns around the Richardson St. version. I went on the walk with staff and attended the open house.

Main concerns are:

1. The loss of the bus is serious, since it means that there will be 600 metres between bus possibilities-not the official 400 -and further to walk. For seniors with impediments this could be hard

I take the bus and always end up doing some walking, which is alright for now. I hurt my foot the other day and the distance seemed greater.

Give us more buses to gain interest and ridership.

2 A driver informs me that turning off St. Charles, not straight, could be confusing and cause problems.

3. Why do the people who get to make decisions about buses usually drive? There should be a rule that those making the decision have to first exist, for at least 2 weeks, by walking and bussing only!

Thanks for reading this

Rob Gordon

From: Victoria Mayor and Council
Sent: January 13, 2020 9:40 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: re use of Richardson street

Categories: Tracked To Dynamics 365

Dear [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

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



From: [REDACTED]
Sent: January 11, 2020 11:19 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: re use of Richardson street

My main concern is the loss of Richardson as a bus route. it used to be a viable alternative to the Fairfield bus route until service was reduced to a few busses a day. The best way to get people out of cars is to vastly improve bus service: more busses, small busses, better bus shelters, free service. it is being done in many cities around the world already.

Rob Gordon

From: Victoria Mayor and Council
Sent: January 13, 2020 9:36 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson

Categories: Tracked To Dynamics 365

Good Morning [REDACTED]

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

The public feedback period for 2020 Bicycle Network Improvement projects is now closed. At this time, City staff will not be sending email responses to public comments and suggestions on preliminary designs. However, your email will be added to the correspondence package that is shared with Council as part of the staff report for these projects.

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If you would like to receive automatic updates on these projects, send an email to engage@victoria.ca with the subject line "add to active transportation email distribution list".

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

Sincerely,

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



From: [REDACTED]
Sent: January 12, 2020 7:23 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>
Subject: Richardson

I am strongly opposed to any bike lane changes to Richardson. It is an excellent alternate east/west route to the very busy Fairfield Rd. Further, provision of public transportation should be the priority alternate to motor cars and there should be no interference with the Richardson bus route.

Sincerely,
[REDACTED]
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 10, 2020 10:13 AM
To: Engagement
Subject: FW: Richardson bike lanes

Categories: Tracked To Dynamics 365

Please add to feedback file

-----Original Message-----

From: Amelia Potvin
Sent: January 9, 2020 8:34 AM
To: [REDACTED]
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: RE: Richardson bike lanes

Good afternoon [REDACTED]

Thank you for your email. Your note has been shared with Mayor and Council as well as City staff in the transportation division.

We appreciate you taking the time to share your comments and suggestions. Staff have noted your opposition to any infrastructure investments on Richardson Street and your suggestion to invest in education of all road users.

City staff are reviewing all feedback received through the recent engagement period and will be bringing forward recommendations to Council later this quarter.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: January 8, 2020 11:41 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Richardson bike lanes

Hi there,

I think bike lanes on Richardson is a bad idea. It is used for busses and cars and bikes and parking and walking already. There is no need to segregate bikes from the rest of commuting modes.

Best solution is to educate cyclists and motorists to share the road responsibly so they respect each other's needs.

Cheers,

A solid black rectangular redaction box covering the signature.

Rob Gordon

From: Amelia Potvin
Sent: January 10, 2020 10:13 AM
To: Engagement
Subject: FW: Bike Lanes on Richadson

Categories: Tracked To Dynamics 365

And this one please

From: Amelia Potvin
Sent: January 9, 2020 8:35 AM
To: [REDACTED]
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: RE: Bike Lanes on Richadson

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments on the preliminary design concept for Richardson Street.

We have noted your opposition to advisory bike lanes on Richardson Street. City staff is reviewing all feedback received through the recent engagement period and will be bringing forward recommendations to Council later this quarter.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: January 8, 2020 10:20 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Bike Lanes on Richadson

As a resident of the area and frequent traveler of Richardson I think the advisory bike lane proposal is a terrible idea. It compromises the safety of both cyclists and vehicle traffic and will reduce public transit along the route.

Almost everyone can ride in a vehicle or take a bus. A lot less people have the physical ability to ride a bike, that is why cycling will never be the primary transportation method. My grandmother is from Holland and rode her bike most of her life but there came a point where her dependence on driving increased to maintain a normal life.

The scary part for me is how much we are catering to a minority group. There is much more vehicle and public transit then cycling traffic yet we are willing to disrupt the majority to benefit a small (vocal) group. It is not democratic.

██████████ bike and car owner

Rob Gordon

From: Amelia Potvin
Sent: January 10, 2020 10:12 AM
To: Engagement
Subject: FW: no advisory bike lanes on Richardson please

Categories: Tracked To Dynamics 365

This one too

-----Original Message-----

From: Amelia Potvin
Sent: January 9, 2020 8:37 AM
To: [REDACTED]
Cc: ayorandcouncil@victoria.ca
Subject: RE: no advisory bike lanes on Richardson please

Good morning [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council.

We appreciate you taking the time to share your comments and suggestions on the design concept for Richardson Street. The preliminary design retains on-street parking and proposes reducing the speed limit to 30km/hr, however, staff have also noted your specific suggestions for signage.

City staff is reviewing all feedback received through the recent engagement period and will be bringing forward recommendations to Council later this quarter.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: January 8, 2020 9:48 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: no advisory bike lanes on Richardson please


Hello All,

Instead of 'advisory bike lanes' along Richardson, I suggest a combination of:

- Signage for 20 to 30 km/hr
- Signage stating "Shared Road with Bikes"
- Leave bilateral parking on street

Thanks for reading and considering now, and in February when this arises at Council.

Regards,


Fairfield-Gonzales resident

Rob Gordon

From: Amelia Potvin
Sent: January 10, 2020 10:09 AM
To: Engagement
Subject: FW: Bike infrastructure design - Richardson Street

Categories: Tracked To Dynamics 365

Meant to copy you on this too
Please add to the bike file 🙏
A

From: Amelia Potvin
Sent: January 10, 2020 10:07 AM
To: [REDACTED]
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: RE: Bike infrastructure design - Richardson Street

Good afternoon [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council as well as City staff in the transportation division.

We appreciate you taking the time to share comments and suggestions on behalf of SJD's Active Transportation Committee on the preliminary design concepts for Richardson Street. We also appreciate you sharing your support for continued improvements to active travel infrastructure, including cycling and pedestrian upgrades, along the Richardson Street corridor in the context of their benefits to the school community.

Staff have noted your support for the proposal to reduce the speed limit to 30km/hr along Richardson Street and have included your suggestions to reduce traffic volumes to less than 1000 vehicles per day and to monitor speeds and volumes making adjustments/increasing enforcement as necessary to ensure safety along this corridor.

City staff are considering all public feedback received, meeting with agency partners, undertaking further technical analysis, and refining the designs over the coming weeks. Recommendations on designs will be going to Council later this quarter.

If you would like to receive automatic updates on these projects, we can add your email to our distribution list. If interested, kindly let us know by [sending an email to engage@victoria.ca](mailto:engage@victoria.ca)

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: January 8, 2020 7:50 PM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Subject: Bike infrastructure design - Richardson Street

Dear Mayor and Council,

Enclosed is a letter from the Sir James Douglas Elementary School Active Transportation Committee regarding bike infrastructure design for Richardson Street.

Please feel free to contact me if you have any questions.

Kind regards,

[REDACTED]

Rob Gordon

From: [REDACTED]
Sent: January 9, 2020 3:19 PM
To: Engagement
Subject: Kings Haultain corridor

Categories: Tracked To Dynamics 365

Here are my thoughts about the city's proposed traffic changes to my neighbourhood.

[REDACTED]

Rob Gordon

From: [REDACTED]
Sent: January 9, 2020 11:10 AM
To: Ben Isitt (Councillor)
Cc: Sarah Webb; Lisa Helps (Mayor); Engagement; Colleen Mycroft
Subject: Re: Discuss the Haultain / Fernwood Intersection?

Categories: Tracked To Dynamics 365

Much appreciated Ben! Sarah, I look forward to discussing this more with you and can bring issues forward that our neighbourhood group has brought to light.

I'm available via email, phone or we can setup a time/date to meet? Or..maybe more appropriate is a walk down Haultain or at the intersection in question to truly visualize our concerns.. I'm flexible, whatever works best for you. Take care, thanks again.

[REDACTED]

Sent from my iPhone

> On Jan 9, 2020, at 10:45 AM, Ben Isitt (Councillor) <BIsitt@victoria.ca> wrote:
>

Rob Gordon

From: Ben Isitt (Councillor)
Sent: January 9, 2020 10:45 AM
To: [REDACTED]
Cc: Lisa Helps (Mayor); Engagement; Colleen Mycroft
Subject: RE: Discuss the Haultain / Fernwood Intersection?

[REDACTED]
[REDACTED] I'm copying the City's project lead on the Haultain bikeway, Sarah Webb, who have indicated that she can connect directly with you to discuss further.

Ben

Ben Isitt
Victoria City Councillor and CRD Director Email. bisitt@victoria.ca Tel. 250.882.9302

-----Original Message-----

From: [REDACTED]
Sent: January 9, 2020 10:40 AM
To: Ben Isitt (Councillor) <BIsitt@victoria.ca>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Engagement <engage@victoria.ca>
Subject: Re: Discuss the Haultain / Fernwood Intersection?

I came across this today.. this is really what we're asking. If we're going to build a AAA route, there needs to be significant traffic calming.. what's proposed, isn't enough and feels bare minimum..

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fgvcc.bc.ca%2Fmake-haultain-and-richardson-truly-aaa%2F&data=02%7C01%7Cengage%40victoria.ca%7C1fdd4c441a7846d748d208d7953418a0%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637141923287396115&sdata=ysiVSmUPg5aZSVOsN2AGp%2B017PafWQ4hyVYR2BDkQNw%3D&reserved=0>

Sent from my iPhone

On Jan 8, 2020, at 1:18 PM, [REDACTED] wrote:

Rob Gordon

From: Sarah Webb
Sent: January 8, 2020 4:06 PM
To: [REDACTED]
Cc: Colleen Mycroft; Fraser Work; Engagement; Julie Robson; Ben Isitt (Councillor)
Subject: RE: Haultain Street Changes

Categories: Tracked To Dynamics 365

Dear [REDACTED]

Thank you for submitting your comments on the preliminary designs for Haultain Street.

The design consultation period recently concluded in December and staff are now reviewing all the feedback, ideas, comments and suggestions received. Staff are exploring different design scenarios and modifications with consideration of feedback from the public as well as agency partners.

Your email will be included with the engagement materials presented to Council this quarter. We can add you to our distribution list so that you are able to stay connected on progress.

Kind regards
Sarah

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

From: Ben Isitt (Councillor) <BIsitt@victoria.ca>
Sent: Wednesday, January 8, 2020 1:04 PM
To: **Personal Information** Colleen Mycroft <cmycroft@victoria.ca>
Subject: RE: Haultain Street Changes

PS – I am copying city staff so they can consider your comments in developing recommendations for any changes to Haultain Street.

Ben

Ben Isitt
Victoria City Councillor and CRD Director
Email. bisitt@victoria.ca
Tel. 250.882.9302

From: [REDACTED]
Sent: January 7, 2020 2:29 PM
To: Ben Isitt (Councillor) <Blisitt@victoria.ca>
Subject: Haultain Street Changes

Hi Ben

Have been obsessing over the proposed changes to Haultain St ever since the City's open house at the OCA. The amount of trouble the Traffic Department is taking to fix a problem which has been constantly fixing itself in a granular organic way is astounding. Oaklands is well able to cope with a growth in bicycle traffic without resorting to traffic circles, no turn prohibitions and no through traffic prohibitions and all the modern paraphernalia of well-equipped city traffic department. Don't let them implement the worst of these! A few of them are just fine. All described below.

Best,

[REDACTED]

Comments on the AAA Haultain bike route.

[REDACTED]

Thank you for this opportunity to express my thoughts on the proposed changes to Haultain Street in conjunction with Victoria's All Ages And Abilities cycling enhancement programs.

To start let me say that I support the program. I am not a cyclist these days , rather I'm an occasional driver (of a suitably small and fuel-efficient car) and a much more frequent walker in my neighbourhood - Oaklands. I have lived on Asquith north of Haultain for over 30 years. When we moved in there was no Oaklands; it was still generally considered, if at all, part of Fernwood. At least the part south of Hillside was. The part north seemed to be called Sears.

I was on the citizen advisory committee of both the original Oaklands Neighbourhood Plan, which in a real sense led to the recognition of a place called Oaklands, and the Oaklands Neighbourhood Transportation Plan. The transportation plan led to the speed humps around Oaklands School and the traffic circles on Kings and on Shakespeare (more on these later) among other things.

For the purposes of this response I wanted to keep a few hoary old sayings in mind

- Less is often more.

- Do No Harm

- If it ain't broken don't fix it

and I want to concentrate on the changes proposed for Haultain between Shelbourne and Fernwood - my own mini-neighbourhood. Haultain is now proposed as a bicycle route between points east and downtown. This makes a lot of sense and is probably the only appropriate route for this area. North of this the slope steepens immediately and there is no feasible route south for a considerable distance. Without the city's help or intervention it has been gradually becoming exactly this with cycling traffic showing a gradual but noticeable increase over the years

And it works pretty well. The street here is narrow enough that cars drive slowly and have to give way often. Drivers and cyclists tend to show a mutual respect and a mutual recognition that they have to share the road. Neither, however, particularly respect pedestrians except at the rare marked crosswalk and at the traffic signal at Fernwood Road.

Let's take the proposed "improvements" one by one.

Changes to Haultain & Shelbourne

- Wider bicycle path through divider. No problem with that

-No northbound left turns. No problem with that either.

Additional speed hump and bumps

- The more the merrier

Speed Limit Reduction on Haultain

- No problem with this except that it doesn't go far enough. Cars on Haultain east of Fernwood generally already do this. But isn't a little absurd to have 30 Km speed zones on Bay and Haultain and Fanwood and NOT have them on the

other cross streets in the neighbourhoods well as Kings and Ryan. That's where most of the children are. Why wouldn't you make everything between Hillside and Bay 30 Km as well. This plan seems a little silly.

Traffic Circle at Haultain & Avebury

This is one of the worst suggestions in the plan. After 25 years or so of dealing with the traffic circle on Belmont (initially installed to cut down on shortcutting through the neighbourhood) I have come to the conclusion that the primary purpose of these things is to demonstrate that the City Traffic people are listening and are willing to build things that will demonstrate this. They do slow the traffic down at the intersection but they represent a hazard and a hindrance to pedestrian. I go through it several times a day as a pedestrian and there is almost no recognition of my right to cross and I continue to be amazed by the number of drivers who simply take the shortcut. This is in stark contrast to drivers' and cyclists' behaviour at a four way stop where a pedestrian is treated with respect. This "enhancement" would do little to calm the already calm traffic on Haultain and would just make walkers' lives even more difficult. Why don't you just put in a crosswalk instead. This is one of the most important crossing locations on Haultain - it leads directly to another rare crosswalk on Bay St. You would save lots of money and do something worth doing at the same time. Your triangle showing pedestrians at the pinnacle of transportation is hypocritical and meaningless.

Move the Buses to Bay

Interestingly enough there was a strong albeit minority sentiment in the consultations for the original neighbourhood traffic plan to do this 25 years ago. It was a bad idea then and remains one. Why would you send bus passengers for our neighbourhood to the other side of Bay St and force the passengers who have now transformed into pedestrians to make a dangerous crossing and give them farther to walk. Buses on Haultain also provide an extra although sporadic traffic calming effect. DON'T DO THIS.

Fernwood and Haultain

Prohibition of left hand turns and through traffic. This is the dark heart of the entire plan and has enormous repercussions for the entire neighbourhood. Haultain and the left hand turn at Fernwood with the four way stop is a crucial egress from the neighbourhood. It is safe, efficient and vehicular traffic is adapting well to the increase in cycling. Diversion of traffic to either Kings or Ryan would be, quite simply, catastrophic. I assume the plan is that people will take the extra block to get to Bay. I doubt it. Kings Road in this area is unique. It's lack of sidewalks and plethora of stop signs makes it a major local pedestrian route and a vital walking route to Oaklands School - which of course is located on Ryan and it goes without saying that any increase in traffic on that street is unacceptable and dangerous. However if this is implemented we can expect a large increase in vehicles using these two streets to get to Fernwood and turn left there to access the through path to the rest of Fernwood and on to downtown and points south. It will be a classic of unintended consequences with few benefits and enormous liabilities.

Cedar Hill Road

While slightly outside of the area I wanted to concentrate on, this plan is worth comment. I don't have any particular problem with the discouragement of through traffic on Cedar Hill by closing it at Fernwood and banning left hand turns on Bay but I suspect that residents on Fernwood and Kings are not going to be best pleased with the increases in traffic that this will cause. *Diverted traffic doesn't go away, it just goes somewhere else.*

Haultain and Cook

Good idea, should have done it long ago. Now put back the crosswalk you obliterated 25 years ago on Cook at Kings,

Overall Reduction of Traffic Volumes on Haultain

Current traffic volume on Haultain is 2500 vehicles per day and the stated goal is to reduce this to 1500 to 2000. I don't have information on where this traffic originates, whether in the neighbourhood or from Cook or Shelbourne. I think it is safe to say that very little of it would be through traffic for the length of Haultain in Oak lands. No through driver in their right mind would take this route to go all the way from Cook to Shelbourne.

I would suggest that the current plans are a wild over-reaction to the existing situation on Haultain. Elimination of the left hand turn on Shelbourne, the new speed bumps, lots of crosswalks and a lower neighbourhood speed limit will control traffic nicely and allow for the continued adaptation of vehicles and cyclists while preserving the rights of pedestrians to walk safely in their neighbourhood. A safe and efficient route out of the neighbourhood will be preserved. Traffic is in no danger of increasing on Haultain. You seem to be planning on spending a great deal of taxpayer money on solutions for problems that don't exist. Instead ask yourselves "How can we achieve the goal of a safe cycling route through Oaklands with the least expense and trouble and which will provide the least disruption to the neighbourhood and people's lives?"

Rob Gordon

From: Amelia Potvin
Sent: January 7, 2020 4:45 PM
To: [REDACTED]
Cc: [REDACTED] Engagement; Victoria Mayor and Council
Subject: RE: Proposed Bike Lanes for Richardson

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for following up.

The intent of the recent public consultation process was to gather feedback on preliminary designs for road safety improvements on Richardson in 2020.

The City was not asking whether or not road safety improvements should be made or if we should be building a safer cycling network.

Public input is one component of the capital project design process. Staff also consider technical information and data, road safety engineering standards, agency partner insights and other existing City policy directions. Staff look to balance the priorities and needs of residents, commuters, agency partners and businesses with the direction to complete a 32km network across the municipality by the end of 2022.

The ultimate decision for Richardson will be up to Council. As a part of every staff report there are options presented which enable decision makers to defer or not pursue a project. Staff are currently going through all feedback received and will be making a recommendation later this quarter.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: January 3, 2020 4:26 PM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: [REDACTED] Engagement <engage@victoria.ca>;
Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Proposed Bike Lanes for Richardson

Hi Amelia, is this a “done deal”? My interpretation of your emails is you’re justifying the project to go ahead as is. The impression I’m left with is the concerns of the neighbourhoods are noted but not taken into consideration with the final decision.

[REDACTED]

On Jan 3, 2020, at 4:09 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon [REDACTED]

Thanks for following up with these comments.

To clarify, the proposed design for Richardson Street includes a lowered speed limit (30km/hr), speed humps, traffic diversions and retains the on-street parking.

The purpose of the bicycle network is to improve road safety and encourage more people to ride bicycles more often. Numerous studies have shown that many people are interested in cycling but are concerned about safety. Shared use infrastructure designs, which reduce the speed and volume of cars, help to create an environment that is more comfortable and attractive for new riders, older riders or younger riders.

Certainly experienced and confident bicycle commuters already use the corridor in its current condition. The network development process occurred in 2015/2016 and involved extensive public engagement with residents, businesses, community associations and stakeholders. Victoria is one of many municipalities in BC and across Canada that are implementing this type of infrastructure to manage new population growth, take action on climate change and offer more transportation options. Investments in road safety do not come at the expense of housing or child-care priorities and the City is continuing to make strides in these areas working with regional, provincial and federal partners.

Staff have noted your support for lower speed limits with enforcement, speed humps and retention of the on-street parking along the corridor.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

<image001.gif>

<image002.png>

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<image004.gif>

<image005.gif>

From: [REDACTED]
Sent: January 2, 2020 5:58 PM
To: [REDACTED] Amelia Potvin <apotvin@victoria.ca>
Cc: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>; [REDACTED]
Subject: Re: Proposed Bike Lanes for Richardson

Hi Amelia,
Because the mayor and council have decided they need to create 32 kms of AAA bike lanes is not a reason to mess with a street that already functions well for bikes. It feels very unfair that decisions would be made for residents of Richardson street that will lower our property value (which getting rid of street parking will absolutely do) and enjoyment of our homes for the sake of fulfilling some self prescribed amount of bike lanes by a mayor and council who were not elected based on bike lanes being made the priority and who likely don't live on this street. Shouldn't money be going into creating affordable housing? Or childcare spaces? Weren't these 2 of the mayors election platforms?

If locals are asking for traffic calming and speed reduction along this corridor why not do that? It would also serve to make the street more bike friendly. Lower the speed zone to 30 (and enforce it) and add speed bumps. The annoyance of this will also likely deter drivers to other streets thus making it safer for bikes. Having a (self chosen - this was not put to City of Victoria residents as far as I know) goal of 32 kms of bike lanes is not a reason to either create an unsafe advisory lane or to get rid of street parking. If this is about encouraging bike safety to encourage more people to bike, lowering the speed limit and adding speed bumps would fulfill this purpose. If it is about the mayor and councils ego in fulfilling what sounds like a random number of kilometers in bike lanes (so we can be the Most Bike-friendly City in Canada? because we already have that) at the expense of residents then at least choose a street that has a need for this.

I have said this before and will reiterate it now: I am absolutely and adamantly against any plan that gets rid of street parking. It is not okay to alter the conditions of the houses we have invested in - particularly without a solid reason.

Thank you,
[REDACTED]

On Thursday, January 2, 2020, 04:21:48 p.m. PST, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon [REDACTED]
[REDACTED]

Thanks for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council and staff in the Transportation Division.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street. Staff have noted your opposition to the advisory bike lane concept based on safety concerns, opposition to traffic diversions based on the potential increase in traffic on adjacent roads, and your concern about changes to the existing transit service along Richardson.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue.

Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and there is established community support for traffic calming and speed reductions on this corridor. This project was confirmed in the 2019 Financial planning process and the route is identified in the CRD's Pedestrian and Cycling Master Plan – as a priority inter-municipal corridor for active transportation. Fairfield Road, in contrast, is classified as higher road intended to serve more motor vehicles and frequent transit.

Throughout the project development process, staff also work with agency partners including emergency services, ICBC and BC Transit. City staff are now reviewing all the public feedback received and will continue to refine the designs into the new year. All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in the first quarter of 2020.

Your email will also be shared with Council as part of the engagement findings for the project.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751

<image001.gif> <image002.png> <image003.gif> <image004.gif> <image005.gif>

From: [REDACTED]
Sent: December 13, 2019 3:44 PM
To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Cc: [REDACTED]
Subject: Proposed Bike Lanes for Richardson

Hello,

I am a resident of Richardson St near Richmond and also a cyclist, pedestrian and driver in our community.

I have been made aware of the current proposed changes to Richardson St and have some serious concerns about the proposal and the process.

Proposal Issues

1 - The creation of a unique to this city, bi-directional traffic lane scares the hell out of me. While daily drivers may be able to learn the local rules, expect that we are going to see cyclists and drivers put in extremely dangerous positions during this learning period - what is the value of this risk? Is the city prepared to take responsibility for accidents that occur or will this be shifted to residents to try to figure this out on-the-fly?

What is the exception on visitors to our community here? How on earth is this something reasonable to expect from a visiting driver or cyclist?

2 - Have police, fire and ambulance signed off on the transition of this major corridor to a no-go zone? We see ambulances at the senior care facility across the street on a regular basis, the access to Richardson currently has options from Richmond, St Charles and further down on Richardson. This proposal limits access to our block to Richmond side only. I expect that this will increase the response time for all emergency services.

3 - Removing car traffic from Richardson - yes we live on a busy street. We purchased our home knowing that. We have appreciated the city's work at traffic calming in recent years and generally are ok with the situation. Moving all of this traffic to Fairfield is a little naive and appears to be the result of very limited knowledge of current conditions. Schools zones are already overwhelmed multiple times a day and traffic at Fairfield plaza will become a problem that will require the city spend a lot of time, effort and dollars on to sort out. Moving the traffic to Rockland seems ridiculous, the street is not designed for that type of volume. This leads us to Oak Bay Ave...so, are we now looking for Oak Bay Ave to take on all traffic between Gonzales and South Oak Bay and downtown??? If so, where is the plan to ensure that the street is able to handle the increased traffic?

4 - Bus Route - Somehow this proposal from the Cycling community has had the effect of eliminating bus service on Richardson - why on earth would the city cut back on something like this if the goal is to get people out of cars.?

Process issues

1 - This proposal has come out of something called the '2020 Bicycle Network Improvement Projects' - This seems to indicate that the priority has been placed on improving the bicycling network with no consideration to the impacts of doing so on other modes of transportation and access in the community. This proposal is clearly a net degradation of access and indicates that the planning process is broken.

2 - The previous draft plan appears to have undergone so much change that this is a brand new plan. As such, I believe the 'clock' needs to be set back and this proposal needs to be subject to the full cycle of reviews and input before it proceeds. At this point, I do not trust that this process will result in anything like the current proposal actually being implemented. There does not appear to be anywhere to view the previous proposal and comments that have led to the current proposal. I expect this to be the case for the next round as well and have no confidence in the approach that is being taken at all.

Summary

My recommendation and sincere request is to halt this process as it applies to Richardson Street. This entire plan is based on fixing a problem that does not exist.. Cyclists, cars, buses and pedestrians currently co-exist on this street in an acceptable manner that does not require this level of redesign. Surely there are more important places to spend the limited budget dollars on (Maybe we can contribute to Ben's raise?)

Yours truly.



Rob Gordon

From: [REDACTED]
Sent: January 7, 2020 2:33 PM
To: Victoria Mayor and Council; Geoff Young (Councillor)
Cc: Sarah Webb; [REDACTED]; Timothy Hewett; Amelia Potvin; Jocelyn Jenkyns; [REDACTED]; Engagement
Subject: Richardson cycling lane design report from FGCA
Categories: Tracked To Dynamics 365

Dear Mayor and Council,

The Fairfield Gonzales Community Association Board of Directors approved providing you with the attached report of our Fairfield Gonzales Cycling Task Force.

The report, which FGCA supports, asks that the City adopt a design that further and significantly reduces motor vehicle traffic on Richardson. We recognize the need to make the route safer for children, seniors and other cyclists - and thus a true all-ages-and-abilities (AAA) route.

We have booked time to present this to Council on Thursday, and look forward to the discussion.

Your truly,

[REDACTED]
FGCA Vice President
Chair of Neighbourhood Improvement Committee

Rob Gordon

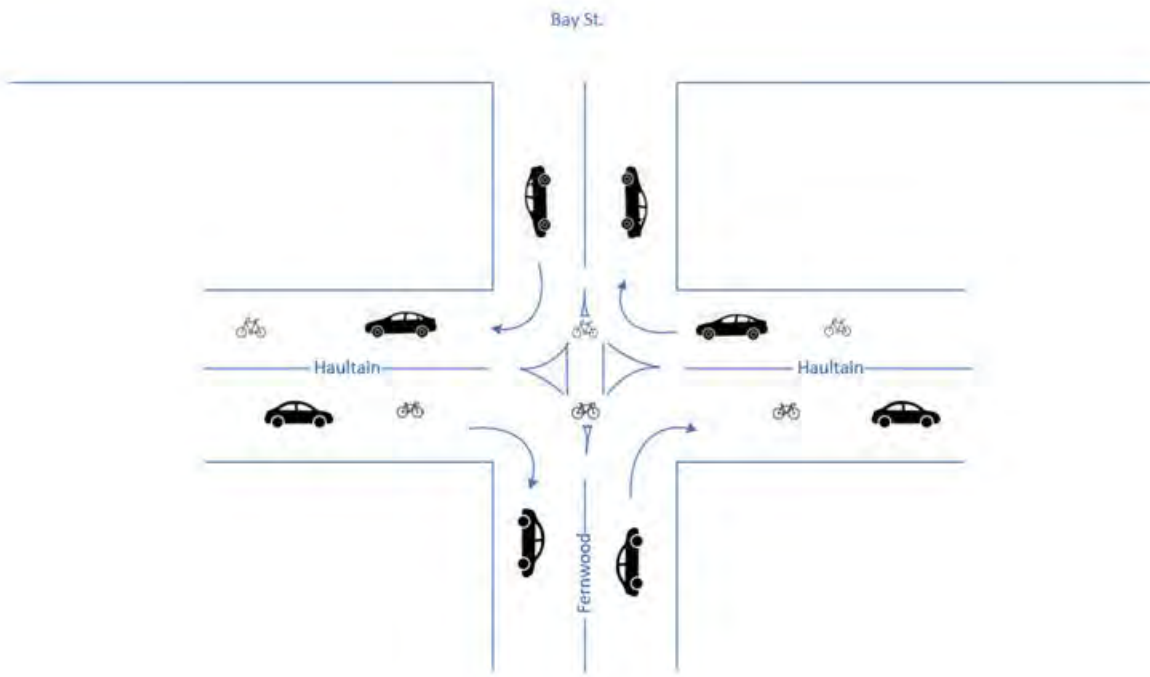
From: [REDACTED]
Sent: January 7, 2020 10:26 AM
To: Ben Isitt (Councillor)
Cc: Engagement; Lisa Helps (Mayor)
Subject: RE: Haultain and Fernwood Intersection

Importance: High

Categories: Tracked To Dynamics 365

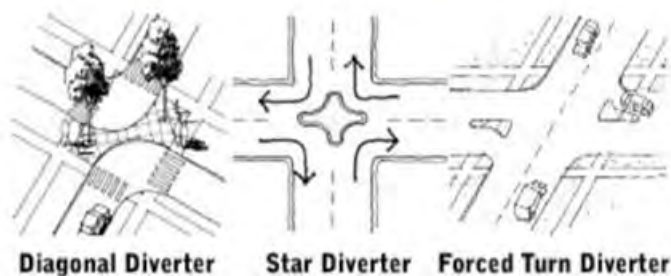
You bet Ben! We appreciate everyone considering this approach. For what its worth, I did mock up what our vision is for this intersection. (see below) Hopefully it helps clarify when council reviews. This is a win/win design!

Also, here's a link to some more details.... <https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/36.htm>



A diagonal diverter breaks up cut through movements and forces right or left turns in certain directions. A star diverter consists of a star-shaped island placed at the intersection which forces right turns from each approach. A truncated diagonal diverter is a diverter with one end open to allow additional turning movements. Other types of island diverters can be placed on one or more approach legs to prevent through and left turn movements and force vehicles to turn right.

As with other traffic management tools, diagonal diverters must be used in conjunction with other traffic management tools within the neighborhood street network. Any of these diverters can be designed for bicycle and pedestrian access.



From: Ben Isitt (Councillor) <BIsitt@victoria.ca>
Sent: January 7, 2020 9:37 AM
To: [REDACTED]
Subject: RE: Haultain and Fernwood Intersection

Thank you for providing these valuable suggestions, [REDACTED]

Ben

Ben Isitt
Victoria City Councillor and CRD Director
Email. bisitt@victoria.ca
Tel. 250.882.9302

From: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Sent: January 3, 2020 2:50 PM
To: Councillors <Councillors@victoria.ca>
Subject: FW: Haultain and Fernwood Intersection

Good Afternoon Council,

Please see below email and staff response.

Sincerely,

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



From: Amelia Potvin
Sent: January 3, 2020 11:25 AM
To: [REDACTED]
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Engagement <engage@victoria.ca>
Subject: RE: Haultain and Fernwood Intersection

Good afternoon [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street. Your email has been shared with the Transportation Division working on design. Staff have noted your support for the proposed bicycle network improvements on Haultain and your concerns around the impacts of the proposed traffic diverter at Fernwood and Haultain. Your specific suggestions for alternative solutions at this intersection will be reviewed by our team.

The City is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis into the new year. Recommended designs along with all feedback received will be presented to Council in the first quarter of 2020.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

From: [REDACTED]
Sent: December 19, 2019 1:57 PM
To: Victoria Mayor and Council <>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Engagement <engage@victoria.ca>
Subject: Haultain and Fernwood Intersection
Importance: High

Hi Lisa and council,

I'm writing you to bring forward a **HUGE** issue that the residents of Oaklands/Fernwood have with the proposed diverter planned for the intersection of Haultain and Fernwood to support the bike lane. First of, we are all in support of the bike lane, and really look forward to having that available through our neighbourhood. What we all disagree on is, the planned diverter design which will force any vehicle traffic north and south on Fernwood Rd. I have lived on the hill on Fernwood Rd for 9 years and have watched many more families and kids take up residency on this block. If the City's plan moves forward to force more vehicle traffic on this road, the safety concerns alone to the families and kids are extremely concerning. Right now, most of us don't let our kids even play close to the boulevard due to the speed and volume of traffic that is happening on that road. Why we've let that road become a cut through to downtown is ridiculous when both Cook and Shelbourne are built to support that traffic load.

We understand the point of the diverter at Haultain and Fernwood Rd, (to reduce/calm traffic on Haultain in support of the bike lane, this is great!) but we feel there should/is a better way to do that without a negative effect to the rest of the area. We have a Facebook group for the neighbourhood and this topic BY FAR has the most attention and residents are putting forth their comments to the engage@victoria.ca account. (I suspect that will be a vast majority of emails lately to that account) In no way does the neighborhood want to slow down the creation of this bike route, but rather work with the city to come up with a better alternative to move traffic away from this area. Some of us did attend the planning proposal meeting that was held earlier, but now that the more detailed plans are out, the message around traffic diversion is MUCH different than what was communicated at this meeting. So, our message is simple... please allow your engineering team to discuss further and plan alternative ways of diverting traffic from Haultain Rd that doesn't introduce a negative effect around the volume of traffic moving North and South of Fernwood Rd.

If there's a time/date that we can gather as a group (with yourself, city council, some residents of the area and the engineering team to discuss more, that would be great! Heck, I'll even host the meeting at my house [REDACTED] if that's what it takes. 😊 This issue is way too serious to let it go... and residents in the [REDACTED] area are all in [REDACTED] agreement that this proposal can not happen.

Some suggestions that have been tabled within our neighbourhood group:

1. **A diverter, but only allowing vehicles to turn right at the intersection.** This still allows traffic on Haultain and Fernwood Rd, HOWEVER, when vehicles find out they can only turn right, they will no longer want to use that North/South direction on Fernwood Rd. (keeping traffic to local residents mostly) In turn, dramatically removing traffic on Fernwood Rd AND Haultain. As a resident on the hill, 95% of that North/South traffic are vehicles coming from downtown or cutting through to go downtown. When they realize this inconvenience is now there, they would continue to use Hillside and Bay Street until they got to Cook or Shelbourne... then head North or South at that point. (putting traffic where it should be vs cutting through a neighbourhood)

2. **A Roundabout.** Maybe less desirable, but does calm traffic in the area. I have watched WAY TO MANY vehicles (and bikers actually) blast through that stop sign at Haultain and Fernwood. If that continues, and with the increased volume of bikes on that new shared bike lane, it won't be long before something tragic happens.
3. **Speed Bumps on Fernwood Rd between Hillside and Bay.** This is something that we have discussed for years. It slows down traffic and makes the cut through less desirable. This would allow you to keep the proposed diverter and reduce/calm traffic at that bike lane intersection.

We hope the city will consider our suggestions and work through a different solution for traffic calming to support this shared biked lane. I know MANY have already responded to the engage account, but I wanted to go one step further and hopefully provide some better visibility for yourself and the council as to what our issues are.

Again, apologies for the long winded email, but I hope you have a chance to discuss this internally. Hope to hear back soon..?



Rob Gordon

From: [REDACTED]
Sent: January 6, 2020 10:31 PM
To: Engagement
Subject: Re: input on Haultain bike route situation

Categories: Tracked To Dynamics 365

PS An immediate shift of Haultain to a 30km/hour zone might also have huge benefits and help solve the problem. You are the experts. And I'm sure there is research on this.
In any case, I hope short term/immediate action can be taken to at least reduce the risk. I have waited way way too long to write this email, and It's a relief to send it.

Hoping for meaningful action! And thanks for all the great work you are doing for cyclists in Victoria!

On Mon, Jan 6, 2020 at 9:11 PM [REDACTED] wrote:

Hello City of Victoria,

I would VERY much like to give some input on my major concerns with the current set up of Haultain St, between Shelborne and Cook St, as a bike route. I live on Haultain, and I am a cyclist, as are my teenage kids (well, my [REDACTED]). I am very very concerned about the dangerous situation that is currently going on every day on Haultain St. I am very happy that it is a designation bike route. HOWEVER, as it stands, I think the city has actually created a MORE DANGEROUS riding environment for cyclists, and I fear for my son's safety every day.

Currently, Bay St is a 40km per hour zone. This is a fine idea to calm traffic, except that Haultain -- the area's designated bike route -- has been left at a 50km per hour speed limit. This means that frustrated and 'in a hurry' drivers, zip off of Bay St to drive parallel down Haultain, to "make up time". We have lots of street parking on a relatively narrow street, as well as busses. Now, with extra traffic coming to zoom down our bike route during rush hours, a situation is created where large numbers of cyclists are cycling around numerous parked cars, while lots of 'late for work' drivers zoom along the street, zig zagging past parked cars and cyclists like some kind of video game, hurrying to get to wherever they need to go. It is CRAZY and irresponsible of the city to have DESIGNATED a cycling route -- happily this is filled with cyclists -- while leaving the speed limit at 50km per hour -- faster than the nearest main artery (Bay). I fear this situation will get someone killed. I sit on my front porch or at the cafe (Koffi... where cars are also pulling in and out a lot, which is lovely the Haultain corner shops, but only adds to the chaos) and I watch the dangerous rush hour unfold and I feel sick.

I am SO HAPPY Haultain is a cycling route. YES YES YAY!!
But as it stands, the traffic MUST MUST be calmed ASAP!! This is NOT a safe situation, and someone is going to be seriously injured sooner or later.

Please, whether it is speed bumps, or preventing cut through on Haultain for so many blocks or some other traffic calming, PLEASE PLEASE address the dangerous bike route conditions as a huge priority. Even the simple (and ideally IMMEDIATE) act of posting "cycling route" signage and spray painting bike decals on the

road every block would be super effective reminders for cars to SLOW DOWN and TAKE CARE and give cyclists the right of way!!

The Victoria Cycling Coalition advises these changes; I hope you will consider their (our) voice for cycling in the city. In an age of depression (exercise helps), social isolation (need community), and climate change, cycling MAKES SENSE as a key goal for our city.

Both Haultain and Richardson need the following changes:

- *Divert car traffic every two to three blocks (every 250-500m)*
- *Remove unsafe and non-AAA designs like traffic circles and advisory bike lanes*
- *Design the width of both routes to match City of Vancouver's standards for parking*
- *Add short sections of protected bike lanes if car numbers can't be reduced enough in some blocks*

I hope you can address this situation in the short term with immediate signage as to the fact that it is a bike route (lots of signage please) and long term with concrete traffic calming solutions.

Thank you for your time!!



Rob Gordon

From: [REDACTED]
Sent: January 6, 2020 10:15 PM
To: [REDACTED]
Cc: Engagement; info
Subject: Re: input on Haultain bike route situation

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thanks for your email. We've heard about this issue from other commuters using Haultain as well.

The easiest solution would be for the city to immediately reduce the speed limit on Haultain down to 30km/hr.

Cheers,

[REDACTED]
President, Greater Victoria Cycling Coalition

More people cycling, more places, more often

gvcc.bc.ca

Director, Gorge Tillicum Community Association

www.gorgetillicum.ca

Administrator

Home Performance Stakeholder Council

<http://homeperformance.ca/>

On Mon, Jan 6, 2020 at 9:11 PM **Personal Information**

> wrote:

Hello City of Victoria,

I would VERY much like to give some input on my major concerns with the current set up of Haultain St, between Shelborne and Cook St, as a bike route. I live on Haultain, and I am a cyclist, as are my teenage kids (well, my **Personal Information** I am very very concerned about the dangerous situation that is currently going on every day on Haultain St. I am very happy that it is a designation bike route. HOWEVER, as it stands, I think the city has actually created a MORE DANGEROUS riding environment for cyclists, and I fear for my son's safety every day.

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Thank you for your time!!

Rob Gordon

From:
Sent: January 3, 2020 12:02 PM
To: Amelia Potvin
Cc: Lisa Helps (Mayor); Engagement
Subject: RE: Haultain and Fernwood Intersection

Categories: Tracked To Dynamics 365

Thanks Amelia! I appreciate your patience with my numerous emails... You could easily dismiss them as a rant, but I'm glad they are being reviewed. 😊 ..we all hope to hear/see an alternative proposal for this area and look forward to changes on Haultain St. in 2020!

██████████

From: Amelia Potvin <apotvin@victoria.ca>
Sent: January 3, 2020 11:25 AM
To: ██████████
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Engagement <engage@victoria.ca>
Subject: RE: Haultain and Fernwood Intersection

Good afternoon ██████████
██████████

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street. Your email has been shared with the Transportation Division working on design. Staff have noted your support for the proposed bicycle network improvements on Haultain and your concerns around the impacts of the proposed traffic diverter at Fernwood and Haultain. Your specific suggestions for alternative solutions at this intersection will be reviewed by our team.

The City is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis into the new year. Recommended designs along with all feedback received will be presented to Council in the first quarter of 2020.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works



From: [REDACTED]
Sent: December 19, 2019 1:57 PM
To: Victoria Mayor and Council <>
Cc: Lisa Helps (Mayor) <LHelps@victoria.ca>; Engagement <engage@victoria.ca>
Subject: Haultain and Fernwood Intersection
Importance: High

Hi Lisa and council,

I'm writing you to bring forward a **HUGE** issue that the residents of Oaklands/Fernwood have with the proposed diverter planned for the intersection of Haultain and Fernwood to support the bike lane. First of, we are all in support of the bike lane, and really look forward to having that available through our neighbourhood. What we all disagree on is, the planned diverter design which will force any vehicle traffic north and south on Fernwood Rd. I have lived on the hill on Fernwood Rd for 9 years and have watched many more families and kids take up residency on this block. If the City's plan moves forward to force more vehicle traffic on this road, the safety concerns alone to the families and kids are extremely concerning. Right now, most of us don't let our kids even play close to the boulevard due to the speed and volume of traffic that is happening on that road. Why we've let that road become a cut through to downtown is ridiculous when both Cook and Shelbourne are built to support that traffic load.

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If there's a time/date that we can gather as a group (with yourself, city council, some residents of the area and the engineering team to discuss more, that would be great! Heck, I'll even host the meeting at my house [REDACTED] if that's what it takes. 😊 This issue is way too serious to let it go... and residents in the [REDACTED] area are all in agreement that this proposal can not happen.

Some suggestions that have been tabled within our neighbourhood group:

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removing traffic on Fernwood Rd AND Haultain. As a resident on the hill, 95% of that North/South traffic are vehicles coming from downtown or cutting through to go downtown. When they realize this inconvenience is now there, they would continue to use Hillside and Bay Street until they got to Cook or Shelbourne... then head North or South at that point. (putting traffic where it should be vs cutting through a neighbourhood)

2. **A Roundabout.** Maybe less desirable, but does calm traffic in the area. I have watched WAY TO MANY vehicles (and bikers actually) blast through that stop sign at Haultain and Fernwood. If that continues, and with the increased volume of bikes on that new shared bike lane, it won't be long before something tragic happens.
3. **Speed Bumps on Fernwood Rd between Hillside and Bay.** This is something that we have discussed for years. It slows down traffic and makes the cut through less desirable. This would allow you to keep the proposed diverter and reduce/calm traffic at that bike lane intersection.

We hope the city will consider our suggestions and work through a different solution for traffic calming to support this shared biked lane. I know MANY have already responded to the engage account, but I wanted to go one step further and hopefully provide some better visibility for yourself and the council as to what our issues are.

Again, apologies for the long winded email, but I hope you have a chance to discuss this internally. Hope to hear back soon..?

Cheers,


Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 11:50 AM
To: [REDACTED]
Cc:
Subject: RE: Failure of engage@victoria.ca

Categories: Tracked To Dynamics 365

Hello again [REDACTED]

Thank you for taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept based on your concerns about safety, the impact of traffic diversions on adjacent streets, and changes to the existing bus service along this route. I have also noted your suggestion that left turns at St Charles and Fort are challenging and should be considered as part of this project.

On the bus service, potential changes to the existing bus service are part of an ongoing discussion around local area planning based on low ridership and level of service.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: January 2, 2020 4:24 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: RE: Failure of engage@victoria.ca

Hi Amelia,

My apologies, but I omitted responding to your kind offer to include my feedback to you.

I have three comments:

1. Safety

Richardson varies in width along its length. The introduction of two new bike lanes will, in some areas, have an impact on two vehicles approaching each other from opposite directions. The only way they will be able to pass each other is for one or both vehicles to move across the adjacent bike lane. This is a significant safety issue, to which I can see no alternative. This will not be a rare occurrence, and the stated reduction in traffic volumes will not be significant enough to make this a rare occurrence.

2. Loss of Bus Service

The City has an objective to attain a certain percentage of citizen journeys by foot, bicycle, or transit. This proposal removes the option of transit for quite a large number of people who live along or close to Richardson Street. Therefore, this will have a negative impact on the attainment of the City's objective. The increased distance for those people affected may be too far for them to switch to alternate transit routes.

3. Traffic Rerouting

The proposal indicates that traffic from St. Charles will need to divert to Fairfield Road and Fort Street. I sometimes use this route, but never during peak periods, as the left turn from St. Charles to Fort Street is not easy in traffic, and will cause delays and frustration. Rerouting to Fairfield Road will put increased pressure on Fairfield next to the Fairfield Plaza, which is already a busy intersection, and will impact the area by Sir James Douglas School at Moss Street, which again is already a traffic congestion point. There is also a ripple effect of congestion at key points along Cook Street i.e. at Fairfield Road, and at Rockland Avenue.

The proposal reflects a complicated solution with limited benefits and significant negative impacts, with no apparent solutions.

From: [REDACTED]

Sent: December 30, 2019 1:34 PM

To: 'Amelia Potvin' <apotvin@victoria.ca>

Subject: RE: Failure of engage@victoria.ca

Hi,

Thanks for this response.

Unfortunately I can't add anything to what I documented below, but perhaps I can just re-word the experience.

- I signed on to engage@victoria.ca to submit comments about the Richardson Corridor;
- I selected the Richardson Corridor;
- I was put into a screen to enter my comments into an email to you;
- I started entering my comments;
- I was stopped from entering comments before I had finished;
- A message was displayed: "Hold on while we retrieve your emails";
- A flag indicated that this was in process for some time, during which I could not enter any more comments;
- It then displayed the message "nothing has arrived yet";
- It would not let me enter any more comments;
- The only thing I could do was exit the process, losing everything I had entered.

I repeated this process twice more, with exactly the same result – unable to submit any comments.

I can't make it any clearer than that.

From: Amelia Potvin <apotvin@victoria.ca>
Sent: December 30, 2019 1:00 PM
To: [REDACTED]
Cc: Engagement <engage@victoria.ca>
Subject: RE: Failure of engage@victoria.ca

Good afternoon [REDACTED]

Thank you for your email.

Though I can't determine what issue you are encountering based on what you've described, I would gladly include your feedback if there's anything you'd like to send in via email.

If you'd like to include your feedback, simply send your comments in a reply to this email.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 2:08 PM
To: Engagement <engage@victoria.ca>
Subject: Failure of engage@victoria.ca

Today I tried multiple times to provide feedback on the Richardson Corridor proposal using your advertised feedback process.

The process failed multiple times:

"Hold on while we retrieve your emails", eventually followed by the message "nothing has arrived yet". It then it loops through the messages, not allowing me to continue adding to my message.

This is very frustrating, and reflects very badly on the IT capabilities of the City of Victoria. This is not the first frustration I have had with so-called citizen engagement.

Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 11:38 AM
To: [REDACTED]
Cc:
Subject: RE: Kings-Haultain corridor project - feedback

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for following up with these comments, we appreciate you taking the time to share your insights on the design concept for Haultain Street.

I have noted your suggestion to include traffic calming at Forbes and Haultain Street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: January 2, 2020 5:31 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: RE: Kings-Haultain corridor project - feedback

Hi Amelia,

Thank you for this fantastic information and fantastic work. We would love to see a traffic-calming round about at Forbes and Haultain (if input is still allowed, and decisions not finalized). Thanks for your consideration and reply.

Happy New Year!

On December 5, 2019 at 10:00 AM Amelia Potvin <apotvin@victoria.ca> wrote:

Good morning [REDACTED]

Thank you for getting in touch to share your support of proposed shared-use design.

The proposed design does in fact include a speed limit reduction to 30 km/hr

I will add your input that additional traffic calming such as traffic circles would be beneficial to improve safety for pedestrians and cyclists.

If you're interested in looking at the designs in more detail, they are available online at:
<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

We are also inviting the public to come see the designs and meet with City staff to learn more about the proposed changes.

Details for the remaining open house events:

Thursday December 5, 4:00-7:30p.m. Bayview Place presentation centre (80 Saghalee Road)
Saturday December 7, 9a.m.-12:30p.m. Oaklands Community Centre (2827 Belmont Avenue)

Thanks again for getting in touch.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 6:54 PM
To: Engagement <engage@victoria.ca>
Subject: Kings-Haultain corridor project - feedback

Hello,

As a resident of the Haultain neighborhood I would like to provide feedback about proposed bike routes. I greatly support the "shared-use" neighborhood bikeway.

I would also like to suggest that the city include roundabouts and/or other traffic shaping along the route to make it more bike and pedestrian friendly. It would be fantastic if the speed limit on Haultain would be reduced to 40 km/hr or less to match that of Bay Street which runs parallel. At present cars drive quickly up Haultain at the 50 kn/hr speed limit and higher to to avoid Bay Street's reduced speed limit.

Thank you for your consideration.

[REDACTED]

Victoria, BC

Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 11:31 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: did the disgraced bike lane creator in UK come here?

Categories: Tracked To Dynamics 365

Thanks for your response [REDACTED]

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 21, 2019 11:54 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: RE: did the disgraced bike lane creator in UK come here?

Sorry I get so upset, I was for the bike lanes [REDACTED] started getting so militant. The things these guys pulled at Swartz Bay was bad, cutting off semis constantly almost killing many people by a truck losing its load. This is causing air pollution you are not going to stop people from buying cars, I hate SUVs but I remember council buying Smart cars, I wanted to put the little stinker up against a police car for a emissions test. Mayor at time would not do it police chief was fine. 63 times dirtier than a full size ford. You guys have been problem not solution and it is time to stop. To hell [REDACTED] legacy he started this and the government of UVIC is who council and this NDP again. Time to investcate [REDACTED] UVIC numbers are to high to me.cheersBOB I held a lady while she died on Pandora .the spandex piece of garbage hit her on sidewalk never stopped. I swore I would fight the unfair balance . even some judges break rules for high level cyclist.so is the engineer the same chap from the uk? I have MS now and getting to doctor on pandora was hell then impossible.

Sent from [Mail](#) for Windows 10

From: [Amelia Potvin](#)
Sent: December 20, 2019 3:00 PM
To: [REDACTED]

Cc: [Engagement](#)

Subject: RE: did the disgraced bike lane creator in UK come here?

Good afternoon,

Thanks for your email.

I have noted your opposition to any cycling infrastructure. I can confirm that no change is not one of the options being explored at this time.

Council has approved a 32km network of cycling infrastructure and the 2020 projects are part of the phased implementation of the network.

I have, however, added your comments as feedback for this project.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: December 11, 2019 5:46 PM

To: Engagement <engage@victoria.ca>

Subject: did the disgraced bike lane creator in UK come here?

Where did the bike lane engineer come from? I found a chap from the UK with the same name, Council there describe the bike lanes in uk as a mess and even compare it to the bombing blitz of ww2, This pandering to the interest groups must stop every poll I I seen has been against it. It is obvious the government of UVIC and [REDACTED] can't alter the independent polls like the elections of councils and premiers here. Nuts [REDACTED] and tell Carol James to do her own budgets without this fool! [REDACTED] want proof? [REDACTED]

Sent from [Mail](#) for Windows 10

Rob Gordon

From: Amelia Potvin
Sent: [REDACTED] 10:50 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Kimta Corridor and Angle Parking on Paul Kane Pl.

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Kimta Road.

On the marina/restaurant underground parking, the City is aware of the ongoing issues and we are actively working with the owners to resolve.

On issues related to loading at the marina and restaurant, our transportation operations team are reviewing these concurrently with this project and are looking to make improvements in the near future.

I have noted your opposition to the proposed addition of angle parking on Paul Kane Place as part of the Kimta Road cycling infrastructure improvements. This option was proposed as a solution to cited lack of parking in the area during preliminary public consultation. It's important to note that Paul Kane and Cooperage were originally designed to accommodate angle parking, which is why the road width is more than 4 meters wider than standard residential streets.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 17, 2019 5:10 PM
To: Engagement <engage@victoria.ca>
Subject: Proposed Kimta Corridor and Angle Parking on Paul Kane Pl.

The purpose of this letter is to acquaint the City with the likely consequences if you should choose to add angle parking - and therefore more cars - to the already congested Paul Kane owing to the arrival of B+B Restaurant at #2 Paul Kane. The City has permitted B + B to locate in the midst of an otherwise completely residential neighbourhood. In so doing, it has transformed Paul Kane into a congested, noisy thoroughfare dominated by the needs of the restaurant from dawn until well into the evening seven days a week.

B + B evidently regards Paul Kane as its property to be used for convenience and profit instead of as a neighbourhood public space to be shared. The result is unacceptable car and truck congestion. From noon until evening, with a short mid-afternoon respite, curbside parking is mostly bumper-to-bumper with restaurant customer and staff vehicles. This situation is made worse by a steady stream of hopeful customers and taxis drivers trolling Paul Kane for empty parking spots, which amounts to 25 to 27 cars on average churning during peak hours for space in our small cul de sac. Also, congestion is a problem in the morning when all manner of trucks including garbage and trailer trucks provide services for B + B. It can become so congested that large trucks are obliged to back up and down the entire length of Paul Kane. Under these circumstances of maneuvering trucks and cars in a confined space safety becomes a major concern, especially with children living in the townhouses. This congestion is the principal reason there is little opportunity for the nine townhouse families, whose doorsteps front on the east side of Paul Kane, to share in this public space.

In view of the circumstances outlined above it would be disastrous if the City added to this congestion by acting on the "opportunity" mentioned in a city handout to increase parking space on Paul Kane with angle parking. Instead, we urge Council to utilize its by-law authority to reduce street parking and congestion by insuring B+B customers and staff use the by-law mandated off-street parking (zoning Regulation By-law, Schedule C) available in Royal Quays but as yet unused.

Currently the household lives of Mariner's Landing townhouse residents are constantly being upset by restaurant-generated traffic. Adding angle parking can only increase B+ B dominance of Paul Kane and further diminish resident access to this public amenity.

And why is this happening? When green initiatives such as bike lanes to get citizens out of their cars is a high priority for the City, it is a mystery why it is contemplating shoehorning angle parking stalls onto Paul Kane with the attendant increased pollution, noise, general congestion and, above all, threat to public safety.

Why is the City thinking about angle parking? The statement "opportunity for additional parking with angle parking on Cooperage and Paul Kane" in a City handout fails to answer the question. Also, who exactly does the City see benefiting in the Songhees community from angle parking? .

We look forward to your answers to these questions. Thank you, [REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 9:34 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Richardson St 2020 design

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thanks for getting back in touch with these follow up comments. These will also be shared as part of the engagement findings.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 30, 2019 10:13 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Proposed Richardson St 2020 design

Thank you Amelia,

Just a further note, cyclists have a responsibility to look out for traffic too, somehow they have forgotten that fact and have convinced many that a dedicated lane is the only option, not so.

Also I want to add that the diverters proposed is the only way to stop the "freeway flow" on Richardson, meaning the huge volumes of vehicles, not just residential vehicles but big gravel trucks and other commercial trucks that use Richardson as highway to get to the many ongoing construction projects in Oak Bay. Oak Bay will continue to have massive construction in the future with tear downs of older houses that make way for new houses that at a minimum come with at least two more vehicles!

I want to submit that any alterations to the proposed plan will no doubt lessen the effectiveness of traffic volume and speeds and thereby decrease property values for all the homes along Richardson.

Please Amelia include this feedback as well.

Sincerely,

[REDACTED]

> On Dec 30, 2019, at 9:26 AM, Amelia Potvin <apotvin@victoria.ca> wrote:
>
> Good morning [REDACTED]
>
> Thanks for your email.
> We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.
>
> I have noted your support for the proposed Advisory Bike Lane concept on Richardson Street based on the proposal to reduce traffic volumes and speeds.
>
> City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.
> All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.
>
> Your email will also be shared with Council as part of the engagement findings for these projects.
>
> Thanks again for your input.
> Sincerely,
>
>
> Amelia Potvin
> Outreach Coordinator
> Engineering and Public Works
> City of Victoria
> 1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751
>
>
>
> -----Original Message-----
> From: [REDACTED]
> Sent: December 14, 2019 11:56 AM
> To: Engagement <engage@victoria.ca>
> Subject: Proposed Richardson St 2020 design
>
> To whom it may concern,
>
> I own [REDACTED] and have lived there for the past 5-6 years. I fully support the proposed plan to reduce traffic volume and speeds!
>
> Please do not alter this plan and especially the diverters proposed so that Richardson traffic is reduced substantially! I agree with the Advisory Bike Lane plan because motorists will speed past cyclists if they have a dedicated lane, and so speeds will not be reduced!
>
> Thank you,
>
> [REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 9:27 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bicycle project

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to any continued work on the bicycle network including the Richardson Street project based on your position that the existing bike lanes are sufficient.

Council has approved a 32km All Ages and Abilities (AAA) cycling network among the 275kms of public roadway to make cycling through the City comfortable and safe. Richardson Street makes an important East-West connection in the network. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street.

I have also noted your concern about the impact of the proposed changes on Richardson Street to adjacent streets and the inconvenience of the motor vehicle restrictions.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]

Sent: December 29, 2019 4:45 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Bicycle project

Hello,

My name [REDACTED] reside in Rockland area. I am voicing my concerns for the plan for yet more bicycle lanes into the downtown area.

We already have dedicated bike lanes in Pandora and Fort St. why is it necessary to have a third? Especially when it would remove a bus route, inconveniencing many residents along Richardson. Also restricting motor vehicles to local only removes another route to downtown. Doing this will increase traffic along Rockland, which I am sure the residents of that street will not like, as well as spilling over to Fort-Yates and Pandora-Johnson, which are already congested especially during peak times.

Spend the money on other more worthwhile problems such as low income housing and infrastructure (have you seen the states of a lot roads, potholes quickly come to mind. Also restore the police dept. budget, please!

We have a Mayor who was recently re-elected with about 30% of the vote. That is hardly a mandate now isn't it?

Regards,
[REDACTED]

Sent from my iPhone.

Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 9:18 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 Bicycle Network

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

To begin, the proposed design retained on-street parking – the neighbour who reach out to you was misinformed.

The purposed of the bicycle network is to improve road safety and encourage more people to ride bicycles more often. Studies show that there is a significant portion of the population that is interested in using a bicycle to commute but has concerns. The primary concern for people is usually safety. Infrastructure that lessens the speed and volume of cars creates an environment that is inviting for All Ages and Abilities. Certainly experienced commuters already regularly use the corridor but, parents with children largely don't feel comfortable letting them ride their bikes to school along this route, and people with less confidence may not feel compelled to ride on the road in its current condition. So the impetus for these improvements and of the bicycle network development in general is not in reaction/response to collisions/incidents/etc. it is proactive: to make commuting throughout the City attractive, comfortable, and safe for people of All Ages and Abilities.

On the data presented at Bayview presented the following data for Richardson Street: volumes of 3500-4000 cars per day and average speeds of 50-55km/hr. If someone said anything other than those numbers – they must have misspoken, our entire staff team is familiar with these numbers.

The data was collected over one week, 24 hours per day, at the end of October. Speeds averaging 53-55km/hr were recorded at locations between Cook and St Charles and speeds averaging 49-50km/hr were recorded between St Charles and Foul Bay. Traffic volumes were recorded as follows:

Block	Collection location	Motor vehicles (avg. 24hr period)
1100	between Cook & Trutch	3740
1400	between Kipling & Arnold	3946
1700	between Richmond & Gonzales	3428
1900	Between Runnymede & Foul Bay	3172

On the bus route, relocation of the existing service on Richardson is an ongoing discussion as part of local area planning.

I have noted your opposition to the proposed Advisory Bike Lane concept based on your concerns about safety and the impact on adjacent streets.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 27, 2019 10:18 AM
To: Engage <engage@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: 2020 Bicycle Network

Good afternoon,

I would like to take the time to provide feedback on the proposed Bicycle Lane changes in 2020. Specifically, I am a home owner on the Richardson St corridor (and only have a reasonable perspective on this route).

I attended the open house at Bayview on December 3rd and was left a little perplexed, but generally understood the proposal of *“parking, bike lanes, and a single lane of “alternating” traffic. There would also be traffic calming measures of speed bumps and Richardson (at St Charles) would only allow right turns”*.

Following that open house, I received a letter from a concerned neighbor (attached) that stated there was a second proposal for Richardson St that involved removing all street parking. This is particularly concerning to me for a couple of reasons. The first being is that this proposal wasn't presented when I made the effort to go to Bayview to be informed. This will impact the value of my house as well as be a significant inconvenience to many homeowners that are older and need proximity to their home. Further, this will just have the end result of overpopulating other side streets that will become less safe for bikes to use. (St Charles and Richmond come to mind off the top).

Therefore, my first question is to understand how many proposals are there to consider?

The stated goal of the bike lane changes (from the website) is *to improve road safety for people on bikes and connect the downtown core with schools Parks community centres and other destinations*. I don't think you would find many, if any, people disputing road safety as a goal.

That said, the goal is to "improve" safety. My experience has been that Richardson (in most areas) is a very safe corridor for bikers. This is evidenced by the pure number of bicycles on Richardson. I have spoken to many bikers who feel Richardson is already the safest corridor to downtown in its present format. **Can you please provide some direction to publically available information regarding the incidents or accidents on the Richardson St corridor involving bicycles?** This information was not available at the open house.

The proposal of "alternating" traffic is a concern as I believe the proposal will actually be less safe than what is currently in place. Having cars move into bike lanes to allow other cars to pass could be a definite hazard for bikes that is no more safe than the current situation. I think the city needs to consider that the proposal may in fact be less safe. As part of the project, I am sure you have created a risk register to define the risks of the proposal once delivered. **Could you please share this risk register?**

While we were at Bayview, I was also presented with some statistics around Richardson St that I find to be a little aspirational, and would like to better understand the source of the statistics. I was told there are somewhere between 4500 and 5000 cars on Richardson in a day. While I have never counted, this seems extremely high to me. Additionally, I was told "the average speed of drivers is between 50 and 55kmh" seems to be an outrageous fabrication. The fastest part of Richardson is between Moss and the Lieutenant Governors estate. In this area, you have a speed display. The fastest I have ever seen anyone travel in that stretch is slightly above 50kmh, while alternatively I have seen many drive much slower as the road slopes right on a left turn. **Could you please forward the raw data around speeds and car counts?**

In terms of other feedback on the proposal, I think the net effect of the changes will see increased traffic on side streets such as Warren Gardens and Chandler as drivers skirt the traffic calming measures. I do not believe the city has done enough in terms of change management with these residents and homeowners as they will be net "losers" but do not know much about the changes as they are called "Richardson St" changes.

I also believe the changes will require the current bus route (#1-Richardson) to be significantly altered to other arteries where there is already a bus. It seems to me that BC Transit has identified Richardson as an artery to downtown and removing the bus from Richardson is taking a step backwards in the challenge of global climate change.

In summary, I do not believe the proposed changes will deliver the on the goal of improving safety, and has some undesirable consequences.

Thanks,

Rob Gordon

From: Amelia Potvin
Sent: January 3, 2020 8:44 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Oaklands traffic calming / Fernwood Road

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for
We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your support for traffic calming on Haultain Street to restrict cut-through traffic as proposed in the preliminary design concept and have added your suggestion to provide traffic calming on Fernwood Road based on your concerns about safety due to cut-through traffic. Your suggestions about a right-turn only diverter or a traffic circle at the intersection of Haultain and Fernwood have been recorded and will be taken into account.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.
All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 21, 2019 8:34 AM
To: Engagement <engage@victoria.ca>
Subject: Oaklands traffic calming / Fernwood Road

As the city looks at decreasing traffic in Oaklands, on and around Fernwood, I am sincerely hoping that substantial additional measures will be taken to slow traffic on Fernwood in the process.

Any decisions made to alter traffic in our community must, in my opinion, be focused on encouraging drivers to use main arteries (Hillside, Bay, Cook and Shelbourne) instead of cutting through the community (Fernwood or Cedar Hill from Hillside to Bay and Haultain from Cook to Shelborne).

Cedar Hill

We live on Ivy at the north end of Fernwood where we see people consistently accelerate heading south from Hillside or heading north from the top of the hill where Fernwood meets Cedar Hill. We took the step of putting up a number of "slow down" signs at the start of the school year with little, short-term success.

It is terrifying making turns off Ryan on to Cedar Hill but that is nothing compared to watching school children trying to cross the road there.

The plan to halt traffic from going on to Cedar Hill at the intersection with Fernwood has me concerned the change will lead vehicles, with only one option, to speed even faster on the Fernwood - Cedar Hill corridor. Measures to encourage drivers to use main arteries (Hillside, Bay, Cook and Shelbourn) should, in my opinion, be the focus i

To balance the closure of Cedar Hill at Fernwood, significant calming measures are required from Hillside south. The current 30 km/hr speed limit is *not* being abided by save a few conscientious drivers.

Fernwood:

1. Install a diverter that would allow only right hand turns at that intersection except for bicycle traffic. This would allow residents to still use that road to access their homes easily and would stop people using Fernwood, Haultain and nearby routes as a main thoroughfare as having to make a series of stops and turns to access Bay to Hillside would drive traffic to the main roads (Hillside, Cook, Shelbourn and Bay)

2. Install a traffic circle that would at least cause the traffic to have to slow down to go up or down Fernwood through the intersection. This would have to be matched up with speed humps on both sides of Fernwood road to slow the traffic. However I feel people would still use this as a main thoroughfare and although slowing traffic in our neighborhood would not eliminate the problem.



Rob Gordon

From: [REDACTED]
Sent: January 2, 2020 5:38 PM
To: Amelia Potvin
Cc: Engagement; Victoria Mayor and Council; [REDACTED]
Subject: [REDACTED] on
Categories: Tracked To Dynamics 365

Hi Amelia

Thank you very much for the background information as to how we got to where we are.

Can you help me understand the steps in q1 2020 a little better?

Will there be any materials released to the public prior to the presentation to council?

Is there anything I can do to ensure that I am notified of any further developments?

Also - I have one more historical question that I have not been able to sort out on my own. When was the concept of the single lane shared roadway on Richardson first proposed and who proposed it?

Cheers and happy new year!

[REDACTED]

On Thu., Jan. 2, 2020, 4:21 p.m. Amelia Potvin, <apotvin@victoria.ca> wrote:

Good afternoon [REDACTED]

Thanks for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council and staff in the Transportation Division.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street. Staff have noted your opposition to the advisory bike lane concept based on safety concerns, opposition to traffic diversions based on the potential increase in traffic on adjacent roads, and your concern about changes to the existing transit service along Richardson.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the

network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue.

Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and there is established community support for traffic calming and speed reductions on this corridor. This project was confirmed in the 2019 Financial planning process and the route is identified in the CRD's Pedestrian and Cycling Master Plan – as a priority inter-municipal corridor for active transportation. Fairfield Road, in contrast, is classified as higher road intended to serve more motor vehicles and frequent transit.

Throughout the project development process, staff also work with agency partners including emergency services, ICBC and BC Transit. City staff are now reviewing all the public feedback received and will continue to refine the designs into the new year. All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in the first quarter of 2020.

Your email will also be shared with Council as part of the engagement findings for the project.

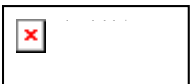
Thanks again for your input.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: December 13, 2019 3:44 PM

To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>

Cc: [REDACTED]

Subject: Proposed Bike Lanes for Richardson

Hello,

I am a resident of Richardson St near Richmond and also a cyclist, pedestrian and driver in our community.

I have been made aware of the current proposed changes to Richardson St and have some serious concerns about the proposal and the process.

Proposal Issues

1 - The creation of a unique to this city, bi-directional traffic lane scares the hell out of me. While daily drivers may be able to learn the local rules, expect that we are going to see cyclists and drivers put in extremely dangerous positions during this learning period - what is the value of this risk? Is the city prepared to take responsibility for accidents that occur or will this be shifted to residents to try to figure this out on-the-fly?

What is the exception on visitors to our community here? How on earth is this something reasonable to expect from a visiting driver or cyclist?

2 - Have police, fire and ambulance signed off on the transition of this major corridor to a no-go zone? We see ambulances at the senior care facility across the street on a regular basis, the access to Richardson currently has options from Richmond, St Charles and further down on Richardson. This proposal limits access to our block to Richmond side only. I expect that this will increase the response time for all emergency services.

3 - Removing car traffic from Richardson - yes we live on a busy street. We purchased our home knowing that. We have appreciated the city's work at traffic calming in recent years and generally are ok with the situation. Moving all of this traffic to Fairfield is a little naive and appears to be the result of very limited knowledge of current conditions. Schools zones are already overwhelmed multiple times a day and traffic at Fairfield plaza will become a problem that will require the city spend a lot of time, effort and dollars on to sort out. Moving the traffic to Rockland seems ridiculous, the street is not designed for that type of volume. This leads us to Oak Bay Ave...so, are we now looking for Oak Bay

Ave to take on all traffic between Gonzales and South Oak Bay and downtown??? If so, where is the plan to ensure that the street is able to handle the increased traffic?

4 - Bus Route - Somehow this proposal from the Cycling community has had the effect of eliminating bus service on Richardson - why on earth would the city cut back on something like this if the goal is to get people out of cars.?

Process issues


1 - This proposal has come out of something called the '2020 Bicycle Network Improvement Projects' - This seems to indicate that the priority has been placed on improving the bicycling network with no consideration to the impacts of doing so on other modes of transportation and access in the community. This proposal is clearly a net degradation of access and indicates that the planning process is broken.

2 - The previous draft plan appears to have undergone so much change that this is a brand new plan. As such, I believe the 'clock' needs to be set back and this proposal needs to be subject to the full cycle of reviews and input before it proceeds. At this point, I do not trust that this process will result in anything like the current proposal actually being implemented. There does not appear to be anywhere to view the previous proposal and comments that have led to the current proposal. I expect this to be the case for the next round as well and have no confidence in the approach that is being taken at all.

Summary

My recommendation and sincere request is to halt this process as it applies to Richardson Street. This entire plan is based on fixing a problem that does not exist.. Cyclists, cars, buses and pedestrians currently co-exist on this street in an acceptable manner that does not require this level of redesign. Surely there are more important places to spend the limited budget dollars on (Maybe we can contribute to Ben's raise?)

Yours truly.



Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 4:13 PM
To: Engagement
Cc: Barbara Michel
Subject: RE: Haultain Street Bike Lanes

Categories: Tracked To Dynamics 365

Do we have a previous message from Dean? I don't have any record of it ..

-----Original Message-----

From: Engagement <engage@victoria.ca>
Sent: December 23, 2019 9:13 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: FW: Haultain Street Bike Lanes

-----Original Message-----
From: [REDACTED]
Sent: December 21, 2019 3:37 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain Street Bike Lanes

Relative to my previous message, I note with alarm that I am a doofus. I misread your diagrams and maps and jumped to some terrible possibilities. So please scratch that message. Sorry - and thanks,

[REDACTED]

PS - it does seem to me when looking at the Haultain diagram - you would have to be eliminating parking along the street - that's not going to go over well with the hospital employees - and then it's not going to go over too well with residents along streets intersecting Haultain which are not signed as "Resident Parking Only" and at the park/tennis court parking at Shakespeare - and then it's not going to go over well with those residents on streets marked "Resident only" because enforcement will now drop on to their shoulders even more so than now. To prevent this last - how about having decals on "Resident" cars and having the streets patrolled by commissionaires???

Thanks again...

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 4:11 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Concerns & Support for Haultain Street Corridor Plans

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your support for traffic calming along Haultain along with your comments and insights on the proposed design concept for this corridor.

I have noted your opposition to the proposed diverter at Haultain Street and Fernwood Road based on your safety concerns around through traffic on Fernwood. I have also recorded your suggestion to utilize a right-turn-only diverter and/or reconfigure the road to accommodate one-way travel.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 22, 2019 12:50 PM
To: Engagement <engage@victoria.ca>
Subject: Concerns & Support for Haultain Street Corridor Plans

Greetings,

My name [REDACTED] am a home-owner on Fernwood Road in Oaklands neighbourhood. I am a cyclist that uses my bicycle as a primary means to commute to work daily. Our family also walks at least once a day in the neighbourhood, especially with our pet dog.

I have reviewed the proposed plans online regarding the Haultain Street Corridor (west of Shelborne) and am emailing in my feedback of concern and support.

- I support the goal of reducing car volume and car speed on Haultain.
- I always support a divided two-way bike lane over any shared use approaches (this is especially relevant for the Haultain/Kings intersection)
- I am concerned at the lack of consideration to the serious harms and risks from north-south traffic crossing Haultain that are not addressed in this plan. This needs to be rectified.

The largest concern for my safety as a cyclist and my concern for my neighbourhood's pedestrians (especially children walking to and from school) is the amount of north-south traffic that crosses Haultain Street. These are cars that do not complete a full stop or aggressively cross Haultain Street from various north-south streets (but mainly Fernwood) despite stop signs. In fact, as a pedestrian with my dog and as a cyclist I have witnessed three incidents where a car has driven right across Haultain without stopping; in all situations a pedestrian or cyclist could have been seriously injured. Interventions must reduce the north-south traffic feeding into and more importantly crossing Haultain Street off of the small residential streets. These must reduce volume and speed of cars. We need to reduce cut-through traffic on Fernwood Road (going from Hillside to Bay), and encourage car drivers to use the larger Cook or Shelborne Streets instead. On Fernwood Road, several investments have already been made in curb extensions and median at Fernwood and Kings with no success. More intensive interventions are required to reduce volume, reduce speed, and increase safety of the neighbourhood's children, cyclists, and pedestrians.

Some potential solutions to ameliorate these risks:

- A divider at Fernwood and Haultain must force cars driving south/north on Fernwood to turn right onto Haultain, and restrict them from being able to cross Haultain in the north-south direction. This divider could also divert east-west car traffic on Haultain to have to turn right as well (but allowing cyclists to proceed east-west). Functionally, this form of diverter ensures that no cars are turning across a lane of traffic (bicycle or car).
- Implement a one-way travel direction restriction for cars on Fernwood Road. This creates more space for shared use of the road by cyclists and cars.
- Both of these solutions could be implemented together for optimal benefit of reduced car volume and speed as well as risks to cyclists and pedestrians.

I would be happy to speak with anyone from the City about my comments, and look forward to a response. Thank-you for your commitment to public engagement and to improving the safety and quality of life of our neighbourhoods.

Sincerely,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 3:56 PM
To: [REDACTED]
Cc: Engagement; comms@gvcc.bc.ca
Subject: RE: Haultain and Richardson bike lanes

Categories: Tracked To Dynamics 365

[REDACTED]
Hi

Thanks for getting back in touch.

I appreciate your clarifying your position on the proposed design from the perspective of equity for all transportation choices.

As mentioned in my previous email, City staff is reviewing all the public feedback and will continue to refine the designs. Your email will be added to the engagement findings for these projects which will be shared with Council.

Thanks again for your input.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 21, 2019 9:03 AM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Engagement <engage@victoria.ca>; comms@gvcc.bc.ca
Subject: Re: Haultain and Richardson bike lanes

Thank you Amelia for your response. My opposition to the proposed designs is not based solely on safety concerns, but is also due to concerns regarding equity. True All Ages and Ability routes provide transportation equity for my children, as well as their granddad, allowing them to have choices regarding how they will travel and allowing them access to a transportation network in the same way that drivers of vehicles are awarded that privilege. All ages and ability routes (that truly live up to their name) are necessary to provide safety and equity to all of our citizens. The design concepts for Kings Road do not appear to be truly suited for all ages and abilities, as my children and my father are unlikely to feel comfortable cycling within the proposed design.

[REDACTED]

On Thursday, December 19, 2019, 03:35:39 PM PST, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Kings Road.

I have noted your opposition to the proposed designs based on safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751



From: GVCC [REDACTED]
Sent: Decem [REDACTED] 8, 20 [REDACTED] 5:57 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain and Richardson bike lanes

Your email

[REDACTED]

Subject Line

Haultain and Richardson bike lanes

Do you support the GVCC's suggestions above?

Yes!

Additional comments

All bike lanes MUST be AAA - that is the only standard for our communities. My kids want to ride!! These are their streets too

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 3:27 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Feedback about proposed diverter at Fernwood Road and Haultain Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street and in particular the proposed diverter at Fernwood Road.

First, just to clarify, the proposed traffic diverter: maintains North South traffic on Fernwood at Haultain, restricts through traffic on Haultain, restricts any Left turns at the intersection, and includes a stop for North/South traffic at Fernwood and Haultain. I have noted your opposition to the proposed diverter based on your concerns about impacts to traffic on Fernwood and your suggestion to consider a right-turn-only diverter or a traffic circle (with speed humps) to meet desired traffic calming on Fernwood Road. I have also recorded your request for a digital speed reader board to support speed compliance.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 20, 2019 1:20 PM

To: Engagement <engage@victoria.ca>

Subject: Feedback about proposed diverter at Fernwood Road and Haultain Street

Hello,

I'm writing as a concerned resident of the area about the proposed diverter at the Fernwood/Haultain intersection. From what I understand, the proposal will allow for traffic to proceed - without a stop sign - through from Hillside Road to Bay Street.

I cannot express my disagreement with this proposal in stronger terms. Simply put, traffic on Fernwood Road already exceeds both the volume and speed that would make it a safe, family-friendly road to live on. There are over two dozen kids who live in the block between Kings and Haultain on Fernwood (and we have two under the age of 5). Over the five years that I have lived here, I have personally witnessed 11 incidents of violent/aggressive interactions between drivers on Fernwood and residents, usually prompted by a resident indicating a driver to slow down, or a resident backing out of their driveway and temporarily inconveniencing a driver. Over a dozen side mirrors have been smashed off to cars on our block alone since I have lived here. My husband was once followed to a shopping mall by a driver who was angry that he had been made to slow down. When we were taking my daughter to school on our bike, a driver verbally assaulted us both at the base of Fernwood road at Haultain, in front of our daughter. These incidents impact not only my sense of safety on the road, they make a difference to how I allow my children to interact with their neighbourhood.

The proposal for removal of the stop sign at the intersection of Fernwood and Haultain would send a message to drivers that a) Fernwood continues to be an ideal thoroughfare for traffic - particularly commercial traffic - from Hillside into the Fernwood neighbourhood and b) the primary objective of the change would be to facilitate easy, rapid, uninterrupted transport of cars, rather than promote people sticking to the 30 kilometers an hour speedlimit and being mindful of passing through a residential, kid-friendly neighbourhood.

Two alternative proposals have been voiced which I share below:

1. Install a diverter that would allow only right hand turns at that intersection except for bicycle traffic. This would allow residents to still use that road to access their homes easily and would stop people using Fernwood, Haultain and nearby routes as a main thoroughfare as having to make a series of stops and turns to access Bay to Hillside would drive traffic to the main roads (Hillside, Cook, Shelbourn and Bay)
2. Install a traffic circle that would at least cause the traffic to have to slow down to go up or down Fernwood through the intersection. This would have to be matched up with speed humps on both sides of Fernwood road to slow the traffic.

I would also ask that a digital sign indicating the speed of the oncoming car be installed both up and down the hill (similar to the one currently on Bay street), to give driver's some perspective of how fast they are actually going. I routinely see drivers going at least 50 kilometers per hour and, giving them the benefit of the doubt, I wonder if they even realize how fast they are going!

Please consider what it feels like to be a concerned parent who wants her neighbourhood to feel safe for her kids and sees only an increase in speed and volume of cars and commercial traffic on her street. I can be reached for further comment or questions at [REDACTED]

Best regards,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 3:16 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 Bicycle Network Design

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have recorded your support for the proposed design and noted your suggestion that the design could possibly go further to make the road safe for All Ages and Abilities. You're right, those are some of the arguments for people opposing the projects. Thanks for sharing your retorts.

We have received thousands of comments which are being reviewed by staff working on design. All feedback received will be considered in the preparation of recommended design concepts, which will continue to be refined through continued consultation with agency partners and further technical analysis. The recommended designs will be presented to Council in the first quarter of 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 20, 2019 2:28 PM
To: Engagement <engage@victoria.ca>
Subject: 2020 Bicycle Network Design

Hello,

I've just reviewed the proposed Richardson St designs and have some feedback. But firstly, I am a resident of the 1600 block of Richardson St. We are a family of 4 with 2 school age children that bicycle to school. I bicycle to work downtown and my wife drives the car (in addition to me on weekends). We have a Garden Suite that requires our tenant make use of street parking. I like to think we cover a wide array of road use cases.

Feedback

I attended the Richardson St corridor tour and was disheartened by the improvements that were discussed as I didn't think they went far enough to make the road safe enough for my 9 year-old to bike to school on her own. I liked the idea of traffic calming, but from what I heard, a painted dashed line was not going to do much. Having seen the proposed design with the traffic rerouting, speedhumps, and other calming techniques I am a bit more optimistic that this road can actually become a safe road for younger users. I know you must be receiving significant negative response to the proposed design but if you continue in this direction, we might produce a premier multi-use bikeway connecting South Oak Bay to Fairfield to the downtown core.

I can only guess that much of the negative feedback you are receiving is:

1) This will slow me down and lengthen my commute!!

Well not that much. Stick to the streets that don't encourage cycling or slow down a bit and share the road with cyclists of all ages and abilities.

2) This will displace traffic onto my street!!

Well, that depends on which street you live. I think that is the point in some cases like Fairfield/Fort (higher density housing, more commercial activity, etc.). I wouldn't worry about Rockland as it does not parallel Richardson for that long.

3) The road is fine as is. Just leave it alone!!

No it isn't. I'm fine with the street as is but I ride a lot. Currently, I insist my daughter ride on the sidewalk.

4) It will be harder to get home!

True, as a resident on Richardson St you won't be able to drive directly the entire length of Richardson St. to get home. This will effect my family too but we are happy to make that compromise.

5) Having cars share a single lane is stupid and unsafe!!

No it isn't and it is currently happening now. When passing cyclists and oncoming traffic, reasonable drivers are slowing down and waiting for the congestion to pass before crossing the yellow line and passing the cyclist. The proposed design is formalizing that arrangement and encouraging more drivers to adopt this technique.

Okay, thanks for reading this far and letting my voice feel heard,

Keep up the bold improvements please!

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 3:06 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for getting back in touch.

I have noted your position on the Richardson Street project including your suggestion to paint traditional bike lanes and maintaining free flow of traffic for motor vehicles.

Pedestrian improvements are an important part of all the bicycle infrastructure projects and Council continues to prioritize pedestrian infrastructure investments.

As mentioned in my previous email, your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 20, 2019 2:28 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Richardson Street

Thank you for your reply.

Perhaps Council could make a New Year's Resolution to halt its War on Cars.

Despite the huge amounts of taxpayer money they pour into expensive bike lanes, many of us want and need to drive our cars (and it is our right). We are the taxpayers who are helping to pay to help Council contribute to global warming by forcing more cars onto fewer roads instead of letting the traffic flow freely. As I stated and have heard many other people say, turning Richardson into a one-way street for cars is nothing short of extremely dangerous and will force more cars onto already busy roads heading East/West.

We simply do not understand why Council can't paint white lines on the road to indicate bike lanes. Far less money, better traffic flow! This, on top of closing off Vancouver Street may make a small number of people happy, but it does a great disservice to the rest of Victoria residents who can't or don't ride bikes.

Can we change the focus to pedestrians and start repairing all the uneven sidewalks in James Bay, for a start?

Sincerely,

> On Dec 20, 2019, at 2:01 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

>

> Good afternoon [REDACTED]

>

> Thanks for your email.

> We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

>

> I have noted your opposition to the proposed Advisory Bike Lane design concept.

>

> I can confirm that no change is not one of the options being considered at this time. Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The Richardson Street project - an important East-West connection in the network - is part of the phased implementation of the approved bicycle network.

>

> City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

> All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

>

> Your email will be shared with Council as part of the engagement findings for these projects.

>

> Thanks again for your input.

> Sincerely,

>

>

> Amelia Potvin

> Outreach Coordinator

> Engineering and Public Works

> City of Victoria

> 1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

>

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: December 11, 2019 11:04 AM

> To: Engagement <engage@victoria.ca>

> Subject: Richardson Street

>

> Please, please, please listen to the people who are speaking up on the issue of bike lanes on Richardson. The proposal is nothing short of insanity. We are so frustrated with this Council and their obsession with bike lanes that we don't know what else to say.

>

> Victoria BC

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 2:50 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Traffic Changes re:bike lanes on Richardson Street

Categories: Tracked To Dynamics 365

H [REDACTED]

Thanks for getting back in touch; I apologize for the delay in responding.

The preliminary design concepts for Richardson Street retained almost all on-street parking. In the particular case of your residence, some on-street parking may be impacted due to the addition of a sidewalk in that location.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

The intent of public consultation on these projects is not to explore whether the City should be pursuing road safety upgrades at all. Rather, we are looking for public feedback and input on possibilities around the design of the project. Through the public consultation process, we are looking to balance the priorities and needs of the community with the proposed design for the corridor.

The City placed advertisements in newspapers and through on-line social media channels, used our website, delivered notices to businesses, met with community associations, and placed signs on the corridor regarding this design input process. Thousands of people have been involved so far and we have collected a diverse range of comments, ideas and feedback.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

From: [REDACTED]
Sent: December 20, 2019 12:05 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Traffic Changes re:bike lanes on Richardson Street

Good morning
I appreciate you taking the time to respond...

My chief concern is that on street parking remain as is...I have no problem with bike lanes for the few bikes on our street

I have a problem with the city making the overall decision to make RICHARDSON street changes at all without first having the courtesy to talk with those of us living in this residential street...the proper way to have approached this would have been a community meeting before anything was planned in any way...
You apparently had four open house meetings of which I was not aware till after they finished...how was anyone informed of the meetings?
The city has an apparent fixation on bike traffic priorities over the wishes or needs of those of us who live in this area...

I will repeat the question I posed in my original email...how many people in the decision making process or management in city hall are affected by any of your proposed traffic changes in our area?

I feel we are not being treated in the manner we deserve as the tax paying public.

[REDACTED]
Victoria BC

[Sent from Yahoo Mail for iPad](#)

On Friday, December 20, 2019, 11:04 AM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept. I wanted to highlight that the proposed design looks to a sidewalk between Minto and Carnsew to address community requests for that improvement.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. [250-361-0300](tel:250-361-0300) ext.1751



From: [REDACTED]
Sent: December 10, 2019 9:50 AM
To: Jocelyn Jenkyns **Personal Information**

Cc: Engagement <engage@victoria.ca>

Subject: Traffic Changes re:bike lanes on Richardson Street

Last week a friend told me of the proposed changes of traffic flow on my home street...RICHARDSON Street in Victoria. I was surprised the we as home owners on this street that could be highly affected were not personally contacted about these proposed changes but rather told the bike lanes will be mandated through beaucratic means.

While watching the local news last night and seeing one of the city suggestions of bike lanes on either side of the street and one lane for cars would have to be about the most idiotic ideas possible...

Now we have parking allowed on one side of the street...which is a critical part of life for our family...we have six adults living in the house and four vehicles with a driveway holding two of these...so the other two park on the street.

On street parking is something we will not be prepared tp give up without a fight.

I would like to know how many of the people in city hall are affected in any way with the changes to traffic on their streets that would affect their basic structure of life in the ways you are proposing to foist on us?

I live in a home [REDACTED] street which is the only Richardson street address [REDACTED] they refuse to d [REDACTED] wish for...now changes can be proposed that may interfere drastically with my enjoyment of [REDACTED] without even the courtesy of any type of consultation...

I request that the city consult each resident on our street personally before deciding what changes will be made in regards to changes that affect all of us in this neighborhood.

Jocelyn....you and I have known each other for so many years...surely you know me well enough to know I am a senior citizen and retirement means not wanting to have unnecessary changes that cause stress in our lives.

I think at the very least we deserve a citizen meeting to discuss this issue.

Will I receive a reply to what I consider to be a very serious issue?

[Sent from Yahoo Mail for iPad](#)

Rob Gordon

From: [REDACTED]
Sent: January 2, 2020 2:30 PM
To: Amelia Potvin
Cc: Engagement
Subject: Re: Bike corridor on Kings between Blackwood and Quadra

Categories: Tracked To Dynamics 365

Hi Amelia,

Thanks for your response.

Did you record data for the entire month? What were the specific days in October 2018? Were you only monitoring speeds on Kings itself or did you take account of the volume and speeds of cars entering and exiting Kings? I ask this because the speeds and volume of traffic on the streets travelling N/S between Hillside and Bay is excessive in my experience, and getting increasingly worse.

My concern is that only considering Kings road to assess traffic calming needs for bicycles does not consider the needs for traffic calming in the neighbourhood as a whole. We need traffic calming along Kings to address the increasing problems on it's connecting roads (such as on Graham, where I live). Kings is a critical street that should be targeted reduce the vehicle speeds and cut-through traffic that residents are experiencing.

If not putting in traffic calming on Kings now will not preclude further data collection and traffic calming measures at a date in the near future, then I will see this as a wasted opportunity (and resources), but will continue to push for the data collection to support this in the future. However, I urge you, nevertheless, to conduct additional data collection now for two reasons. First, because we have seen increasing speeds and volume of traffic over the last year, so I believe, sincerely, that your data is outdated. Second, I don't believe that collecting data solely on Kings road provides a whole picture of what our neighbourhood's needs are with respect to building a livable community for all.

Thank you for your consideration,

[REDACTED]

On Jan 2, 2020, at 1:58 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Hi [REDACTED]

Thanks for getting back in touch, I apologize for the delay in responding.
The data was collected by the City in October 2018. Vehicle speed and volumes are recorded 24 hours per day using automated counters.

Thanks again for providing feedback.

Happy New Year,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

<image001.gif> <image002.png> <image003.gif> <image004.gif> <image005.gif>

From: [REDACTED]
Sent: December 18, 2019 6:53 PM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: Re: Bike corridor on Kings between Blackwood and Quadra

Hi Amelia,

Would you kind provide details of the data collection process, including when, what time of day the data was collected, how, and who participated in that data collection?

Thank you,

[REDACTED]

On Dec 18, 2019, at 3:50 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon [REDACTED]
[REDACTED]

Thank you for your email.
We have included your feedback suggesting additional traffic calming on Kings between Blackwood and Quadra and that you are not supportive of the proposed design unless it includes that suggestion.

Based on data collection along that section of Kings, the vehicle speeds and volumes are within the comfortable range for a shared use road which is why no additional traffic calming is being proposed for that section with this project.
We will continue to monitor vehicle volumes and speeds through data collection and will make adjustments/interventions if required.

Thanks for getting in touch and providing input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

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From: [REDACTED]
Sent: December 4, 2019 7:17 AM
To: Engagement <engage@victoria.ca>
Subject: Bike corridor on Kings between Blackwood and Quadra

Dear fine people developing the bike lane plan,

I recently looked at the new plans for bike lane construction through my neighbourhood, which I support in general (<https://www.vicnews.com/news/victoria-unveils-next-phase-of-bike-lane-network/>).

However, I am sincerely disappointed to see that you've reached the conclusion that there needs to be little traffic calming along Kings because there are low traffic speeds. For years my neighbours have been advocating for traffic calming and the collection of data to address the steady increase in both cut-through traffic and speeding vehicles through our neighbourhood streets. We have sent letters, shown up at meetings, and have started a Facebook group to discuss this ongoing problem. For this reason, I am very unhappy that your design plan is not addressing this issue. I simply do not feel like the voices of residents have been heard.

My input is therefore that I am not supportive of a bike lane along Kings from Blackwood and Quadra unless they are accompanied by traffic-calming measures to ease the traffic pressures already being experienced by the residents living on the streets running along that corridor. This is because I suspect that major changes to the road will be less likely after the bike lanes are in place.

I also want a response indicating that you have received this input (not a form letter, please), information as to how you reached the conclusion you have about the lack of need for traffic calming to accompany the bike lane, and what steps you are going to take to reassess your conclusions about car speed and traffic along Kings.

Thank you for your time,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 2:00 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Re New Bike Lanes in 2020

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thanks for getting back in touch.
I apologize for the delay in responding.

The Bicycle Network Improvement projects are planned for the end of 2020.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 19, 2019 9:11 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Re New Bike Lanes in 2020

Which project? The current ones or the bike lines?

Thanks

Sent from my iPhone

On Dec 19, 2019, at 8:58 AM, Amelia Potvin <apotvin@victoria.ca> wrote:

[REDACTED]
Good morning

Thanks for getting back in touch.
These projects are planned to go ahead around the fourth quarter of 2020.

Thanks and kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

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From: [REDACTED]
Sent: December 5, 2019 3:09 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Re New Bike Lanes in 2020

Hi,

Thank you for clarifying the date that was my mistake. However the decompression time for residents are still a potential problem. The projects that are currently being worked on seem to be making little and in some cases no progress which will likely mean they will finish late. If this occurs, residence will have little time for a brake before this project starts. Perhaps 2023 or even 2024 would be better?

Again thank you for your time

[REDACTED]

From: Amelia Potvin <apotvin@victoria.ca>
Sent: December 5, 2019 12:16 PM
To: [REDACTED]
Cc: Engagement <engage@victoria.ca>
Subject: RE: Re New Bike Lanes in 2020

Good morning [REDACTED]

Thank you for your email.
Council has directed staff to build a 32km network of All Ages and Abilities cycling infrastructure by 2022.
The 2020 projects are part of the phased approach to implementing this network and the projected timeline for construction for these projects is at the end of 2020.

More information on the 2020 projects is available online at:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

If you have any questions or comments on any of the projects, don't hesitate to get in touch.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

<image001.gif> <image002.png><image003.gif> <image004.gif> <image005.gif>

From: [REDACTED]
Sent: December 4, 2019 9:18 PM
To: Engagement <engage@victoria.ca>
Subject: Re New Bike Lanes in 2020

Not in 2020. The people who live in Esquimalt are sick to death of the constant construction, speeding dump trucks, potholes destroying our cars, and traffic jams (mostly caused by ZERO heads up from the construction companies as to what roads they are ripped up when). Give people at least two years of no major construction then bring back the proposal.

Thank you for your time,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: January 2, 2020 9:28 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain bike route planning

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your support of the City's continued bicycle infrastructure improvements and your support for the proposed improvements on Haultain, in general.

I have added your suggestions for a traffic circle, rather than a diverter at Fernwood Road, together with traffic calming interventions in other locations to calm traffic on the Fernwood hill.

I have also noted your concerns around the potential impacts to businesses at Haultain Corners due to reduced motor vehicle traffic along the corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 18, 2019 9:45 AM
To: Engineering Email inquiry <eng@victoria.ca>
Subject: Haultain bike route planning

Unlike the vocal (minority I assume) folks on social media, I am very much in support of Victoria plans to expand safe cycling routes and bike lanes. I think great work has been done so far and can't wait for better network connections.

I think in general the plan is great. I live in the neighbourhood on Shakespeare Street near Haultain and walk, cycle, and drive in the area. Haultain already sees a lot of cycling traffic, so it makes sense to support that and to try to make it better.

I like the plans to reduce cut through traffic along the route, but I am concerned about limiting Fernwood at Haultain to north south traffic. I would prefer to see a round about here and some traffic calming on the hill on Fernwood between Haultain and Kings or reduction of traffic from Hillside (for example, no left turns onto Cedarhill Rd from hillside) or remove the through traffic at that intersection. Even changing the traffic light there to just be a pedestrian crossing and not for through vehicle traffic would be an improved for reducing speeding traffic down the Fernwood hill.

I also worry that some of the smaller business at Haultain corners might see a loss of customers if the 22 bus route moves to Bay Street and vehicle traffic is too limited to the neighbourhood. The small shops are a wonderful local gem and I would not want to see them suffer. As a cyclist, I appreciate that cyclists are customers, but worry about any loss of business for smaller shops with tight margins.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 4:53 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed traffic calming at Fernwood Road and Haultain

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed traffic diverter at Haultain and Fernwood Street based on your safety concerns. I have also added your suggestions to either implement a traffic diverter that does not allow through movements on Fernwood or a traffic circle to meet the desire for additional traffic calming on Fernwood.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 17, 2019 10:35 PM
To: Engagement <engage@victoria.ca>
Subject: Proposed traffic calming at Fernwood Road and Haultain

Hello,

I live on Fernwood Road, between Bay and Haultain. I recently became aware of the proposed traffic diverter at intersection of Fernwood Road.

The traffic on Fernwood is currently problematic. I have had my mirror taken off three times in the last couple of years. Cars continually speed and the volume is only increasing.

I am concerned that the addition of a diverter will increase traffic flow down Fernwood by 1. forcing traffic from Haultain, down Fernwood and. 2. Allowing for faster movement up and down the hill. In addition, this will increase traffic in the surrounding side streets.

Please note, I am a full supporter of increased bike use and bike safety in this city. My concern stems from the safety of my young son, family and neighbours on this street.

The following two options, I believe are exponentially better solutions:

1. Install a diverter that would allow only right hand turns at that intersection except for bicycle traffic. This would allow residents to still use that road to access their homes easily and would stop people using Fernwood, Haultain and nearby routes as a main thoroughfare as having to make a series of stops and turns to access Bay to Hillside would drive traffic to the main roads (Hillside, Cook, Shelbourne and Bay)

2. Install a traffic circle that would at least cause the traffic to have to slow down to go up or down Fernwood through the intersection. This would have to be matched up with speed humps on both sides of Fernwood road to slow the traffic.

Many thanks for your time!

██████████

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 4:51 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain Bike Lane feedback !!FERNWOOD!!

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed traffic diverter at Haultain and Fernwood Street based on your safety concerns. I have also added your suggestion to implement a traffic diverter that does not allow through movements on Fernwood or additional traffic calming on Fernwood – such as speed humps. On the speed limit, the proposed design does include a lowered speed limit along the length of the corridor – to 30km/hr

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 17, 2019 10:30 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain Bike Lane feedback !!FERNWOOD!!

To Whom It May Concern,

My wife, my 3 children and I have lived on Fernwood road for 3 and a half years. We live [REDACTED] approaching Haultain st. As you know Fernwood has a posted speed limit of 30k. You may also know or have heard most drivers using the road feel entitled to use it as some kind of legacy short cut. They ignore the speed limit and some even drive at speeds up to 70 and 80km, we've seen doors taken off, side mirrors clipped frequently, aggressive tailgating or even passing of drivers (and cyclists) who actually try to follow the posted limit. There are at least 25 children who live on Fernwood between Kings and Haultain not to mention those from the surrounding area who have to navigate the crosswalks and intersections. It is a family street, as are others in the area, and it needs more attention as the proposals for the Haultain bike route move forward.

As I understand it, the intersection at Fernwood and Haultain will have a diverter forcing cars off Haultain onto Fernwood, and one at Cedar Hill and Fernwood keeping cars on Fernwood. Right now there is a 4 way stop at the Fernwood/Haultain intersection, it's unclear what happens with the diverter in place. Will cars driving Fernwood have no checks in place from Hillside until Bay, allowing them to gain even more speed? How will bicycles even be expected to cross Fernwood safely? Fernwood needs more attention before this plan goes any further.

I would support a plan that also focuses on more calming measures on Fernwood and Haultain. Speed Humps along both corridors would be a huge win, cars on Haultain avoiding Bay street's 40km limit need to be slowed as well. Traffic circles or 4 way right turn diversion would be a step forward as well. The area bordered by Hillside, Cook, Shelbourne and Bay is residential and should not have traffic forced through it on streets that are too narrow and populated to sustain the volume they are already receiving. More effort needs to be made to avoid this. As of now this plan is favouring the automobile and allowing it less restricted access through our neighbourhood and further endangering those who live here.

Regards,
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 4:43 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Fernwood Rd

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed traffic diverter at Haultain and Fernwood Street based on your safety concerns. I have also added your suggestion to implement a traffic diverter that does not allow through movements on Fernwood to meet the desire for additional traffic calming on Fernwood.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 17, 2019 9:20 PM
To: Engagement <engage@victoria.ca>
Subject: Fernwood Rd

I live at the corner of Fernwood Rd and Haultain St. and I am writing to you with concerns about this particular intersection and Fernwood Road in general.

While this part of Fernwood Rd is 30km/hour, no one ever travels at this speed. There is a 4-way stop at the bottom of a hill that seems to confound many drivers - and many believe that they don't need to stop at all!

This is a narrow road, with parking on both sides, and yet, drivers seem to think this is a great way to zip through the neighborhood north-south while avoiding Cook St.

I am concerned that the proposed traffic calming efforts for Haultain St are not taking Fernwood Road (particularly the section between Hillside and Bay) into consideration. I see that there is a diverter proposed that will push traffic off of Haultain, which I think is a fantastic idea. However, it doesn't do anything to calm traffic from Fernwood Rd, in fact, I am worried that it will increase the load.

Please consider some other options that will calm traffic on Fernwood Rd, that will make it a less appealing travel through and encourage vehicles onto Cook Street or Shelbourne. There are many families and small children who live on Fernwood Road; all of us can tell you about traffic speeding down our street, blowing through the stop signs and putting all of us at risk.

If you'd like to come and hang out on our corner anytime, you can see what's going on with your own eyes!

Sincerely,



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 4:41 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Fernwood Road

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed traffic diverter at Haultain and Fernwood Street based on your safety concerns. I have also added your suggestion to implement a traffic diverter that does not allow through movements on Fernwood.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 17, 2019 9:11 PM
To: Engagement <engage@victoria.ca>
Subject: Fernwood Road

To Whom It May Concern,

I have already written an email to the council and mayor about concerning the heavy speeding traffic along Fernwood Road but have just been send this contact.

I recently moved from a quiet street in Fernwood to an apartment between Haultain and Kings.


I was shocked by the amount of traffic and the speed at which cars travelled along this very narrow road. I spoke to neighbors about this and found out this has been an ongoing problem for many many years. Many neighbors said that their car mirrors had been damaged by cars going in opposite directions, hitting them due to speed and the narrowness of the street.

Now there seems to be a proposal to change the intersection at Haultain and Fernwood that would increase the traffic even more.

The street has many young children living on it and it is dangerous to exit your car on the street. People speed up and down the hill (even though the speed limit is 30 mph very few drivers go much faster).

As a resident who has to park along Fernwood, I am strongly opposed to any changes that would increase the traffic and pose more of a danger to residents and children in the area.

Thanks you for your attention to this matter.



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 4:39 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain Diverter

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to any traffic diverters on Haultain Street based on the inconvenience and frustration they cause to motorists accessing to the neighbourhood.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 17, 2019 5:41 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain Diverter

Hello,

Please do not install another diverter on Haultain Road. It is already difficult and frustrating to drive in my neighbourhood.

Thanks,

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 4:37 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Traffic change at Fernwood and Haultain

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed traffic diverter at Haultain and Fernwood Street based on your safety concerns. I have also added your suggestion to implement a traffic diverter that does not allow through movements on Fernwood or additional traffic calming on Fernwood – such as speed humps.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 17, 2019 5:08 PM
To: Engagement <engage@victoria.ca>
Subject: Traffic change at Fernwood and Haultain

Hi, I don't love the proposed plan for Fernwood and Haultain. I think preventing Fernwood from being a thoroughfare between Bay and Hillside is more important - the current plan will actually endanger bikes travelling on Haultain through that intersection. And Fernwood is too skinny, with parked cars, for it to serve as a main route very well.

I think a right-turn-only diverter would be favourable, as it still enables some local traffic, but prevents cut-through traffic. If not then the existing 4-way stop with a speed bump on Fernwood between Bay and Haultain would be favourable.

FYI I live on Belmont between Kings and Ryan. I am not a cyclist but I am a pedestrian (dogs). The safety of cyclists on Haultain, and pedestrians in that intersection, is very important to me.

Thanks,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: [REDACTED] 019 4:31 PM
To: [REDACTED]
Cc:
Subject: RE: Fernwood Haultain Intersection

Categories: Tracked To Dynamics 365

H [REDACTED]

Thank you for your email.

We appreciate your interest in the proposed improvements and appetite for additional traffic calming on Fernwood Road. I noted your opposition to the proposed diverter (as I mentioned in an earlier email to you) and have added your suggestion that the diverter allow right turns only to meet the desire for additional traffic calming.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: Engagement <engage@victoria.ca>
Sent: December 18, 2019 7:52 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: FW: Fernwood Haultain Intersection

From: [REDACTED]
Sent: December 17, 2019 5:00 PM

To: Engagement <engage@victoria.ca>

Subject: Fernwood Haultain Intersection

Hello,

A member of our neighbourhood group just had a conversation with the engineering group at City Hall. They confirmed with us that the proposal at this point is to allow north and south traffic flow down Fernwood from Bay to Hillside. This CAN NOT happen!!! The neighborhood group will be replying to this email account with our suggestion to “only allow right turns at that intersection.” That will reduce the amount of traffic wanting to use Fernwood as a cut through and in turn, remove a LARGE amount of traffic that will be surrounding that new bike lane. (Which were all for). The only traffic on Haultain, will be local traffic wanting to get to the main corridors. (Bay, Cook, Hillside and Shelbourne)

We’re begging for this current proposal not to happen!!!! It would be a nightmare for people in the neighbourhood and even worse for the bikers on this new lane. That intersection at Fernwood and Haultain will be a constant stream of traffic crossing the bike path! I live 5 seconds away from that intersection and constantly see vehicles run that stop sign trying to get to Bay as fast as they can. With increased traffic, bikers lives will be in danger!!!! As a biker and resident of that area, it’s the wrong solution. Make it annoying for people in cars wanting to use Fernwood/Haultain as a cut through to Hillside and Bay and you’ll solve the traffic problem and create a safe bike path west and east. I’m a driver in this area, and yes it would I convenience me, but the focus is on the bike lane. Remove traffic down Fernwood and you’ll remove traffic on the bike lane!!!

Cheers!

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 3:11 PM
To: [REDACTED]
Cc:
Subject: RE: Richardson traffic plan

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your concerns about impacts on adjacent streets.

For background: Council has approved a 32km All Ages and Abilities bicycle network and the 2020 projects are part of the phased implementation of the network.

As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation. Based on this information, I can confirm that no change to Richardson is not one of the options being considered but, as mentioned, I have noted your opposition to the proposed Advisory Bike Lane design.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,


Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]

Sent: December 17, 2019 8:05 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson traffic plan

Please dear god do not play chicken with the proposed traffic plan. Who gives way in the one-lane car setup and who whacks innocent cyclists as cars duck into their lanes?
As for increased traffic on Fairfield, please check accident statistics! Already congested past Fairfield Plaza then before and after school at Margaret Jenkins and Sir James Douglas elementary schools, all within several blocks. Not to mention playgrounds, two medical clinics, convalescent home and Petro Canada gas station!
Thanks and please listen.



Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 2:27 PM
To: [REDACTED]
Cc:
Subject: RE: Kings-Backwoods-Haultain Corridor
Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your support for the cycling improvements in general as well as your concerns about the implications of the proposed diverters at Haultain and Cedar Hill on traffic volumes on Fernwood Road.

The public engagement period is now closed for these projects – it was Open from October 11 to December 15.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 9:36 PM
To: Engagement <engage@victoria.ca>
Subject: Kings-Backwoods-Haultain Corridor

Hi there,


I have been reviewing the plans for a bike corridor along Haultain Street. While I'm generally supportive of building bike corridors, as a resident of the neighbourhood I do have some concerns about the plans that have been circulated.

I have lived on Fernwood Road, between Haultain and Hillside for the past 8 years and over that period I've seen significant increases in the traffic on Fernwood Road. It's already become congested with very few vehicles are respecting the 30km / hour speed limit. It's fairly common for residents on this stretch of road to lose their driver side mirrors if they've parked on the street. Backing out of the driveway in the morning is getting trickier.

When I look at the proposed plans I can't help but wonder how Fernwood Road is going to accommodate even higher volumes of traffic with plans to divert vehicles from Cedar Hill Road onto Fernwood above and from Haultain onto Fernwood below.

I am concerned that, despite residents trying to work with the city to calm traffic on this stretch of road, the city has responded by coming up with a plan that looks like it will do the opposite.

Please keep me informed of any public engagement meetings that will be taking place on this.


Concerned Resident

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 2:19 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Redesign Needed... Haultain/Fernwood

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thanks for these follow up comments.

As I noted in the last email, I've noted your opposition to the proposed diverter at Haultain and Fernwood Road based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 8:24 PM
To: Engagement <engage@victoria.ca>
Subject: Redesign Needed... Haultain/Fernwood

Hi there,

A large number of folks in our neighbourhood just saw the proposed details for the Haultain / Fernwood intersection. This isn't going to work, and you're going to hear about it from everyone. You CAN NOT force more traffic down Fernwood Rd. This will be a disaster for the bike lane... and the people living on this street. The amount of cars wanting to cross Haultain will be insane. Vehicles already run those stop signs at Haultain and Fernwood and rush

through the intersection... you're setting up the bikers for a lot, ALOT of accidents. DO NOT DO THIS! Can you please send on the next meeting to discuss this plan...

Thanks!



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 2:16 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain Bike Lanes

Categories: Tracked To Dynamics 365

Hi again [REDACTED]

Thanks for following up with this question.

The proposed diverter at Haultain Street maintains North-South traffic on Fernwood Road, restricts through traffic on Haultain Street at Fernwood Road, and restricts Left turns on and off Fernwood Road.

I have noted your opposition to a traffic diverter that would divert traffic onto Fernwood Road.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 6:59 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Haultain Bike Lanes

Hi there... a lot of folks in the Fernwood and Haultain area need some clarification on how traffic will be diverted. (At Haultain and Fernwood Rd) If the city's plan is to divert traffic ONTO Fernwood... ohhh boy.. you'll have a thousand people with burning torches outside city hall.. haha.. Can I get someone to confirm what the proposed traffic pattern will be? Are there any more meetings about this proposed change?

Thanks again!

[REDACTED]
On Sun, Dec 15, 2019 at 5:46 PM [REDACTED]

> wrote:

Hi there,

Just wanted to send a quick email to say all the neighbours around Fernwood Rd / Haultain are extremely pleased with the proposal to move traffic away from the neighborhood and create the much needed Haultain bike route. Well done!!

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 2:00 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Traffic calming on Fernwood road.

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I completely sympathize with your situation, that sounds terrible.

I have added your comments and concerns that the proposed traffic diverters at Fernwood and Haultain and at Cedar Hill would have negative implications to traffic speeds and volumes on Fernwood Road.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 3:00 PM
To: Engagement <engage@victoria.ca>
Subject: Traffic calming on Fernwood road.

Hello,

I'm not sure where I need to ad my input for the traffic calming on Haultain but I will start here and if I'm in the wrong spot maybe someone can direct me to the right people?

I live on Fernwood road between Bay & Haultain street. I have been actively trying to get traffic calming on our street since 2014. We have had our mirrors taken clean off our car 3 times, my wife has been almost hit and verbally assaulted for holding up traffic while trying to get our child out of the car safely & I have also been verbally abused and threatened with physical abuse many times for yelling at people to slow down. I have called & written the police as well as the city many times.

I am very happy to see something being done on Haultain,

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

However, I have a few concerns with the city plans for our block between Bay & Haultain and for the residents up the hill on Fernwood road between Haultain and Hillside. If you plan to block Cedar hill and direct more traffic down Fernwood then it will only make our situation worse on Fernwood road. As it stands we have a very serious situation with too many people driving way too fast through our block already because...

A. They are trying to make the green light from Haultain to Bay up Fernwood. Recently the city installed turning lanes which has only made the issue worse as now there is not a car stopped waiting to turn to slow them down.

Or

B. They are going down Fernwood towards the lights at Bay Street and they race to catch the lights there causing them to be going way too fast when they enter our block between Bay and Haultain.

I feel that if we were to install a traffic circle at the Fernwood/Haultain intersection, install a couple of speed humps in the middle of our block & put parking down both sides during the day & night that would slow people down considerably.

As more and more suites have been approved in our neighborhood it has been harder and harder to find street parking. Having day and night parking for residents on our block would be a huge improvement for residents as well as a natural traffic calming solution.

I would love to hear back from anyone that could direct me to the right person to speak with about this or where I can make the voice of my family and neighbors heard to the people making these decisions.

Thank you for your time,

██████████

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 1:07 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson Street proposed a bicycle lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your concerns about diverting traffic from Richardson to adjacent streets.

Council has approved a 32km All Ages and Abilities (AAA) cycling network. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 16, 2019 2:17 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street proposed a bicycle lanes

hello,

I am a resident on Richardson Street and ride my bicycle almost daily into the city. I am also a car driver.

I lived for many years in Europe and I'm totally open to the idea of using new concepts to improve the traffic in Victoria.

However, I do not understand why the city is trying to reduce the number of cars on Richardson Street. There is a

morning rush-hour and an afternoon rush-hour and otherwise the street is not more than moderately busy. Even these so-called rush hours are not extremely busy in themselves.

I don't really see the value in changing how Richardson Street is managed as this will only force the existing traffic to move over to either Fairfield or Rockland Avenue. It seems more like a solution for a problem that does not exist...

I hope you take my opinions into account and create the best decision for the city.

Cheers,

A solid black rectangular box used to redact the sender's name.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 1:00 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Failure of engage@victoria.ca

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.
Though I can't determine what issue you are encountering based on what you've described, I would gladly include your feedback if there's anything you'd like to send in via email.

If you'd like to include your feedback, simply send your comments in a reply to this email.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED] <[REDACTED]>
Sent: December 16, 2019 2:08 PM
To: Engagement <engage@victoria.ca>
Subject: Failure of engage@victoria.ca

Today I tried multiple times to provide feedback on the Richardson Corridor proposal using your advertised feedback process.

The process failed multiple times:

"Hold on while we retrieve your emails", eventually followed by the message "nothing has arrived yet".
It then it loops through the messages, not allowing me to continue adding to my message.

This is very frustrating, and reflects very badly on the IT capabilities of the City of Victoria.
This is not the first frustration I have had with so-called citizen engagement.

[REDACTED]
Earle Street

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 12:54 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: bike lanes and traffic control

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]
[REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to any continued bicycle infrastructure improvements. Council has approved a 32km network of All Ages and Abilities bicycle infrastructure and the 2020 projects, including Richardson Street, are part of the phased implementation of that network. I can confirm that no change is not one of the options being considered based on the approved network. However, I have noted your suggestions to allocate funding for education and enforcement for all road users.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED] <[REDACTED]>
Sent: [REDACTED] 6, 2019 [REDACTED]
To: Engagement <engage@victoria.ca>
Cc: letters@timescolonist.com; stevedwallace@shaw.ca; Shannon Perkins <shannon.perkins@vicpd.ca>; info@oakbaypolice.org
Subject: bike lanes and traffic control

Thank you for the opportunity to address our bike lane and traffic issues.

My concerns, along with many other residents, are with the rapid growth of population in the Victoria area which brings with it a tremendous amount of vehicle, bike and pedestrian traffic.

Vehicles

1. Uncontrolled speeds with arrogance and carelessness by an increasing number of drivers has made our roads very dangerous.
2. I walk our dogs at least 3 times a day within Fairfield, Richmond, Oak Bay Ave. and Foal Bay Rd. as a perimeter which is the area I was born in over 78 years ago and still reside.
3. Every day I see excessive and careless speeds with no police presence.
4. I have called many times for police help. They have responded but I have been told that they do not have enough officers to monitor traffic on a continuous basis.
5. The recent traffic disaster on Ash Rd. that has destroyed a young child's right to a normal life and her family given a life sentence of anguish should be enough to to put at least 2 new officers on staff right now and 2 more by June 1, 2020 to enforce traffic speed limits for thoughtless aggressive drivers behind the wheel of a murderous weapon.

STOP THE BIKE LANE EXPENSIVE MADNESS AND PUT THE MONEY INTO TRAFFIC POLICING.

6. Stiffen the laws for traffic violations and educate drivers, cyclists and pedestrians by all means available so we can all have more respect for each other to calm things down.

Wallace Driving School owner Steve Wallace has given us the only educational effort I have ever seen. Thank you Steve.

Cyclists

1. The increase of bike traffic and bike lanes in Victoria downtown created a " choked " environment for everyone. I see many riders with no concept of the " RULES OF THE ROAD " .

- no hand signals
- no helmets
- running red lights
- no lights for night travel
- aggressive behaviour now that they have their own "territory" on our roadways

2. Bike lanes are an expensive disaster downtown. Many others and myself have given up entering the downtown area. Mission accomplished I would say by our leaders

- The plans for more of the same for Richardson will quickly become will quickly become the same expensive disaster

- The result will be high speed traffic going to Fairfield and Oak Bay Ave.

- Some emboldened riders are a menace when they have no respect for anyone but themselves as some vehicle drivers do also, BAD MIX!

- Stop the bike lane expensive madness and educate everyone to obey speed zones and have respect for each others mode of travels

- Put the money into traffic officers and educational programs.

Sincerely,

[REDACTED]
Cowichan Street
Victoria, BC [REDACTED]

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 12:48 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments on the design concepts for the 2020 Bicycle Network Improvements.

I have noted your opposition to any continued bicycle infrastructure improvements. Council has approved a 32km network of All Ages and Abilities bicycle infrastructure and the 2020 projects are part of the phased implementation of that network. I can confirm that no changes are not one of the options being considered based on the approved network. However, I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 1:32 PM
To: Engagement <engage@victoria.ca>
Subject: bike lanes

Please stop with the bike lanes. And especially the pathetic design I have seen for Richardson St. Leave Richardson St. alone and leave Vancouver St. alone. Stop trying to change the whole town for the worse. Chek

News did an informal poll the other night and the question was “where do you think the priority should be with transportation”? The overwhelming response was CARS and TRUCKS!!..then public transit..and at the bottom with a paltry 5% was bikes. In the Times Colonist on page A3 the other day, the Cowichan mayor stated when 80% of the citizens speak out against something, he listens. So why dont mayor and council listen to the citizens of Victoria when the majority clearly dont want anymore bike lanes????...I call it a dictatorship. Stop, just stop!!



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 12:02 PM
To: [REDACTED]
Cc: Engagement; comms@gvcc.bc.ca
Subject: RE: Please make Haultain and Richardson AAA

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the 2020 Bicycle Network Improvements.

I have noted your opposition to the proposed designs on Richardson and Haultain Streets and added your comments to improve safety along those corridors in the context of the GVCC's suggestions.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 8:05 AM
To: Engagement <engage@victoria.ca>
Subject: Please make Haultain and Richardson AAA

Your email

[REDACTED]

Subject Line

Please make Haultain and Richardson AAA

Do you support the GVCC's suggestions above?

Yes!

Additional comments

I use those streets, especially Richardson. The animated video of the advisory bike lane plan was terrifying. Someone on a bike will get killed one day. Please change the design.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 11:58 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bicycle Network Improvements - Preliminary Plans for Haultain Street

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for following up with this question.
In short, the topography on Kings make is much less attractive for an All Ages and Abilities cycling route.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.
Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 11:57 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Bicycle Network Improvements - Preliminary Plans for Haultain Street

A quick follow-up to my previous email about the Haultain Bike Corridor.

Why not make Kings the corridor?

It already had traffic calming throughout its run. From Cook straight on through with diverters and traffic circles already in place. And I know for a fact that its vehicular traffic is much slower and less congested than Haultain and it is just one block away.

Explain to my why that isn't a reasonable solution, please?

Regards,

[REDACTED]

On December 15, 2019, 10:27 PM PST [REDACTED] wrote:

Attn: City of Victoria staff and city council,

I am not at all pleased with the preliminary plans on Haultain Street for the new bicycle network improvements.

The idea of limiting through traffic for motorized vehicles at Fernwood and Haultain is shortsighted. The backup of vehicular traffic on Fernwood and Bay - both motorized and non-motorized would be great and clog up that intersection. In addition, with the plans to put a traffic circle on Avebury and Haultain makes the Fernwood/Haultain diverter overkill.

In addition, putting diverters and traffic circles on Haultain all but eliminates this street being used as a bus route. I realize the plan is to move the bus to Bay Street BUT with the number of kids taking the #22 and the idea of making transit more convenient and safe for riders it would mean that there would need to be more crosswalks put on Bay Street. That would slow traffic there as well - including cyclists who (in my first-hand experience) do not always stop at the crosswalks when pedestrians cross on Haultain. (All people operating vehicles of any kind should obey the rules of the road.)

The vehicles travelling on Haultain have done a good job of self-regulating in my 15+ years of living on this street. Even with a bus route on this road and parked cars, vehicles that are going at a reasonable speed (and paying attention/following the rules of the road whether cycling or driving) have navigated the run between Fernwood and Shelbourne quite well.

Painting on the street seems redundant as well and a misuse of taxpayer funds. It's a residential street that has shared traffic for years; it's not a street like Fort or Pandora.

I believe the best solution for this portion of the cycling route is to lower the speed limit to match Bay Street (40km/hr) or even the 30km/hr speed limit on Fernwood. Then enforce that limit. Spend the money on policing instead. Making our streets safer for riders and pedestrians is well within the mandate of the police department so allocate more funds there so policing traffic can be more efficient and effective.

Some of the elements of this initial plan are great jumping off points but the ones I've mentioned above are going to cause more problems than progress. More work needs to be done here. Please take this under advisement.

Regards,

[REDACTED]
[REDACTED] Haultain Street
Victoria, BC

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 11:46 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Lane Proposal

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted, on behalf of you and your six co-signers, opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your concerns.

On social media entries, posting to social media is not part of the public participation process.

Some of the comments included in your letter were already sent in (verbatim) and those have already been recorded.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 11:05 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Bike Lane Proposal

Hello,

Please find attached our letter containing feedback on the preliminary design proposals regarding the Richardson bike lane.

Thank you.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 11:36 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain bike corridor

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed shared-use design for Haultain Street including speed humps and traffic diversions. I have also added your comments to support added/improved crossings at Bay Street to support accessing transit stops on either side of the street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 10:40 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain bike corridor

I am 15 year resident of Haultain street (between Asquith and Avebury) and I am appalled by some of the proposed changes to the street to accommodate bikes.

I ride my bike on the street and drive and walk on it and I truly believe a lot of these changes are going to cause more issues than solve issues.

The idea of restricting turning on and off the street more at Haultain and Shelbourne and then putting in turn restrictions at Fernwood is insane. I already at times have to drive out of my way to get be able to get onto my street if approaching the Shelbourne intersection from farther up Haultain or from the wrong direction.

Now you want to make it so I can't drive to my own home from both directions.

Are you planning on putting in the same kind of speed bumps as around Oaklands elementary? Do you know how many vehicles are damaged on those every year? And I'm not talking about people driving fast. I am talking about certain models of vehicles that can barely clear those bumps while driving 30km/hr.

As for moving the transit to Bay Street. I can look out my window and see how many people with canes and walkers and how many middle school and high school kids take the bus on Haultain. I would hope you have considered assed quite a few extra pedestrian activated crosswalks to Bay Street to make it safer to get to the bus stops on either side of the street.

I am worried the number of speed bumps, traffic circles and other traffic calming measure on the section of Haultain between Cook and Shelbourne is too much and could actually cause more frustration and traffic problems.

The street has gotten much busier, partly due to an increase number of rental units and more individuals living in each house. This has greatly increased the number of parked cars on the street. As a result traffic is already often backed up with intersections being the only areas that there is actually enough room for 2 way traffic. I think making it harder to go around intersections could potentially cause more back up of traffic.

I love my neighborhood but honestly some of these changes make me want to move.

I really hope you will consider cutting back on the number of these traffic calming solutions you plan to implement.

██████████

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 11:31 AM
To:
Cc: Engagement
Subject: RE: Bicycle Network Improvements - Preliminary Plans for Haultain Street

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to the proposed concept on Haultain Street including the diverter at Fernwood and the paint markings. I have added your support for the proposed lowered speed limit and added/improved crosswalks on Bay Street. I have also noted your suggestion to spend funds on increased policing rather than infrastructure improvements.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED] <[REDACTED]>
Sent: December 15, 2019 10:27 PM
To: Engagement <engage@victoria.ca>
Subject: Bicycle Network Improvements - Preliminary Plans for Haultain Street

Attn: City of Victoria staff and city council,

I am not at all pleased with the preliminary plans on Haultain Street for the new bicycle network improvements.

The idea of limiting through traffic for motorized vehicles at Fernwood and Haultain is shortsighted. The backup of vehicular traffic on Fernwood and Bay - both motorized and non-motorized would be great and clog up that intersection. In addition, with the plans to put a traffic circle on Avebury and Haultain makes the Fernwood/Haultain diverter overkill.

In addition, putting diverters and traffic circles on Haultain all but eliminates this street being used as a bus route. I realize the plan is to move the bus to Bay Street BUT with the number of kids taking the #22 and the idea of making transit more convenient and safe for riders it would mean that there would need to be more crosswalks put on Bay Street. That would slow traffic there as well - including cyclists who (in my first-hand experience) do not always stop at the crosswalks when pedestrians cross on Haultain. (All people operating vehicles of any kind should obey the rules of the road.)

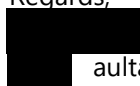
The vehicles travelling on Haultain have done a good job of self-regulating in my 15+ years of living on this street. Even with a bus route on this road and parked cars, vehicles that are going at a reasonable speed (and paying attention/following the rules of the road whether cycling or driving) have navigated the run between Fernwood and Shelbourne quite well.

Painting on the street seems redundant as well and a misuse of taxpayer funds. It's a residential street that has shared traffic for years; it's not a street like Fort or Pandora.

I believe the best solution for this portion of the cycling route is to lower the speed limit to match Bay Street (40km/hr) or even the 30km/hr speed limit on Fernwood. Then enforce that limit. Spend the money on policing instead. Making our streets safer for riders and pedestrians is well within the mandate of the police department so allocate more funds there so policing traffic can be more efficient and effective.

Some of the elements of this initial plan are great jumping off points but the ones I've mentioned above are going to cause more problems than progress. More work needs to be done here. Please take this under advisement.

Regards,

 aultain Street
Victoria, BC

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 11:15 AM
To: [REDACTED]
Cc: [REDACTED] nt, [REDACTED]
Subject: RE: Support Kimta and Government. AAA Haultain and Richardson

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the 2020 Bicycle Network Improvements.

I have noted your support for the proposed designs on Government Street and Kimta Road and your opposition to the proposed designs on Richardson and Haultain Streets.

I have also added your comments to improve safety along the Haultain and Richardson corridors in the context of the GVCC's suggestions.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 8:50 PM
To: Engagement <engage@victoria.ca>
Subject: Support Kimta and Government. AAA Haultain and Richardson

Your email



Subject Line

Support Kimta and Government. AAA Haultain and Richardson

Do you support the GVCC's suggestions above?

Yes!

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 11:05 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Suggestion for Richardson bike lane proposal

Categories: Tracked To Dynamics 365

[REDACTED]
Good morning

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed westbound closure on Richardson Street at Foul Bay Road based on your concerns about parking access. I have also noted your suggestion about signage or a gated system to allow access to parking in front of your residence from Foul Bay Road. Under the current proposal, on-street parking is retained on the North side of Richardson, motorists would need to access that block via Cowichan/Quamichan or Runnymede.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 6:10 PM
To: Engagement <engage@victoria.ca>
Subject: Suggestion for Richardson bike lane proposal

I'm writing to express my opposition to the proposed Richardson Street Bike Lane proposal. I live on the NW corner of Foul Bay Road and Richardson. My parents are elderly and my Mom has a variant of Alzheimer's which makes her very unsteady on her feet. The proposal as drafted blocks westbound traffic on Richardson at Foul Bay Road. This would

make it impossible for those of us on the north side of Richardson to park in front of our homes from Foul Bay Road or McNeil. My parents make a point of parking in front of my house not because of convenience or laziness but because of necessity and safety. I can think at least two solutions to the problem: 1. Instead of a physical barrier blocking traffic, instead install signage reading, "No Entry Except Residents Of This Block" or similar language. I have seen this implemented in Vancouver with success; 2. Install a hydraulic bollard system, as are very common in Europe, with each resident of the block being given a FOB key that lowers the bollards when residents of the block approach from the east. I think either measure would solve the problem of calming traffic without needlessly complicating the lives of those living on the Richardson block between Foul Bay and Cowichan.

Thank you,



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:49 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain Bike Lanes

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your support for the proposed shared use Neighbourhood Bikeway including traffic calming along the corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 5:46 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain Bike Lanes

Hi there,

Just wanted to send a quick email to say all the neighbours around Fernwood Rd / Haultain are extremely pleased with the proposal to move traffic away from the neighborhood and create the much needed Haultain bike route. Well done!!



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:46 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain bike proposal

Categories: Tracked To Dynamics 365
[REDACTED]

Good morning

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to any changes on Haultain Street based on your comments that it is fine as is. Council has approved a 32 km All Ages and Abilities (AAA) Bicycle Network and Haultain Street is an important East-West connections in that network. The purpose of the network is to improve road safety and encourage more people to ride bicycles more often. Based on current traffic volumes and speeds, improvements are required to make Haultain comfortable for AAA. I can confirm that no change is not one of the options being considered by City staff – as directed by Council. However, I have noted your opposition to the proposed traffic diversions at Fernwood and Cedar Hill.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

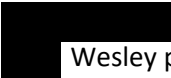
From: [REDACTED]
Sent: [REDACTED] 5, 2019 4:51 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain bike proposal

I live on Haultain with my family and both bike and drive in the area regularly. The setup as it is now is completely fine. Closing Haultain to east-west vehicular traffic at Fernwood Road, and Cedar Hill Road to cut-over vehicular traffic where

it joins Fernwood would be a huge headache to all of us who live in the area and simply force more traffic onto quieter streets.

We like our current setup and don't have an issue with bikes and cars coexisting.

Thank you for your time.

 Wesley place.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:43 AM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: AAA bikeways opinion

Categories: Tracked To Dynamics 365
[REDACTED]

Good morning

Thanks for your email.

We have noted your opposition to the proposed designs on Richardson and Haultain Streets and added your comments to improve safety along the Haultain and Richardson corridors in the context of the GVCC's suggestions.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 3:40 PM
To: Engagement <engage@victoria.ca>
Subject: AAA bikeways opinion

Your email
[REDACTED]

Subject Line

AAA bikeways opinion

Do you support the GVCC's suggestions above?

Yes!

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:32 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street Bike Path

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your support for cycling improvements in general along the corridor and your opposition to the proposed traffic diversions along Richardson at Maddison and St Charles based on your concerns about impacts to motorists and vehicle volumes on adjacent streets.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 1:31 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street Bike Path

Hello

I wish to provide some feedback on the proposed Richardson Street Bike Corridor. I am generally in favour of a bike path on that street. I think it is a great corridor into the city centre and I think there is room to accommodate both cars

and bikes. However, I strongly object to the blockage and redirection of cars off Richardson and onto Madison and St. Charles. That is going to make Richardson useless as a route and force drivers onto more congested streets like Fairfield. I don't understand the reasoning for this and the other 'traffic calming' or hindering measures – the city seems to have moved beyond helping bicyclists to intentionally making life worse for drivers.

Regards

[REDACTED]

Runnymede Ave

Victoria

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:27 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain st.

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

I have noted your opposition to any changes on Haultain Street based on your comments that it is fine as is. I have also noted your support for increased education for cyclists.

Council has approved a 32 km All Ages and Abilities (AAA) Bicycle Network and Haultain Street is an important East-West connections in that network. The purpose of the network is to improve road safety and encourage more people to ride bicycles more often. Based on current traffic volumes and speeds, improvements are required to make Haultain comfortable for AAA. I can confirm that no change is not one of the options being considered by City staff – as directed by Council.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 11:18 AM
To: Engagement <engage@victoria.ca>
Subject: Haultain st.

Haultain DOES NOT require any changes to accommodate bikes. It is a closed street from Shelbourne to Cook st and makes it an ideal bike route. I sometimes on my bike just go all the way down one side and back the other. Its perfect the way it is.

Closing off streets never works as a solution to any issue ...car or bike.

Please just leave Haultain and the road closure idea out of any proposal!!!

You could educate cyclists tho in the art of stopping for a pedestrian - which i frequently am. I have had them tell me to go to a crosswalk....when im waiting at a corner to cross!!! How rude!!!

Just leave this street alone!!!!

Thank you.



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:23 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: bikelanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

Council has approved a 32 km All Ages and Abilities (AAA) Bicycle Network and Richardson Street is an important East-West connections in that network. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Based on current traffic volumes and speeds, improvements are required to make Richardson comfortable for AAA. I can confirm that no change is not one of the options being considered by City staff – as directed by Council.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 15, 2019 8:43 AM
To: Engagement <engage@victoria.ca>
Subject: bikelanes

I would like to voice my opposition to the proposed 'shared' bike lanes. Making cars move into the bike lanes when another car is approaching is a dangerous idea. This would be putting cyclists at risk of cars pulling in front of them if

they are in the cars' blind spot. If the traffic is so light that cars can 'dodge' one another, why put in a bike lane at all? If cars and bikes co-exist happily now - leave well alone.

The 2 way bike lane on Fort Street has made life a nightmare for pedestrians trying to cross the street on the crosswalk there - bikes never stop and it is hard for pedestrians to remember to look both ways and watch out for the cyclists who never stop. Don't mess up another of Victoria's streets please.



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:19 AM
To: [REDACTED]
Cc: Engagement; comms@gvcc.bc.ca
Subject: RE: Wasting money where it isn't needed for cycling infrastructure

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the preliminary design concepts for the 2020 Bicycle Network Improvements.

I have noted your opposition to the Haultain project, including traffic circles, based on your comments that it is fine as-is. Council has approved a 32 km All Ages and Abilities (AAA) Bicycle Network and Haultain and Richardson are important East-West connections in that network. I can confirm that no change is not one of the options being considered by City staff – as directed by Council.

In order to make Haultain Street comfortable for AAA. in a shared-use concept which retains on-street parking, vehicle speeds and volumes must be reduced through traffic calming features. As mentioned, the proposed design retains on-street parking and I have added your comments that this is important for the project.

I have also noted your opposition to the Advisory Bike Lane concept proposed for Richardson Street based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 14, 2019 10:09 PM

To: Engagement <engage@victoria.ca>

Subject: Wasting money where it isn't needed for cycling infrastructure

Your email

[REDACTED]

Subject Line

Wasting money where it isn't needed for cycling infrastructure

Do you support the GVCC's suggestions above?

No

Additional comments

There are many other areas that are in far greater need of safety measures for cycling. Haultain is good as it is, a waste of money for something that is already working. Traffic circles are not the answer and taking out parking needed for residence is a sure fire way to make more people angry about cycling infrastructure. Richardson is not an unsafe road to travel on right now. Adding Advisory bikes lanes would make this an unsafe road. They look like a dangerous accident waiting to happen. I would not use a road with this type of bike lane unless absolutely necessary. I would not feel safe and would worry about traffic moving into the bike lanes recklessly.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:04 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns and your alternative suggestion to reduce or remove on-street parking to make room for two-way vehicle traffic and bicycles. I have also noted your opposition to traffic calming medians which narrow the road.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,


Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 14, 2019 7:19 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street bike lanes

I am a regular bicycle commuter from the Fairfield area to Victoria General Hospital. I visited the bike lane open house at the city of Victoria building earlier this month and wrote some comments about the Richardson street plan and submitted them. I have studied the proposal further and now I'm not in favour of the advisory bike lane proposal. I now suggest that parking be removed from one side of Richardson street or in some sections no on street parking. There should be enough room for one way bike lanes on either side of two lane car traffic. That way the "game of car

chicken” will not occur with the advisory concept. I still think the traffic calming pinch point islands in the middle of Richardson should be removed. I get nervous whenever I ride my bike through those narrow sections because there is not enough room for bike and car.
Thank you.

 Wildwood Avenue.

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 10:00 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed "Advisory" Bike Lanes on Richardson

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 14, 2019 5:34 PM
To: Engagement <engage@victoria.ca>
Subject: Proposed "Advisory" Bike Lanes on Richardson

Hello,

I rode my bike to work along Richardson for many years. The reason I chose Richardson for cycling was the safety of it. Richardson is very wide, accommodating, at the same time, parked and moving cars as well as cyclists. Currently, Richardson even allows for a cyclist to travel a safe distance from the parked cars to allow for doors opening or cars

turning out into the travel lane unexpectedly. I have always found that cars travel along Richardson at a reasonable speed and obey the four-way stop signs that appear at regular intervals along that street.

The proposed "advisory" bike lanes will eliminate the safety that Richardson now provides for cyclists. All cyclists have experienced a car driver neglecting to shoulder-check for cyclists before making a right- hand turn. This hazard would be experienced at all times while cycling along Richardson, putting cyclists at repeated risk of being hit. Assuming that people who live and visit on Richardson will still be permitted to park along the street, here is another opportunity for cyclists to get hit - while being squeezed between two vehicles.

It goes without saying that two vehicles essentially sharing the same lane, except when approaching, will lead to car accidents.

Establishing responsibility for the inevitable accidents and who had the right of way will be very difficult. It is especially hard to see how enforcement of this new system of traffic rules would occur; where would the rules appear and what would be the consequence of disobeying them?

I still choose Richardson for a cycling route whenever possible, for the reasons given earlier. But I will no longer use it as a cycling route if the proposed "advisory" bike lanes are implemented; it will be too dangerous. Cycling is dangerous enough already.

Yours truly,



Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 9:14 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your concerns about the impact on people using the corridor as a through street.

I have also added your comments that bike lanes are causing traffic congestion, frustration and danger.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 14, 2019 6:49 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lanes

I beg reconsideration of the shared lane design for the purposes Richardson bike lane. People MUST be able to get around by vehicle in this city, which is becoming more and more precarious. This purposely can only exacerbate drivers frustration and increase danger for cyclists and people i cars. It is simply not possible for EVERY BODY to ride a bike from home to work etc. Consider families who are on a timeline for school/ work dropoff a and children's activities as well as elderly, physically disabled people. I beg reconsideration of this project. I talk to a lot of people during each work day and grand consensus is bike lanes are creating traffic congestion, frustration and danger. even from cyclists.

[REDACTED] - a concerned resident of Fairfield.

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 9:09 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Question about Richardson Street

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your questions on the design concept for Richardson Street.

In the preliminary proposed design, on-street parking is largely retained, there are select areas where parking is removed due to road width. Specifically, the North side of Richardson between St Charles and the property limit of Government house, a few parking stalls will be removed. In the proposed design, the rest of existing on-street parking is retained.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 13, 2019 9:31 PM
To: Engagement <engage@victoria.ca>
Subject: Question about Richardson Street

Hi. I am wondering about the new proposal for bike lanes on Richardson.
What will happen to the parking along Richardson from Moss to St Charles?
Thanks,

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 9:06 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Rd Victoria

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns. I have also included your suggestion to have a single bicycle lane on Richardson.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 13, 2019 7:12 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Rd Victoria

Bad idea for 2 bikelanes with 2 way vehicles having to veer into bike lane to pass.

Very bad idea for Victoria because 1. Too tricky as Victoria has many older drivers. 2. Traffic would have to be very slow but if that were successful this would still mean both drivers and cyclists will be endangered.

Please stick with single bike lane for Richardson.

Thank you

[REDACTED]

City of Victoria property
Owner, Tax payer.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 30, 2019 9:03 AM
To: Engagement
Subject: FW: 2020 Bicycle Network Improvement feedback

Categories: Tracked To Dynamics 365

Forgot to cc engage

From: Amelia Potvin
Sent: December 30, 2019 9:02 AM
To: [REDACTED]
Subject: RE: 2020 Bicycle Network Improvement feedback

Good morning [REDACTED]

Thanks for your email. I'm happy to include your comments in the engagement findings for the 2020 Bicycle Network Improvement projects.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed shared use, Advisory Bike Lane concept on Richardson Street.

On traffic speeds and volumes, data was collected to inform preliminary designs which identified the speeds (and volumes) along the corridor. Council has directed staff to build a network of All Ages and Abilities (AAA) cycling infrastructure and where the AAA facilities are shared use roads, vehicle speeds and volumes must be reduced to make the space comfortable for AAA. I have noted your opposition to speed humps in these facilities.

On traffic diversions, those at Shelbourne and Richmond (on Haultain) are over 16 years old and engineering/construction standards for cycling have greatly improved since then. Those diverters will be upgraded as part of the Haultain corridor improvements and any future diverters (on any corridors) will be much more comfortable to ride through than those examples.

I have noted your opposition to traffic diverters/directional closures based on your concern about impacts to adjacent streets and inconvenience to those leaving South Oak Bay.

The proposed diverter at St Charles and Richardson maintains N-S traffic flow and I have noted your comments that this traffic movement is important for those looking to access the Fairfield Plaza or travel North South, in general.

On the bus, discussions about relocating the existing low service bus route are ongoing as part of local area planning and bus service optimization and improvement.

I have added your suggestion to remove parking on one side of the street to accommodate bicycle lanes and accommodate through traffic for motorists.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be shared with staff working on design and will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will also be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 16, 2019 12:38 AM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: 2020 Bicycle Network Improvement feedback

Amelia:

I tried to send my feedback to engage.victoria.ca but did not make it in time. Is there any way that my comments below can be passed on for consideration?

I am a resident of Oak Bay and both cycle and to a lesser extent drive my vehicle along Richardson several times each month. I currently feel comfortable cycling or driving Richardson and have not had negative encounters from cyclists or motorists. In essence, I am opposed to your proposed design concept for Richardson Street for a number of reasons.

For me to access downtown or Thrifty Foods, Oxford Foods, Beacon Hill Park and James Bay, sometimes I like to take a quieter route, especially while cycling compared to travelling in heavier traffic along Oak Bay Ave or Fairfield Rd. Despite some complaints about motorists driving up to 55-60 km (which I have not observed), I don't find traffic to be excessive in volume or speed. While cycling or driving along Richardson I have not seen the reported average speed of 50-55 kmph for motorists travelling along Richardson, when cycling or driving. It appears to me that most motorists drive closer to the posted speeds of 40 or 30 kmph, which does not make me feel uncomfortable whether cycling or driving. I prefer to see through traffic for both directions remain between Vancouver St and Foul Bay Rd.

While I understand that you want to create all ages and abilities network connections, I don't see the need for adding traffic calming structures such as 17 speed bumps between Foul Bay Rd and Vancouver Street. I have never experienced that many speed bumps anywhere in North America and I don't want to those numbers here. Speed bumps will cause motorists to slow down and speed up, causing more vehicular noise and vehicle emissions. Residents will not appreciate that added noise.

Speed bumps are an unpleasant obstacle to both cycle or drive over. For instance, the humps or bumps on the separated bicycle lanes on Pandora are much less comfortable to cycle over compared to riding along smooth pavement on a cycle lane, such as on Johnson St (when it is not broken up or damaged by frequent current

construction activities). I have experienced slots or gaps for cyclists within speed bumps on Old Esquimalt Rd in Esquimalt which are not uncomfortable for cyclists.

Adding directional closures and median diverters will divert more traffic off of Richardson, but still will create more constrictions at intersections that are not that comfortable to cycle through. For example, when cycling along Haultain St, the concrete traffic islands at Shellbourne St and at Richmond Rd have narrow gaps that can feel more awkward to cycle through.

By diverting through traffic off of Richardson between Foul Bay and Cook Streets this will shift more traffic onto Foul Bay Rd up to Oak Bay Avenue or Fairfield Rd which are already getting heavy traffic. For motorists from south Oak Bay and south eastern Victoria, for some or many, it will make it less direct to access to access downtown Victoria, Thrifty Foods, Oxford Foods, Beacon Hill and James Bay. Long lineups exist already on Foul Bay Rd on north and south sides of Oak Bay Ave. From south Oak Bay, there really are only a few viable routes to drive to downtown such as Fort Street from Foul Bay (less direct), Oak Bay Ave with often heavy, slow traffic and Fairfield Rd which has slow sections of 30 kmph by parks and schools (Margaret Jenkins and Sir James Douglas Elementary) and moderate congestion at Fairfield Plaza.

Adding directional closures, median diverters and traffic diverters will make it more difficult for residents living near Richardson St to travel to the north and south.

Eliminating north-south traffic flows for motorists on St Charles Street at Richmond St will make it a noticeable distance to have to go out of one's way to use either either Moss Street or Richmond Rd.

Removing buses from running along Richmond St will make it even less appealing to take public transit as it will require a longer, slower and less direct to reach the south edge of downtown Victoria or James Bay. Elderly people and children might find it less attractive to take the bus if they have to walk longer distances.

I understand that advisory bike lanes are used in Ottawa on roads too narrow to accommodate both two-way traffic and traditional bike lanes at the same time. The painted lanes give vehicles an option to edge into the bike lane to avoid oncoming traffic, so long as they yield to cyclists. Where road width allows, if one side of Richardson has parking removed, there should be more room to allow painted cycle lanes on both sides of the road continuing with two lanes for vehicles to drive along rather than motorists have to avoid head-on collisions with other motorists by swerving onto cycle lanes. I don't like the idea of motorists having to play chicken to avoid hitting oncoming traffic and possibly swing in cyclists on cycle lanes, which might feel unnerving for cyclists. As a cyclist I don't want to feel that I am a nuisance to motorists either.

Please leave Richardson St as a through street for both cyclists and motorists. If possible find ways of adding bike lanes even if it means removing parking on one side of the street. I believe that the proposed changes for 2020 will increase frustration levels for both cyclists and motorists.

 Granite St
Victoria, BC


Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 11:06 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Draft plan for changes to Richardson Street for bicycles and cars

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process.

I have, however, noted your opposition to any improvements along Richardson and your proposed alternatives.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: December 13, 2019 2:54 PM

To: Engagement <engage@victoria.ca>

Subject: Draft plan for changes to Richardson Street for bicycles and cars

I am concerned about the proposed plan for Richardson Street on two fronts:

1. The dashed line concept with cars moving into a single lane that handles cars going in both directions appears unsafe and unnecessarily risky. This is especially concerning given that we are a tourist city and there will be car drivers unfamiliar with this method.
2. The cost of the changes are in my opinion an unproductive use of our tax dollars.

I recommend you consider instead signage directing cyclists to lower traffic roads. This would have a substantially lower cost and provide reduced potential for interaction between cyclists and motorists.

Thanks you for the opportunity to input.



ook Street
Victoria

Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 11:00 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson street bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

The proposed preliminary design retain on-street parking along Richardson Street.

I have added your support for retention of on-street parking and your opposition to the proposed design based on your concerns about negative impacts.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 13, 2019 12:49 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson street bike lanes

To whom it may concern,

I live on Richardson street and have to park on the street right in front of my house. I have lots of stairs and a preschool aged child. I tend to make several trips from my car to my house. It is very convenient and much safer for me to be able to park and take my groceries and my child up the stairs without having to cross the street. If these bike lanes come in, parking will be limited and it will make it lot more difficult to take a small child across the street every time. I bike as well and don't find it difficult or challenging to bike on the road as is. Therefore am not in support of this as I believe it will have a negative impact on residents such as myself and my family.



Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 10:56 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St Bike Lanes

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in the network.

On North/South corridors, improvements along Vancouver Street – from Dallas Road to Bay Street, and then along Graham/Jackson from Bay to Tolmie – have been approved by Council and construction is scheduled to start this summer.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 13, 2019 11:29 AM

To: Engagement <engage@victoria.ca>

Subject: Richardson St Bike Lanes

Hi there. My name is [REDACTED], I'm a 29 year old female, and resident on Richardson St. I was hoping I could give my feedback on the current plan for the bike lanes on Richardson for 2020.

I saw on the news that the city is planning on installing two bike lanes on either side of the street, and then making it a one lane in the middle for cars. Your plan is for the oncoming traffic to shoulder check and go around each other, merging into the bike lane. I have to say, I think this is a very silly design. There is a lot of vehicle traffic on Richardson, more than bikes, and I feel like this is just going to cause chaos! Not to mention, an increased number of accidents as lot's of people do not shoulder check when they are crossing into a bike lane, and this design will clearly cause more vehicles to strike bikers. I am both a cyclist and a driver (I bike more in the spring and summer months) but I think this design is stupid. Please re consider this design. I think one bike lane is enough, and you need to keep the two lanes of traffic for vehicles.

In my opinion, if you are going to add another bike lane in Victoria, it needs to be along one of the other streets going from East/West. For example Vancouver Street or Cook st! Those are the streets that need bike lanes, as they would merge perfectly onto the Fort Bike lanes and or Pandora Bike lanes.

Thank you so much for hearing my opinion!

Cheers,

[REDACTED]

[REDACTED]

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 10:08 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Bike lanes on Richardson St

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate your sharing your support for bicycle infrastructure improvements along Richardson and I have noted your opposition to the Advisory Bike Lane concept based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 13, 2019 6:34 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Richardson St

Hi there,

My name is Brian Vatne and I live at [REDACTED] Cowichan St. I have a comment about the proposed bike lanes on Richardson St: I love the bike lane idea, but any option other than the advisory bike lane approach should be pursued. I don't feel this is safe, and I won't be allowing my kids to ride in them. Please reconsider these plans.

Thank you,



Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 10:07 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Cycles lanes on Richardson

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns and experiences using these facilities in Edmonton.

I have also added your support for protected bike lanes along that corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 13, 2019 4:06 AM
To: Engagement <engage@victoria.ca>
Cc: [REDACTED]
Subject: Cycles lanes on Richardson

Dear Sir or Madam:

I am writing to express my concern with the proposal to create "advisory bike lanes" on Richardson, and for that matter elsewhere in Victoria.

We lived in Edmonton until recently, and we witnessed that city build a network of painted "advisory lanes" that failed to protect cyclists while confusing and angering drivers. In practice, traffic wandered across painted lines into cycle lanes, and people parked and obstructed these lanes as well. As a consequence, the city removed these lanes (at considerable cost) and replaced them with segregated cycle lanes.

Edmonton now has much better cycle infrastructure, and commuters are using it. Cyclists are moving faster, and they are much safer in their protected lanes. But it was a twisted and expensive path to get there! I recommend building segregated cycle lanes - the international gold standard for this infrastructure - from the beginning.



Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 10:03 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Bike Lanes

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We have added your comments to improve safety along the Haultain and Richardson corridors in the context of the GVCC's suggestions.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 9:27 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Lanes

Your email

[REDACTED]

Subject Line

Bike Lanes

Do you support the GVCC's suggestions above?

Yes!

Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 9:20 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson Bike Lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your concerns about safety and impacts to adjacent streets.

I have added your comments that removing parking on the North side to make room for bike lanes would be preferable, your opposition to the proposed diverters, your concerns about changes to the existing transit route, and your suggestions on design.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 4:55 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Bike Lanes

I am writing regarding the design concept that the City of Victoria has released for the Richardson Street bike lanes. For context, I live on Wilmer Street, just north of Richardson, and cycle along Richardson daily as my commute. I appreciate that Richardson has been chosen as a bike connector and support the need for improved cycling infrastructure, however I have a number of concerns with the proposed plan.

Advisory Bike Lanes

I do not support this approach; having one travel lane for cars who have to drive into the bike lanes to pass each other seems illogical and dangerous. I can only see accidents happening as drivers are confused and cyclists ignored by panicking drivers. This concept has not been used in the city before. Richardson east of Richmond and between St Charles and Moss could easily be converted to permanent bike lanes, potentially retaining parking on the north and south sides of the street. Between Richmond and St Charles there may be a need to remove residential parking on the north side of the street. As I biked in this morning there were fewer than 25 cars parked on the north side of the street which is mainly detached homes (as opposed to duplexes on the south side) and with about one third of the street being church or daycare parking lots. The picture used in the design plan shows around 15 cars parked on the north side of Richardson. I could see the need for a more radical change on Richardson to the west of Moss; there is already no parking on the north side of the street and the only options appear to be to remove all street parking, advisory bike lanes, or one-way traffic.

Reduction in westbound traffic flow

I could see how reducing the ability to travel the length of Richardson will decrease traffic volumes and improve cycling safety. However, the proposed diverters seem to have been imposed all on the eastern part of Richardson and no context or commentary on where the diverted traffic will go.

Diverter at Richardson and Foul

This seems intent on keeping people from south Oak Bay out of Victoria! Traffic coming up McNeil will have three options. A) Turn south on Foul to Fairfield and then along Fairfield. This will send traffic through two school zones and a park/playground zone which seems to increase the risk to students. B) Cut-through on Quamichan. This sends traffic from a main collector to a side-street and will increase the danger to residents. Quamichan is already too busy, particularly with traffic going to and from GNS. C) Turn north on Foul to Oak Bay Ave. The 30km/hr limit on Foul is not enforced and cars often ignore the cross-walk at Brighton. This will increase the traffic flow through the busy commercial area on Oak Bay Ave and require changes to the traffic signals at Oak Bay Ave & Foul to avoid traffic backups.

Diverter at Richardson and Maddison

This diverter seems redundant given the diverter at Richardson and Foul. It might reduce some through traffic but really the impact will be to force residents east of Maddison up to Quamichan. Having no vehicular traffic to contend with will increase the speed of traffic leaving Maddison/GNS south-bound and increase the danger to cyclists.

Together these two diverters will cause headaches for anyone trying to access GNS or the soccer / baseball field at Pemberton park. They will increase cut-through traffic on smaller residential streets (Maddison, Runnymede, Quamichan, Gonzales) and will cause headaches for residents. Traffic trying to reach the church and day care at Richmond & Richardson will be forced onto Richmond, potentially increasing the traffic flow around Margaret Jenkins.

Diverter at Richardson & St Charles

Given the other two diverters in place this diverter seems intent on frustrating local residents who want to get to Fairfield Plaza. Residents are either forced through school and park/playground zones on Fairfield, or will be cutting through on side-streets (Warren Gardens, Chandler) to reach St Charles and turn south. Neither of these options seem reasonable.

Other issues

The diverters that have been put in place will mean the cancellation of the #1 bus route along Richardson. A unified transportation strategy should consider all modes of transportation and the impact that they have on all ages and abilities – including those unable to ride a bike.

There needs to be consideration of improvements to other intersections not on Richardson to handle any diverted traffic flow. For example the lights at Moss & Fairfield should have a left turn signal and the bus stop moved so that the bus does not block the road when stopped, especially with the increased traffic flow on Fairfield. Richmond and Oak Bay Ave should have a left-turn advance signal for north and south bound traffic to reduce backups; traffic from north Gonzales/Fairfield will be forced to use this intersection to gain access to downtown.

People complain about speeding traffic on this road, but there is no enforcement or attempt to reduce speeds by more minor traffic calming measures

The traffic diverters will prevent the Victoria Marathon from going along Richardson (a sensible route) so it will have to take to other, more main roads (Richmond, Foul) or use more side-streets, or both, to enter Oak Bay. This will only increase the disruption that the race causes for residents and the headaches on Thanksgiving Sunday.

Suggestions

- Phased approach; diverters may not be necessary if other traffic calming measures slow or reduce traffic flow
- Implement traffic calming, mid-block crosswalks and intersection improvements plus sidewalk from Minto to Carnsew
- No-parking on the north side of Richardson from Cook to Foul
- Permanent bike lanes and two-way traffic from Moss to Foul
- Advisory bike lanes from Moss to Cook
- Second phase would implement a) diverter at Foul and Richardson (L/R allowed), b) diverter at St Charles and Richardson (L/R allowed) c) diverter at Moss & Richardson (L/R allowed)


Wilmer Street

Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 9:11 AM
To: [REDACTED]
Cc: Victoria Mayor and Council; Engagement
Subject: RE: Proposed Richardson Bike Lane

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council.

We appreciate you taking the time to share your comments and insights on the preliminary design concepts for Richardson Street. Your email has been shared with the Transportation Division working on design. Staff have noted your support for speed humps, opposition to traffic diversions based on the potential increase in traffic on adjacent roads, and safety concerns with Advisory Bike Lane concept.

The City placed advertisements in newspapers and through on-line social media channels, used our website, delivered notices to businesses, met with community associations, and placed signs on the corridor regarding this design input process. Thousands of people have been involved so far and we have collected a diverse range of comments, ideas and feedback.

The City is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis into the new year. Recommended designs along with all feedback received will be presented to Council in the first quarter of 2020. Should you have any further questions, please do not hesitate to contact Sarah Webb in the Engineering & Public Works department at 250-361-0482.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 13, 2019 10:15 AM
To: Engagement <engage@victoria.ca>; Community Planning email inquiries <CommunityPlanning@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Proposed Richardson Bike Lane

Greetings,

I have been reviewing the design concepts for the Richardson Street Advisory Bike Lanes and feel as a community member, tax payer and generally a concerned citizen, it necessary to provide feedback.

Our family has lived in Fairfield and Rockland since 2010. We have two active kids (17 & 19) which have attended various schools in the community Sir James Douglas, Margaret Jenkins, Glenlyon and SMUS. I operate my own home business within the area of real estate that involves frequent consultations at client homes in the Victoria, Oak Bay areas. Hence - I travel regularly, multiple times a day utilizing the corridors of Victoria/Oak Bay. I consistently see challenges and imperfections on our roadways and a serious lack of respect for traffic from both automobile drivers and cyclists. We do not live in a perfect system and yes - there are definite areas of improvement.

Traffic calming - speed bumps - should absolutely be put on Richardson - and possibly other streets - Rockland, Joan Crescent, Pemberton, Moss. ... but where do you start and stop. More and regular traffic enforcement on speed limits would be a start in our community.

Diverting traffic off Richardson. Richardson hums along quite nicely as a through-way from East to West. Diverting traffic to Rockland Avenue will put a much higher number of cars on an even narrower street with less open visual clearance. It is important to respect that Rockland Avenue is:

1. a key route for school children to go to Central Middle School and the area elementary schools.
2. a very popular walking/cycling tour route for tourists that come to our city.
3. an active corridor for the large population of deer in Victoria.

Increasing traffic flow on Rockland Avenue by diverting cars from Richardson creates a bunch of new challenges that I do not feel are even being considered in this proposal.

The safety factor on Richardson with road sharing...Giving cyclists a sense of safety within their own lane - but then requiring cars to drive into that lane when faced with oncoming traffic seems like a risky and dangerous proposition. I wouldn't want to be a cyclist in that losing situation. I would seriously encourage all parties considering this direction to slow down and assess these changes carefully, diligently and with input from those that use these roadways. The stakes are high and too costly to go back and rework things after tragedy strikes because of rash decisions.

As always we tend to look most closely at what is in our own backyard. I have limited insight into the other proposed routes - but in reaching out to colleagues, clients and residents in the affected areas, I know there is a lot of discussion and concern at the rashness and lack of awareness for community involvement. The four open sessions that were held in communities were poorly advertised to the specific communities. I feel there should be public signs posted in places such as around the area grocery stores, schools and on the specifically affected routes letting people know these areas are up for changes.

I hope my feedback is taken constructively and seriously.

Respectfully,



Joan Crescent
Victoria BC



Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 9:04 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street - Bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for getting back in touch.
This feedback will also be included in the engagement findings.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 4:24 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street - Bike lanes

Hello,

Further to my previous email that I submitted on Monday detailing my opposition to the proposed bike lane designs on Richardson Street, I neglected to mention the conflict that it creates with BC Transit. Currently, the #1 bus operates as a limited commuter service to/from South Oak Bay and Downtown via Richardson Street in the morning and early evening. Last year, I attended a BC Transit consultation session whereby we learned of a plan to increase the service frequency along this #1 route. However, the traffic diversions in the proposed bike lane design will basically make Richardson Street inaccessible to the #1 bus, scuttling the plans of BC Transit. The loss of the #1 bus on Richardson Street would leave a transit "vacuum" for those who live along the route in Fairfield, and would require them to walk down to Fairfield Road, or up to Oak Bay Ave/Fort to catch the nearest bus.

In addition, if traffic is diverted off Richardson, and onto Fairfield Road and Oak Bay Avenue, that will cause more traffic tie-up for the buses that operate along those roads (specifically, the #2, #3, and #7), causing more delays and less reliable service. Thus, the maintaining of Richardson Street as a thoroughfare for cars should remain a priority.

Thank you for your consideration,

[REDACTED]

[REDACTED]

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 24, 2019 9:00 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Leave Richardson As Is

Categories: Tracked To Dynamics 365

Good morning [REDACTED]
[REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to any changes on Richardson Street based on your comments that the street is fine as is. I can confirm that no change is not one of the options being considered at this time but I have added this comment as feedback.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 2:26 PM
To: Engagement <engage@victoria.ca>
Subject: Leave Richardson As Is

I would like to add stating my opposition to city council's proposal to turn Richardson Street into a one with so-called "advisory" bike lanes. The city should think twice about expanding bike lanes onto streets that are relatively narrow -- we've already seen how that's worked out with what was done to Fort Street. But equally important is what we can anticipate will be the obvious repercussions for such a move. Richardson is a major artery connecting traffic from east Fairfield and Oak Bay to the downtown area of the city, and it is serving that purpose fairly well. If bike lanes are put on Richardson, this will impede the speed and possibly the volume of vehicular traffic on that street, and will just cause such traffic to find other ways to get to the central part of the city. There is Rockland Avenue but that's rather narrow and rather windy. Then there's Fairfield Road: it's wide enough and straight enough, but it's already heavily used; adding bike lanes to Fairfield Road will only cause traffic on that road to move slower -- and some of that will just get added to Richardson. Bottom line, I guess, is that even the cyclists themselves do not support this course of action, which is purported to be something for their benefit.

Did it occur to city hall that sometimes just leaving things well enough alone the way they are is a good solution?

[REDACTED]
[REDACTED]

Rob Gordon

From: [REDACTED]
Sent: December 21, 2019 12:00 PM
To: Amelia Potvin
Cc: Engagement; comms@gvcc.bc.ca
Subject: Re: Haultain and Richardson

Categories: Tracked To Dynamics 365

Dear Amelia

Thanks so much for your reply. I have filled out many forms at community consultations (not in Victoria) and this is the first time I have ever received a personal reply. I am impressed.

I also want to share my concerns about cycling on Fernwood. My route takes me west on Haultain to Fernwood, south on Fernwood and then west on Walnut so that I can make my way down to Pandora. The parked cars on Fernwood mean that I have to take the lane so I'm not in the dooring zone. Then I stop on the little painted bike in primary position to trigger the light. The cars behind me then pass me in the intersection, sometimes on the right and sometimes on the left. This is particularly scary at night when I'm on my way home.

I have some suggestions to improve this stretch of road. Eliminate on-street parking (almost every house has a driveway) and make a bike lane; eliminate turning lanes on Fernwood so that bikes going straight ahead are not exposed between cars. The limit there is 30 km/h but the proliferation of lanes enables cars to feel like the limit is much faster.

Another alternative is to put in bike signals at another street that crosses Bay so that cyclists heading to Pandora can avoid Fernwood altogether.

Thanks so much for your work. I really appreciate how Victoria is trying to make active transportation safer and easier.

All the best

[REDACTED]

On Fri, Dec 13, 2019 at 09:26 Amelia Potvin <apotvin@victoria.ca> wrote:

Good morning [REDACTED]

Thank you for your email.

We have noted your suggestions that we include more diverters on Haultain and Richardson and your opposition to the use of advisory bike lanes.

Your email will be shared with Council as part of the engagement findings.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 3:50 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain and Richardson

Write your email below

[REDACTED]

Subject Line

Haultain and Richardson

Your Email

Dear City of Victoria

I'm writing to give my feedback about your proposed "AAA" bike plans.

Haultain is pleasant and safe to ride with my children between Richmond and Shelbourne. Your plan should reproduce those diverters several times west of Shelbourne. In order to reduce traffic volumes, you need to ensure that Haultain is not used as a cut-through for cars trying to avoid Bay. Filter the heck out of it so that people can drive to the neighbourhood but not through the neighbourhood.

Richardson: I am strongly opposed to the use of advisory bike lanes in a corridor with such a high volume of traffic. I recently moved from Ottawa where at least two members of our family used the advisory lanes on Somerset E daily. Some days all five of us rode them. The main problem with them is exemplified by this statement: paint is not infrastructure. The theory is that cars will wait for each other to pass in the single central vehicle lane. The practice is that cars drive in the bike lanes, thus crowding out the cyclists and honking if they are delayed. If those lanes were AAA, our daughter would have bikes to Girl Guides on her own every week. We never allowed her to do so because the lanes were unsafe.

The solution for Richardson is, I believe, the same as for Haultain: frequent diverters. Do not allow it to be a through street.

Your plans make me think that the city would benefit from a rapid traffic reorganization like the one that was made in Groningen, NL. Be bold. We are in a climate emergency. Do not let our children down.

Yours sincerely,

A solid black rectangular redaction box covering the signature of the sender.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:33 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Bike lane on Richardson st

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We also appreciate you sharing your experiences that Richardson Street is already an unsafe corridor. I and have noted your opposition to the proposed Advisory Bike Lane design concept based on safety concerns and impacts to adjacent streets.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis. All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.


Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 11:50 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lane on Richardson st
Importance: High

I take my grandchildren to Sir James Douglas school each day. Before there was any discussion about bike lanes for Richardson St., my drive was not the safest, Bicycles using the lane coming into town I felt were putting their lives in jeopardy. Cars would be speeding and when they came to the bicyclist they would pull out into the oncoming lane to pass the cyclist. I have many times had to put my brakes on to a virtual stop so that I would not hit the oncoming car head on. It was very scary. The proposed bike lane in my opinion will exacerbate a similar situation. It could become a game of chicken who is going to yield first. The proposal spells disaster. If I was a bicyclist . I would even be more worried. It would not take much to hit a bicyclist. If a driver has a choice who would you hit first a bicyclist or car head on. Sorry bicyclist. The second huge concern is that traffic will revert to using Fairfield Rd. which has to school districts. Both schools accommodate a very large number of children. Fairfield and Moss street have a stop light. Already there is total disregard for school zone traffic rules. Last year there was an accident when a child was hit. There is already a huge volume of traffic at all times of the day but particularly in the AM. With the increased traffic volume due to bike lane on Richardson, Safety concerns will only be increased with high likelihood serious accidents occurring in these two school zones. This proposal for bike lanes on Richardson is very bad and will lead to serious accidents, injury and possible death which could involve children. Is the city prepared to take this risk.



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:23 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lane feedback

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your support of the City's continued investments in safe cycling infrastructure and your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane design on Richardson Street based on your safety concerns. I have added your suggestion to implement protected bike lanes.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 12, 2019 9:31 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lane feedback

Hi -

I'm a resident of Victoria, living just off Richardson on Harbinger Avenue. First of all, I want to thank council for the investments being made in cycling infrastructure - it's an important step for the city to take, and one that prepares us to respond to the climate emergency and to the need for alternate transportation options.

I support the plan to add lanes to Richardson, but not the design being proposed. The "advisory lane" design, which is different from what cyclists and drivers experience elsewhere in the city, wouldn't feel safe to me, either for myself, or for my son as he grows up and wants to get around town on his bike. I'm not comfortable that drivers will know how to approach it, and given that, I wouldn't feel comfortable using it, which seems like a waste of an opportunity to invest in building a network that increases cycling use, rather than discouraging new riders from trying.

I want to see an investment made in this area to connect it to the network, but I'd like to see that investment match the designs in use in the rest of the city. My preference would be to see a fully separated lane, or as separated as possible of a lane, so that I know cars won't slide over when my child or I are biking past - and the current plan doesn't deliver that.

Thanks for reading this.

[REDACTED]

[REDACTED]

[REDACTED] Harbinger Ave., Victoria, BC, [REDACTED]

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:16 PM
To: [REDACTED] houriganventures@telus.net
Cc: [REDACTED]nt
Subject: RE: Bike Lane on Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed design for Richardson Street. I can confirm that no change is not one of the options being explored at this time.

Council has approved a 32km network of cycling infrastructure and the Richardson Street project is part of the phased implementation of the network. I have, however, added your comments as feedback for this project.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 1:08 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Lane on Richardson Street

I am a homeowner and pay property taxes to the City of Victoria. I live one block off Richardson Street and often travel Richardson Street if going to Thrifty's or downtown. I ride a bike and drive a car. I feel safe riding my bike along Richardson Street just the way it is because I don't find it too busy of a street to navigate. I am **not** in favour of the

new proposed bike lanes for Richardson Street. Please, please reconsider. The money used for the redesign could be put to much better use.

Thank you.



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:10 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: proposal for Advisory bike lanes on Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your comments that the corridor currently feels unsafe and retaining parking on both sides of the road poses a continued safety concern.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

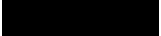
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 9:37 PM
To: Engagement <engage@victoria.ca>
Subject: proposal for Advisory bike lanes on Richardson Street

For the past 23 years we have lived on McNeill Avenue which is a continuation of Richardson East of Foul Bay Rd. We travel on Richardson Street several days a week at the designated speed of 40kph and have noticed in the past few years that the street has narrowed due to parked cars on both sides of the road at all times of the day. I have watched cyclists make their way along Richardson around the parked cars and in my opinion there isn't room for a designated bike lane as long as parking is allowed on both sides of the road. It would be very dangerous for cyclists, pedestrians and vehicles. Actually I think it is dangerous now. I hope the city of Victoria will study the traffic congestion on Richardson carefully.



McNeill Avenue, Victoria.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:08 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Send police to monitor cyclists going through the cycling red light on Pandora to the bridge-enforce rules of the road

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the ongoing bicycle network improvements.

I have noted your safety concerns around people disobeying traffic signals. I have also added your feedback that education and enforcement should be priorities with all current and future cycling infrastructure projects.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 9:35 PM
To: Engagement <engage@victoria.ca>
Subject: Send police to monitor cyclists going through the cycling red light on Pandora to the bridge-enforce rules of the road

Today had a green light to turn right from Pandora onto the Wharf street, and the cycling lane had a red light. Three cyclists went through the red light when I had the right of way. Also sometimes, the cycling light is red but the pedestrian light is green and the cyclists think they can suddenly be a "pedestrian". I know this is a policing issue, but with the city introducing all these bike lanes, they should coordinate with the police to make sure there is some monitoring of the rules of the road. It seems to be getting harder and harder for cars to drive safely.

Thank-you

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:04 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson bike lane, is this a joke?

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

Thanks for sharing your general support of safe cycling infrastructure.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 9:26 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lane, is this a joke?

How is it any safer to have two unprotected bike lanes with cars driving towards each other IN THE SAME LANE?! The cost of this is destroying traffic patterns, funneling traffic to low volume streets, AND SCHOOLS AND SLOWING ROUTES TO THE HOSPITAL... I cannot believe someone put this forward as a viable plan let alone that the city council allowed it to go any further than that. Please note that EVERY tax payor and voter in Victoria who has looked at this plan, that I have spoken to is appalled that this is even being considered.

Please please look at ANY viable alternative to this horrendously ill considered project.

I am not against a well structured binge lane project but this is ridiculous.

Get [Outlook for Android](#)

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 3:03 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes on Richardson

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 8:13 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Richardson

Re: The proposed bike lanes separated by one lane for vehicles.

I am not in favor of this potentially dangerous design for the sake of Council fulfilling their quota of x number of kilometers of bike lanes in the city.

Perhaps on a sunny day this may be fine but what about on a rainy dark night with vehicles approaching and one or more bikes that are not visible due to lack of proper lights? For a vehicle to move into a bike lane while continuing to move forward could prove fatal for the vulnerable cyclist. In my view this design is completely flawed.

Think again!!



Fairfield Road

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:57 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes on Richardson

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

I have noted your opposition to any cycling infrastructure improvements. I can confirm that no change is not one of the options being explored at this time.

Council has approved a 32km network of cycling infrastructure and the Richardson Street project is part of the phased implementation of the network.

I have, however, added your comments as feedback for this project.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 5:00 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Richardson

The City of Victoria needs to stop squandering our tax dollars on bike lanes. The bike lanes that have been built are barely used. It is an absolute waste of money. Greater Victoria is projected to have 100,000 more residents in the next 20 years. At least 20%, but likely much more, of those people will have cars. Infrastructure needs to be upgraded to facilitate more cars and make driving easier.

Richardson is far too narrow to have bike lanes. I own two properties in Fairfield and the neighbourhood is already congested enough.

Remove the bike lanes that have destroyed Fort, Yates and Wharf. Listen to the electorate, especially property owners who contribute the most tax dollars.

Victoria is the capital city of the province and needs to be accessible to the electorate, yet the current mayor and council are making it tougher and tougher to get anywhere. People need to have easy access to government offices and on street parking is required.

I now choose to live in the WestShore rather than in one of my beautiful character homes in Fairfield as the city is being completely destroyed by Lisa Helps and Co.

60% of voters voted against her, she has no mandate yet continues to act unilaterally to destroy our beautiful city where I've lived all my life. It is sickening.



Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:42 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Lanes

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate you sharing your support of cycling infrastructure in general.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 5:28 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Bike Lanes

Hello,

I would like to say that I am all for bike lanes. But this Richardson st proposal is not a good idea. In fact, I have to say it is Ridiculous. One car lane like some back country road?

Please Do Not build this....

Regards,

[REDACTED]
Roseberry Ave
Victoria BC
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:33 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Cycling Plans

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

Thanks for sharing your general support for the 2020 Bicycle Network Improvements.

On Haultain, I have noted your opposition to the proposed shared road design proposed for Haultain and your suggestion to remove on-street parking to accommodate protected bike lanes.

On Richardson, I have noted your opposition to the proposed Advisory Bike Lane concept based on your safety concerns and your suggestion to remove on-street parking on one side of the street to accommodate protected bike lanes.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 3:53 PM
To: Engagement <engage@victoria.ca>
Subject: Cycling Plans

Hi Engagement Team,

I mostly welcome the plans that were recently made public on the forthcoming cycling infrastructure projects for Victoria.

However, I have strong reservations about the current plans for Haultain and Richardson. Almost the entire length of Haultain that is within Victoria appears to be wide enough to accommodate a dedicated, bidirectional bike lane along one side. If that's not feasible, what about removing parking along one side to make that space? It looks like the entire length of that street is single-family homes with driveways. People should be encouraged to use private spaces for storage of their private property.

For Richardson, the same is true starting at Cook and looking west. Nearly that entire section is nothing but single-family homes with driveways. If parking were eliminated from Cook-Foul Bay along just one side of the street, there would be plenty of room to have a protected bike space. The current proposal along Richardson - which would require cars to take the bike lane against oncoming traffic - sounds like a disaster waiting to happen. Car drivers who do not ride bicycles in city traffic already do not respect cyclists' space, and this is giving them the opportunity to take a mile when they're offered a meter.

Please reconsider the Richardson design especially, as the goal is to get people out of cars and onto bikes as safely as possible for as many as possible.

Best,

[Redacted signature]

[Redacted address line 1]

[Redacted address line 2]

[Redacted address line 3]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:25 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Advisory Bike Lanes on Richardson

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your
We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street based on your safety concerns.

I have also added your suggestion to remove on-street parking to accommodate one-way protected bike lanes.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 3:17 PM
To: Engagement <engage@victoria.ca>
Subject: Advisory Bike Lanes on Richardson

Helooo City Bike People:

Just to provide my feedback on this portion of the proposed bike lanes. I am not for the Advisory Bike Lanes. This seems to be dangerous for cyclists and motorists alike. The whole idea of having a bike lane is to allow only bicycles in this lane, for safety. If you allow motorists to cross the line when passing, this is a recipe for disaster for all.

I would suggest one-way protected bike lanes, as a safer alternative. Remove street parking.

I am a cyclist and ride in Victoria and the CRD from 20-100kms/week (seasonal). I am a Victoria resident.

Thanks

A solid black rectangular box used to redact the sender's name or signature.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:21 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 Bicycle Network Feedback

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for the 2020 bicycle network improvements.

We appreciate you sharing your support for the two-way protected concept on Kimta Road. Though a route through the Bayview property is a long-term solution, Council has directed staff to complete the 32km priority bicycle network by 2022 and improvements on Kimta Road will fill an important gap in the network.

On Government Street, the feasibility of a two-way facility was explored but a two-way lane on a two-way street has even more levels of complexity than those on one-way streets. On Government there are too many intersections including uncontrolled intersections (ie: driveways) to make such a design feasible.

I have noted your opposition to the proposed Advisory Bike Lane concept and your suggestions that additional traffic calming would be more effective and on-street parking should not be free.

I have also recorded your support of the proposed design for Kings Road.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 1:01 PM

To: Engagement <engage@victoria.ca>

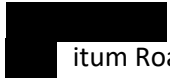
Subject: 2020 Bicycle Network Feedback

I live two blocks from Kimta Road and walk, cycle and drive there often. I'm in favour of separated lanes since Kimta's street parking spots are never full. However, I wonder if it's worth investing in separated lanes if a Bayview trail could be accelerated? In particular, the section from Cooperage to Esquimalt would be preferable through the development.

I often cycle and drive on Government Street, particularly turning on to Bay. Currently, Government is a fairly scary street to cycle, so I'm in favour of a road diet approach. I'm curious why a two-way fully separated lane isn't one of the options?

I occasionally cycle and drive on Richardson. I believe that advisory lanes will be about as effective as shared lane markings (ie: not very), but more dangerous giving a false sense of security. I think that traffic calming alone is probably almost as effective with less controversy. If transportation is being sacrificed for on-street parking, I strongly believe that all parking spots should be paid parking.

I occasionally cycle on Kings Road. I support the proposed plans.



itum Road, Victoria

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:09 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate you sharing your safety concerns based on your experiences on this corridor.

I have noted your opposition to the proposed Advisory Bike Lane design and traffic diversions.

I have also added your suggestion to explore options to remove on-street parking to accommodate bike lanes on one side of the street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 1:00 PM
To: Engagement <engage@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Richardson Street

I agree with the letter in today's Times Colonist regarding the proposed "advisory" bike lanes on Richardson. ('Advisory bike lanes a recipe for disaster')

I live in the neighbourhood and am well aware of the traffic flow of cars and bicycles on Richardson. For years I have been regularly traveling from Rockland and Moss to Oak Bay along Richardson between 8:30 and 9:00 am. There are car commuters, bike commuters, many children on their way to Central School, Sir James Douglas School, Glenlyon Norfolk School and once I cross into Oak Bay, many children on their way to Monterey Middle School. Fortunately I am a slow and patient driver as this route is a recipe for disaster every day. The worse part is once I travel over the Oak Bay border as there are very big vehicles parked on both sides of the street, with large side view mirrors and it is impossible for two cars to pass at the same time. And at the same time there are cyclists also going in both directions.

I am aware that the current situation is not a good one but the “advisory” bike lanes is much worse. And I and my husband were dismayed to hear at the meeting at Bayview Place about the planned closure of parts of Richardson. Like it or not Richardson is the best street for getting from the waterfront in Oak Bay to downtown Victoria and back again. It is the shortest and most direct. To divert traffic to Fairfield where there are two elementary schools, a busy shopping centre and Hollywood Park would be a mistake. An increase of traffic on Rockland is not a good plan either as the city has deemed it unsafe to travel over 30 K. The sight lines are minimal and there are often deer unexpectedly crossing the street. My husband and I both agree that Richardson is the best route for cars and bicycles but it shouldn't come at the expense of vehicle traffic. There are other options such as parking on one side and/or two way bike lanes on one side.

I am not a fan of “yet another study” but clearly there needs to be a better solution for cars and bicycles traveling in this corridor.

I would appreciate hearing back on these thoughts.

Thank you,

[REDACTED]
Moss Street
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 2:04 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson St

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane design.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 11:12 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson St

Hello,

I am totally against the new plan for bike lanes on Richardson. In the opinion of many, it could be disastrous. Please rethink this!!

[REDACTED]
Victoria

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 1:56 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Norman Louie: Bicycle Lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to get in touch regarding cycling infrastructure including the proposed design for Richardson Street.

The Vancouver Street project has been approved by Council and construction is anticipated to start in spring/summer 2020. The off-street cycling path along Dallas Road, built in conjunction with the Clover Forcemain, is largely built and is scheduled to open in summer 2020.

On Richardson Street, I have noted your opposition to any changes along this corridor. I wanted to clarify that the proposed shared-use design does retain on-street parking to meet the needs of the residential neighbourhood.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 11:01 AM
To: Engagement <engage@victoria.ca>
Subject: [REDACTED] Bicycle Lanes

Dear Sir:

Please reconsider the proposed installation of bicycle lanes on Vancouver St, Richardson St, and Dallas Rd. These are narrow two-way residential streets with not enough car traffic to warrant bicycle lanes. Many seniors live on these streets, and they need the curbside parking spaces for their vehicles. The majority of them do not ride bicycles. It would be better to use the substantial amount of money budgeted for bicycle lanes for hiring more police officers.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 1:21 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: proposed bike lanes Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate you sharing your support of the City's focus on creating safe cycling routes.

I have noted your opposition to the Advisory Bike Lane concept and to any alternate design that sacrifices on-street parking. I have also added your comments that retention of on-street parking is a priority along this corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 10:44 AM
To: Engagement <engage@victoria.ca>
Subject: proposed bike lanes Richardson Street

Hello,

I wanted to offer some feedback.

I live on Richardson near Richmond and travel daily by car or by bike so am very familiar with the street. I really feel that the proposed shared roadway will make people on bikes less safe than they currently are, not more. I've never had a problem biking along Richardson and have never felt unsafe. Drivers slow down and are generally respectful and

there is currently lots of room for cars and bikes to co-exist. Cars use Richardson as a commuter route to downtown. They are in a hurry and asking them to pull over to let another car pass may not go well. I worry that needing to move into a bike lane to pass will just put the bikes in danger.

I am completely and adamantly against the secondary proposal of keeping two way car traffic with bike lanes along the sides. Our street parking is at a premium as it is and not having it available will make living on this street impossible. Both of my neighbors have 2 cars each which is common for households. We are not an area with double driveways. Where are second cars or visitors supposed to park? I recently wrote to the city to try to advocate for residential parking signs on our area of Richardson as St. Matthias church across the street (they have the church itself, a hall they rent out, businesses in the hall building, the apartment building beside the hall and the daycare beside the apartment building) from me regularly dominates the street parking leaving locals scrambling for parking. Getting rid of available street parking would be disastrous. And I feel completely unnecessary given how bike friendly this area already is.

I know it is the current goal of our mayor (and I assume City Council) to create a bike friendly city and I am largely supportive of this but don't see the proposals for Richardson adding to this. I feel strongly that it will do the opposite and potentially be an expensive mistake for tax payors and a major annoyance for locals.

Thank you,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 1:15 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Proposed Richardson Bike Lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.
We appreciate you taking the time to connect with us on the design concept for Richardson Street.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 10:24 AM
To: Engagement <engage@victoria.ca>
Subject: Proposed Richardson Bike Lanes

I would like to provide my thoughts on the proposed bike lane along Richardson (and other parts of the city for that matter) but am reluctant to do that given that I have to respond via email rather than through a statistically valid and reliable survey instrument that is only accessible by City residents and taxpayers. Given the City's track record in collecting information, I cannot trust that the information collected will be either valid or reliable.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 1:13 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Richardson bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed advisory bike lane concept and diverter at St Charles Street. I have also added your suggestion that a traffic circle would be preferable.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 9:02 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lanes

Re:Richardson bike lanes

Section C - Stannard to Richmond

- a median at St.Charles and Richardson will only increase traffic on narrow residential side streets. The entire length of St. Charles is very busy with cars, commercial vehicles and cyclists. There are speed bumps

but are of little use. Drivers and cyclist race down this street. St. Charles is virtually a single lane with only about 30% of the drivers yielding to oncoming traffic. A traffic circle would be a better choice.(as at Oswego and Simcoe)

Richardson proposed Advisory Bike Lanes

- Richardson will be a single lane street. This will create confusion and road rage as only a minority of drivers will pull over. The single lane will be closed by buses, garbage trucks, recycling trucks, emergency vehicles, delivery/moving vans and construction trucks.

Also, as a pedestrian, I have observed that driver cell phone usage is more prevalent on Richardson than on many of the downtown streets. Drivers and cyclists would become less patient than they are now. Accidents will be on the rise.

██████████,

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 1:10 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: No to Richardson St. Bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed design on Richardson Street based on your comments that it works as is and your concerns for safety of the proposed design for all road users.

I can confirm that no change is not one of the options being considered at this time - the Richardson Street project is part of the phased implementation of the approved bicycle network - but I have added your comment as feedback.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in that network. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]

Sent: December 11, 2019 8:53 AM

To: Engagement <engage@victoria.ca>

Subject: No to Richardson St. Bike lanes

We are opposed to the proposed change to Richardson Street. We live in the Fairfield area and walk and bike regularly along Richardson Street and have experienced no conflicts or concerns, so why change what already works. This change is unnecessary and poses a danger for cyclists and drivers. Please reconsider this potentially hazardous plan.

[REDACTED]

Sent from my iPad

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 1:06 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St.

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to any changes on Richardson Street based on your comments that it is not suitable for bike lanes.

I can confirm that no change is not one of the options being considered at this time - the Richardson Street project is part of the phased implementation of the approved bicycle network - but I have added your comment as feedback.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in that network. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 8:39 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson St.

Please do not ignore the facts that indicate that Richardson St is not suitable for bike lanes and leave it as it is.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:58 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson St. feedback

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate your sharing your support for safe cycling routes.

I have noted your opposition to the proposed Advisory Bike Lane concept based on your concerns about safety and impacts on other streets.

I have also added your suggestion to not make any changes to Richardson Street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

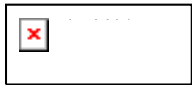
All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 6:01 PM
To: Engagement <engage@victoria.ca>
Cc: Janet Drew <janetdrew@telus.net>
Subject: Richardson St. feedback

I am appalled at the proposed plan for Richardson St.

Yes, I am a cyclist (as well as a pedestrian and a motorist) and yes I think safe cycling routes throughout Victoria are important.

I also think the proposed plan for Richardson St. is ill thought out as it favours neither bicyclists or motorists.

I have cycled this route frequently and have never felt unsafe and I believe what you are proposing to do is going to give cyclists a false sense of security as it appears to be very unsafe.

It looks to me that it is a big accident waiting to happen and I would never vote for this if given the opportunity.

It would be better to leave this street alone than to change it in the way you are proposing.

Also, where exactly are the motorists expected to reroute to?

At the moment, Fairfield Road, Richardson, Rockland and Dallas Road all take the pressure off of Fort St. and Fort St is not wide enough to take a substantial increase in cars without making cycling on that throughway increasingly dangerous.

What exactly are you trying to accomplish with this ridiculous plan?

I would also like to add that it seems you all think cars have no place on the roads of Victoria. I would like to say that driving a car is very necessary for some people... not everyone can

always ride a bike everywhere and there needs to be a network of roads that can deliver a motor vehicle to it's destination in a safe and timely manner.

You would better spend our money on more policing to start fining pedestrians who walk on 'don't walk' signs... this has become epidemic in this city, and is going to end in tragedy before long.

[REDACTED]
Haultian St
Victoria BC
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:50 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson st bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

The proposed design does retain on-street parking and I have added your feedback that this is an important priority. I have also noted your opposition to the proposed Advisory Bike Lane concept based on safety concerns and your suggestion that a Neighbourhood Bikeway design would be favourable.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

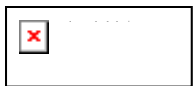
All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 5:28 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson st bike lanes

Hi,

I've just seen in the news about the bike lanes on Richardson Street. Being someone who lives on Richardson Street, and I both bike and drive, I am very concerned about the proposed designs. The Advisory Bikeway design seems extremely dangerous to me, and also a little pointless. What is the purpose of painting bike lanes onto the street if people are supposed to just drive into them? As someone who bikes I see all the time that drivers don't check for bikers in bike lanes. It also seems likely to cause more car accidents with people driving head-on in the same lane. The Neighbourhood

Bikeway system makes a bit more sense to me as the lanes are more evenly shared between cars and bikes, I think that drivers will be more aware of bikers. It also seems like the simplest to implement, and most straightforward for both drivers and bikers to understand.

My other concern is about parking. I live on Richardson between Cook and Vancouver Street and it is already near impossible to find parking. If you take away the street parking where do you expect people to put their cars? I bike to work, so can't be moving my car around to different 2 hour parking zones all day long, and definitely cant afford to be getting parking tickets all the time.

I hope that you take people's concerns into consideration when making these decisions. Thank you for taking the time to read this.



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:34 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Government Street North Bicycle Path

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.
We appreciate you taking the time to share your comments and insights on the design concept for Government Street North.

I have noted your opposition to any cycling infrastructure improvements on Government Street North. I wanted to clarify that the proposed design retains and adds on-street parking along the corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis. All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 4:29 PM
To: Engagement <engage@victoria.ca>
Subject: Government Street North Bicycle Path

Given the amount of traffic that runs along Government Street and merges with Gorge/Hillside/Douglas, the existing bicycle path should be maintained and no dedicated path attempted.

The street is not wide enough to do to it what was done on Fort and Pandora. Your government ignored the complaints put to it by bus drivers when it came to Fort Street. The travesty of what was done there barely accommodates the passage of vehicular traffic.

And not to mention what your government did to Humboldt Street when you closed it off at the junction to Douglas and Fairfield.

Just because the mayor decides to cycle to work, doesn't mean that agenda should be used to further confound an already difficult transit through the city with streets that are too narrow to accommodate any further expansion of expensive cycling paths that, especially on Government, are hardly ever used.

Should you decide to construct a dedicated cycling path along Government Street North, you would be further adding to the deficit of on-street parking in the city.

LEAVE WELL ENOUGH ALONE.



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:31 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street Bike Lane and Traffic Proposals

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

As you probably know, Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in that network. Current traffic volumes on Richardson are between 3500 and 4000 cars per day. Designing for All Ages and Abilities requires lower traffic speeds and volumes.

As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan as a priority corridor for active travel.

I have noted your opposition to the proposed Advisory Bike Lanes concept and to the traffic diverters.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

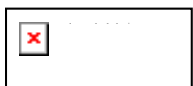
Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,



Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 2:59 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street Bike Lane and Traffic Proposals

To the City of Victoria,

I have lived on McNeill Avenue (Oak Bay side of Richardson) for 40 years. I have walked, biked, driven and used transit along Richardson regularly. I am not in agreement that the vehicular traffic volumes are so high that they warrant east-west diverters to prevent continuous east-west automobile travel. Forcing vehicles to divert to Fairfield Road where there are 2 schools, a shopping plaza, and a park is a mistake. Forcing vehicles to go uphill to Rockland is also a bad idea. Richardson is a safer east-west road for everyone than is either Rockland or Fairfield Road. The proposed westbound diverter at Foul Bay Rd can be easily avoided by going 40 metres north on Foul Bay and turning onto Quamichan and Cowichan to get right back onto Richardson, saving 10 houses on Richardson from a few more vehicles driving by. Turning south at Foul Bay one can go to Runnymede and quickly back to Richardson. So, what is the real point of this diverter? The last thing we need to do is force more traffic onto Foul Bay Rd or Fairfield Road.

Monterey Middle School is one of the middle schools for Fairfield. Forcing parents to divert and take a longer route is questionable at best. Yes, more kids riding to school is desirable. It is already happening.

My concern is that streets like Chandler and Brooke are going to see a doubling of their traffic volumes. Frustrating drivers to take a longer route will see more drivers speeding on narrower roads and putting others at risk. It is called unintended consequences.

The diverter proposed at St. Charles will simply have people driving on Richardson turn right and pull into the nearest driveway to back out and go back to Richardson to make a right turn anyway. Nothing will be gained. Save the diverter treatment for streets that really do have high enough traffic volumes to warrant that kind of treatment. Richardson does not.

I regularly cycle Richardson and in 40 years have never had a problem or a close call other than with a deer. I appreciate a few more painted lines but am not in favour of forcing vehicles to use one common lane just to accommodate bike lanes. I would likely change my cycling route rather than take my chances with Victoria's timid and unsure drivers having to effectively play chicken to gain access to that one vehicle lane at certain pinch point locations. I hope that you have asked ICBC for input on this. Again, it's a bad idea. Totally inappropriate for the location and the traffic volumes on Richardson.

Transit needs continuous access to Richardson, and with a 40 foot bus. Under your plan, transit is screwed.

Whatever you decide to do, do it with movable planters so that they can be easily removed after a trial period.

I am generally in favour of improvements for cyclist but cannot support the current proposals. This is one case where doing nothing is better than doing what is proposed.

[REDACTED]
[REDACTED]
[REDACTED] McNeill Avenue
[REDACTED] Victoria
[REDACTED]
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:13 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Victoria Bike Lane Proposals

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for the 2020 Bicycle Network Improvements.

We appreciate your support for the City's focus on cycling network improvement.

I have noted your opposition to the proposed Advisory Bike Lane concept on Richardson Street, your support of a lowered speed limit, and your suggestion to make no changes to the route other than bicycle paint marking to identify Richardson as a bike route.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 12:32 PM
To: Engagement <engage@victoria.ca>
Subject: Victoria Bike Lane Proposals

To: City of Victoria

I have commuted via bicycle for a decade in Victoria. I have taught cycling skills to elementary school children. I work with injured road users (but these comments are purely my personal views) as a personal injury lawyer. I have dealt with many cases of cyclists claiming injury. Recently several of these accidents have occurred in or near bike lanes. I also drive in this city.

I generally support improved cycling infrastructure and applaud your focus on cycling. However, I have three suggestions:

- The protected bike lanes on Fort and Pandora should move in one direction only, being the direction of the vehicular traffic. This would allow cyclists to overtake each other safely.
- The proposal for Richardson Street is dangerous. I bike this street once to twice per day. Many middle school children bike to school using Richardson. I worry about head on collisions, cyclists being struck from behind and the side, and cyclists striking the back of slowing motor vehicles that move into their lane if the proposals are implemented. As a motorist it can be hard to be aware of fast moving cyclists in a bike lane when my primary concern is avoiding a head on accident.
- Please consider the following alternative, which is far cheaper, and in my view better:
 - Repave Richardson: some recent poor repairs have degraded the surface
 - Paint bicycles on the road and designate Richardson a bicycle route (thereby encouraging motorists to use alternative) but do not add separated or any other bicycle lanes
 - Lower the speed limit on Richardson (and its extension, McNeil) to 30 km/hr

Thank you for the opportunity to comment.



 Please consider the environment before printing this e-mail

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:08 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: shared use road on Richardson

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane design based on your safety concerns.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 10, 2019 12:12 PM
To: Engagement <engage@victoria.ca>
Subject: shared use road on Richardson

I can't see this option being viable. the road is already very narrow and heavily used by vehicles. Adding two bike lanes and a single lane to "share" is absolutely dangerous as you will have people trying to zigzag through bike lanes trying to over take bikes. This stop go alternating will be bad for drivers and bikers.

Living in the neighbourhood with two kids aged 7 and 10 there is no way i will be comfortable letting them use this route on a bike. My kids are very comfortable navigating a busy city on a bike as we were expats in Holland for 5 years but this seems poorly planned and thought out and inherently dangerous.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 11:07 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: No to advisory bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane design.

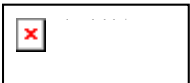
City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 11:27 AM
To: Engagement <engage@victoria.ca>
Subject: No to advisory bike lanes

Please stop this madness. It's a terrible idea.

[REDACTED]
Victoria

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:45 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St. proposal

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept in the context of safety.

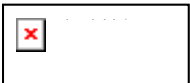
City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 9:37 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson St. proposal

Hi- I used to commute on Richardson with my children to and from school both on our bikes and in the car. During commuting times, Richardson is a very busy street. The current proposal would rely on the education and kindness of drivers to obey these rules and keep cyclists safe. This is a recipe for disaster.

I have ridden on roads with these rules in the Netherlands. They are tertiary roads and work very well in a society that respects cyclists. Victoria is not that place.

I do not support this proposal.



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:44 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain bike route

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain Street.

The proposed design does retain on-street parking and I have added you feedback that this is an important priority. I have also added your suggestion to relocate the transit service to Haultain Street which is being proposed as part of local area planning and in tandem with this project.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 10, 2019 8:51 AM
To: Engagement <engage@victoria.ca>
Subject: Haultain bike route

,Hello

I live on Haultain st and want to give some feedback on the proposal. The street is extremely busy and I support bicycles as long as you do not remove any parking spaces. I do not support buses on our street. They are too large especially where the street narrows where I live. As well my whole house shakes when buses go by! My house has settled in part

because of this resulting in uneven and I level floors which is affecting the value of my home negatively. I am not happy about this. Move all buses to Bay Street please!

Sincerely

[REDACTED]

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:30 AM
To: [REDACTED]
Cc: [REDACTED]; comms@gvcc.bc.ca
Subject: RE: Please keep going!

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for the 2020 Bicycle Network Improvements.

I have noted your support for AAA cycling infrastructure in the context of the GVCC's recommendations.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: December 10, 2019 8:02 AM

To: Engagement <engage@victoria.ca>

Subject: Please keep going!

Your email

[REDACTED]

Subject Line

Please keep going!

Do you support the GVCC's suggestions above?

Yes!

Additional comments

Please keep adding AAA bike lanes. The future of sustainability is to continue increasing the number of bikes on the road: people won't bike if they don't feel safe. With e-bikes becoming more prevalent, hills are not an issue but safe bike lanes are.

thanks!

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:27 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 bike lanes plan

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane concept based on your safety concerns.

The proposed design includes safety improvements to the intersection at Cook and Richardson for cyclists and pedestrians. The proposed design also retains on-street parking. On trees and greenery, adding parklets, greenery and trees is an important part of all the 2020 projects and many green spaces are included in the proposed projects.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 10, 2019 6:19 AM
To: Engagement <engage@victoria.ca>
Subject: Re: 2020 bike lanes plan

Hi there, please disregard my last email, as this is the edited version with more information below.

Thank you,

[REDACTED]

I am writing to voice my disapproval for the proposed "advisory bike lanes". My mother and I cycle & my parents have lived on Richardson Street for 41 years. I lived on Richardson Street for over 29 years at 2 different locations on Richardson, and still visit my parents' place almost every day. My parents and I all agree that Richardson Street is too narrow to safely use these proposed "advisory" bike lanes, and as long-time residents, what they say is very valid. These proposed lanes would have cars in both directions sharing one car lane, and when the vehicles need to pass, they would move into the bike lanes on either side of the road. This sounds like a recipe for disaster & could increase collisions. The intersection at Cook & Richardson is already very dangerous with 4 lanes of traffic, this plan is just going to make it worse. I lived at the Cook & Richardson intersection for over a year, and it was already very hard to cross the street there as a pedestrian or cyclist; I was almost hit by cars in the 4th lane on multiple occasions. The Greater Victoria Cycling Coalition (GVCC) has also spoken out against this design, as it poses a hazard for cyclists & drivers. If cyclists & drivers all don't feel safe with these lanes, will they even be used by cyclists? Is this project even worthwhile if the people you are building it for do not want to use them? I would say no to both, has the City of Victoria even asked these questions at all? Also, where will the cars of residents park on Richardson Street if there is no space on the road? It makes no sense. It seems obvious to me that the outcome of the Richardson Street & other proposed advisory bike lanes will become the carnival ride "Bumper Cars" with cars, cyclists & parked cars competing for the same space. I would worry about pedestrians, including children trying to cross the road with all of this dodging & swirving going on. City council likes to forget that Victoria is known as the "City of Gardens" not the "City of Concrete"... enough trees, shrubs & other greenery has been lost to the bike lanes so far. We need more wildlife habitat & air-purifying plants, not less. Please listen to common sense and do not approve these dangerous "advisory bike lanes".

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 10, 2019 5:47:39 AM
To: [REDACTED] <engage@victoria.ca>
Subject: 2010 bike lanes plan

I am writing to voice my disapproval for the proposed "advisory bike lanes". My mother and I cycle & my parents have lived on Richardson Street for 41 years. I lived on Richardson Street for 28 years, and still visit there almost every day. My parents Roy, Diana and I all agree that Richardson Street is too narrow to safely use these proposed "advisory" bike lanes, and as long-time residents, what they say is very valid. The Greater Victoria Cycling Coalition (GVCC) has also spoken out against this design, as it poses a hazard for cyclists & drivers & pedestrians. If cyclists & drivers all don't feel safe with these lanes, will they even be used by cyclists? Is this project even worthwhile if the people you are building it for do not want to use them? I would say no to both, has the City of Victoria even asked these questions at all? Also, where will the cars of residents park on Richardson Street if there is no space on the road? It makes no sense. It seems obvious to me that the outcome of the Richardson Street & other proposed advisory bike lanes will become the carnival ride "Bumper Cars" with cars, cyclists & parked cars competing for the same space. I would worry about pedestrians, including children trying to cross the road with all of this dodging & swirving going on. City council likes to forget that Victoria is known as the "City of Gardens" not the "City of Concrete"... enough trees, shrubs & other greenery has been lost to the bike lanes so far. We need more wildlife habitat & air-purifying plants, not less. Please listen to common sense and do not approve these dangerous "advisory bike lanes"

Thank you,



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:20 AM
To: Engagement
Subject: RE: Comments on Victoria Bike Lane proposals

Categories: Tracked To Dynamics 365

Good mornin [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your comments and opposition to the proposed Advisory Bike Lane design for Richardson Street.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

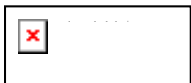
Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,



Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 11:33 PM
To: Engagement <engage@victoria.ca>
Subject: Comments on Victoria Bike Lane proposals

To: City of Victoria

I am a long-time bike commuter, a cycling skills instructor, and generally in support of improved cycling infrastructure. I applaud Victoria's focus on cycling infrastructure in recent

years, and generally support your 2020 plans. I do however, have a few comments and concerns to share.

General comments

- The two way protected bike lanes on Fort and Pandora unnecessarily complicate traffic movement for both bikes and cars. The same lanes could be used more simply as one-way lanes. Cyclists can easily travel the few blocks between, just as cars do.
- The shift from plans for Cook Street to Vancouver was positive – it puts cyclists on a lower traffic route with good gradients - a route that is already comfortable and useful for cycling will be even better.
- The 2020 proposals are all good selections in terms of being existing low traffic, low gradient corridors [favourable for cyclists] that connect to other cycling infrastructure,

Concerns with Richardson Proposal

- I have concerns about the proposed design as I currently understand it. These include:
 - Cars travelling in opposite directions are coming directly toward each other in a single lane, and then entering the bike lanes to pass each other. In theory, the cyclist has the right of way, but this is unlikely to be true when motor vehicles are faced with a head-on collision, and swerve to avoid it. This is unlike traffic movements in almost every other location - exceptions are lanes and parking lots, where speeds are much lower.
 - Cyclists generally not used to sharing their painted lane will need to be prepared to jump the curb at a moment's notice to vacate the space being claimed by the motorist trying to escape a head-on collision. This seems entirely inconsistent with the goals of the AAA network! As a cycling instructor, I would not encourage my students to use such a facility.

Thank you for the opportunity to comment.



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:18 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to any changes on Richardson Street. I can confirm that no change is not one of the options being considered at this time – the Richardson Street project is part of the phased implementation of the approved bicycle network. However, I have noted your opposition as feedback. I have also noted your opposition to the Advisory Bike Lane concept and to any traffic calming on Richardson Street. On parking, I wanted to clarify that the proposed design retains on-street parking.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in that network. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

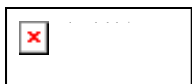
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Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 9:53 PM
To: Engagement <engage@victoria.ca>
Subject: re: Richardson bike lanes

Dear Sir or Madam

I live on Harbinger Ave.

You need to leave Richardson as it is. The street is lined with cars on the one side that allows parking right now.

There are numerous houses that have suites in them from Cook through to Moss St and don't have parking for all the tenants.

Any loss of parking is only going to have people trying to park on the sides streets which are designated as residential parking and we are pretty much full up.

There has also been talk about a development by the lane off Richardson near Linden. I don't support the current plan as it is far too much density. The developer is throwing out a red herring to try and get people's support in that it will be affordable housing. There will be limited parking for the tenants and where will their guests park????

I saw on the news some really stupid idea of having one lane for traffic on Richardson and two bike lanes. Are you people at city hall crazy????? This is totally unacceptable!!!!

There aren't that many people that bike on Richardson and to inconvenience all the people that drive on Richardson for a few cycles is absolutely insane!!!

This mayor and council needs to start **representing the majority of the taxpayers** and not just a very, very small segment of the population of Victoria. We have an aging population and the majority of us simply don't plan on riding bikes!!!

I've lived on Harbinger for 40 years and I certainly don't think that we need any traffic calming on Richardson St or any bike lanes.

Do you have statistics to back up loads of accidents on Richardson as a result of people speeding????? I think not!!

You should be spending money fixing pot holes in the roads, uneven sidewalks etc than sticking more cement obstructions in the roads that aren't marked properly. It's incredibly difficult to see some of them on dark rainy nights. They aren't painted yellow and don't have

reflective signage. Take a look around and you will see all the black tire marks where people are hitting them!!!!

It's time to stop this huge waste of our tax dollars on bike lanes.



Harbinger Ave
Victoria BC

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:10 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in that network. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

I have noted your opposition to any changes on this corridor based on your concerns about impacts on adjacent streets and road safety.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]

Sent: December 9, 2019 9:31 PM

To: Engagement <engage@victoria.ca>

Subject: Richardson

Richardson Street should be left as it is. (Why the push to change it and why SO fast.)This will save a lot of money, stress, emissions and all round upset. Cars, trucks, buses, large vehicles like emergency vehicles, delivery trucks, recycling, moving trucks, bikes, joggers, walkers and dare I even say deer all manage just fine. Do not disrupt this. Victoria does not have the right to try to force such major changes that will no doubt have indefinite negative impacts that could be very costly to the well being and safety of everyone. This will result in absolute chaos, busier side streets, busier roads like Fairfield rd, difficulty moving north/ south?, accidents, collisions, added congestion, more emissions for back up/ wait times, school/ park drop off problems, parking, people trying to get in and out of their own driveways, emergency vehicles trying to get where they need to be and drivers of all kinds going about their business. The drawings and plans fail to reflect this and are therefore deceptive to the public. No, no, no, this needs to be thought through in a mindful, realistic and practical way that meets the needs of all citizens. Best to leave Richardson functioning as it is. I wonder if it is time for litigation against the Victoria Council. We have a right to our roads. Leave the road alone.

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 10:06 AM
To:
Cc: Engagement
Subject: RE: Richardson Street - Bike Lane proposed designs

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate you sharing your support for the City's bicycle infrastructure improvements in general.

I have noted your opposition to any changes on Richardson Street based on your comments that the street is fine as is. I can confirm that no change is not one of the options being considered at this time but I have added this comment as feedback.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. Richardson makes an important East-West connection in that network. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process. Richardson Street is also identified in the CRD's Pedestrian and Cycling Master Plan – a regional network plan – as a priority corridor for active transportation.

I have noted your suggestion to make changes temporary in nature.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

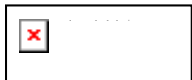
All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 8:07 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street - Bike Lane proposed designs

Good evening!

For the past ten years, I have lived at [REDACTED] Runnymede Ave. at the intersection of Runnymede Ave, Richardson Street and Quamichan Sreet in the Gonzales neighbourhood. I attended the Open House at City Hall last Tuesday to view the proposed bike-lane designs, as it is obviously of some concern to me, and I thank the City for taking the feedback of citizens.

I have generally been in favour of the City's efforts to foster a more supportive environment for cycling, but in this case on Richardson Street, I think the proposed design would be a big mistake. Richardson Street acts as an important commuting route for those in Victoria and Oak Bay, and as such, any efforts to reduce traffic volumes on Richardson would only have a detrimental effects on other viable routes (ie. Fairfield Road, Oak Bay Ave, Rockland Ave), and would push traffic onto side streets as drivers attempt to "dipsy-doodle" around traffic diversions at Foul Bay Road, Maddison Ave, and St. Charles Street. Richardson Street is a great route for driving downtown to due its lack of traffic lights, its lack of commercial areas, and there's only one school zone to pass through. Fairfield Road, on the other hand, is less favourable, with two school zones, a playground zone at Hollywood Park, the shopping center at Fairfield Plaza, and the traffic light at Moss Street. Rockland Ave is another route to downtown, but my access to it via Gonzales Ave would be blocked by the traffic diversion at Maddison Ave. That would require me to go up Quamichan, cross Richmond, and go up Oak Shade Lane (quite a goat-trail!), and make a difficult left onto Rockland (you can see my dilemma!). Richardson Street is also already very popular with cyclists, as it it quite flat, and the road is wide enough to accommodate both car and bike traffic. My main point is that Richardson Street, in its current form, is fine the way it is, and I'm happy with the number of cyclists that already use the street. I have no problem sharing the street with cyclists, but I like the "clean" aesthetic of the streetscape. If bike lanes must be painted on the road, fine, but please don't put speed humps and traffic diversions along the route. I fear that it would not only be a mistake of engineering, but a political mistake as well. And finally, whatever changes are made to Richardson Street, please maintain the ability to keep these changes reversible, so a future elected Council has some latitude to make changes at minimal cost.

Thank you!

[REDACTED]

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 9:19 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: bicycle network feedback

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for the 2020 projects.

We appreciate you sharing your support for the City's bicycle network and ongoing improvements. I have noted your opposition to shared-use cycling facilities where parking is retained in the context of safety. I have also included your suggestion and support for protected lanes on all corridors.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

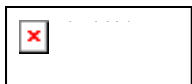
All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



[REDACTED]
Sent: December 9, 2019 7:39 PM
To: Engagement <engage@victoria.ca>
Subject: bicycle network feedback

The new separated bike lanes have encouraged me to cycle more, because of safety and comfort. Thanks for building them.

I was doored while cycling on Cook St, and since I landed in the middle of the lane, had there been a car behind me, I would have been seriously injured, or perhaps even killed. I no longer ride close to parked cars.

The proposed new bike lanes where parking is retained on both sides of the street, and cars and bike travelling in both directions share one big lane frighten me.

Due to driver speed, distraction, and aggressive behaviour, we can reliably predict that during the life of these proposed lanes someone will be killed. According to Transport Canada, 1,841 people were killed on roads in 2017, which is about 5 people every day. Choosing to accept designs which will kill people, in order to make parking convenient on both sides of the road, is gruesome and callous. Studies have proven that protected bike lanes are significantly safer for everyone on the road (not just cyclists). (<https://www.sciencedaily.com/releases/2019/05/190529113036.htm>)

The solution is simple: remove parking from one side of the street. Build a physically separated bike lane in that space, and save some lives.

Thanks for your time,

[REDACTED]

Mason St
Victoria, BC



Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 9:13 AM
To: [REDACTED]
Cc: [REDACTED] nt
Subject: RE: Support for Richardson Bike Lanes

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

We appreciate you sharing your support for the proposed improvements on Richardson Street and are glad to hear it will support your trips from Oak Bay.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 9, 2019 5:56 PM
To: Engagement <engage@victoria.ca>
Subject: Support for Richardson Bike Lanes

Hello - I would like to express my support for the development of cycling infrastructure along the designated cycle route on Richardson St. I understand there are some design challenges but I hope sufficient compromises can be found to allow the project to move forward.

Any encouragement you can give to your colleagues in Oak Bay to continue the project on the McNeill Ave side of Foul Bay Rd (which is the eastern end of the same designated cycle route, as you will know) is also much appreciated.

Sincerely,

A Resident of South Oak Bay

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 9:08 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: New Bicycle lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for the 2020 bicycle network improvements.

We appreciate you sharing your support for the City's bicycle network.

I have noted your suggestion to keep bicycles physically separated from traffic on all proposed projects.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 9, 2019 4:39 PM
To: Engagement <engage@victoria.ca>
Subject: New Bicycle lanes

I was a cyclist when I was young and found the roads to be very dangerous for cyclists.

I do not think that cyclists and motorcars should share the same lanes at any time. If there is not enough room to have two cycle lanes and two motorcar lanes on the same road then I believe that the road should be a one-way road thereby creating two lanes for cyclists and a one-way lane for motorcars.

I think that having an extensive cycle lane network in Victoria is excellent and will encourage all people to cycle and thereby reduce their carbon footprint. This might encourage older people like myself to purchase and use an electric bicycle. [REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 9:05 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Haultain and Richardson Bikeway

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the Advisory Bike Lane concept and your suggestion to add traffic calming to reduce vehicle volumes below 1000/day.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 3:55 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain and Richardson Bikeway

Your email

[REDACTED]

Subject Line

Haultain and Richardson Bikeway

Do you support the GVCC's suggestions above?

Yes!

Additional comments

Please go away from the advisory bike lane on Richardson Street. Cars merging in and out of bike lanes does not feel safe! Instead let's try and focus on diversions to reduce car traffic to around ~1,000 cars per day on Richardson, and encourage cars to use Fairfield or Fort/Yates.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 9:01 AM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Richardson St

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

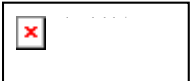
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Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 12:40 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson St

Your email

[REDACTED]

Subject Line

Richardson St

Do you support the GVCC's suggestions above?

Yes!

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 9:00 AM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: 2020 Bike lane projects - GVCC suggestions

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

I have noted your opposition to the sharrow paint markings for the shared use road on Haultain and to the Advisory Bike Lane design on Richardson. On the cut-throughs, in the proposed design, there are bicycle 'cut-throughs' at all proposed traffic diverters on Haultain and Richardson. I have also noted your support for additional placemaking and parklets in the design of the Haultain Street corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 9:56 AM
To: Engagement <engage@victoria.ca>
Subject: 2020 Bike lane projects - GVCC suggestions

Your email


Subject Line

2020 Bike lane projects - GVCC suggestions

Do you support the GVCC's suggestions above?

Yes!

Additional comments

For Haultain & Richardson, remove sharrow design and at least have painted bike lanes and/or cut-throughs for bicycles in spots where traffic is diverted. I also agree with Eric Doherty's comment on this article (<https://gvcc.bc.ca/make-haultain-and-richardson-truly-aaa/>):

"Haultain Corners would be so cool with a small car-free plaza, or even nice diagonal diverter. This is an opportunity that Oaklands must not waste."

Thank you for your consideration,

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 8:47 AM
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: RE: Haultain and Richardson planned bikeways

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Haultain and Richardson Streets.

I have noted your suggestion to remove traffic circles from the proposed designs in the context of safety for all road users.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 9:45 AM
To: Engagement <engage@victoria.ca>
Subject: Haultain and Richardson planned bikeways

Your email

[REDACTED]

Subject Line

Haultain and Richardson planned bikeways

Do you support the GVCC's suggestions above?

Yes!

Additional comments

Please avoid traffic circles on designated bike routes - they can be dangerous and confusing for both drivers and cyclists.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 8:45 AM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Richardson

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your comments to improve the safety of the design for Richardson Street.

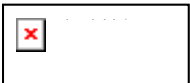
City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 9:37 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson

Your email

[REDACTED]

Subject Line

Richardson

Do you support the GVCC's suggestions above?

Yes!

Additional comments

I realize the inherent difficulties with Richardson St, but as with Cook St, if a truly AAA isn't created, potential new bicyclists will likely not be encouraged to use it—which means they will not use other bikeways either and the whole project will remain under-utilized. That then reduces the return on a he community's investment.

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 8:42 AM
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: RE: Bike Lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]
[REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for the 2020 cycling infrastructure improvements.

We are happy to hear that you are enjoying the lanes on Wharf and Fort and find them comfortable and safe. I have noted your suggestion to make all the 2020 projects as safe as possible.

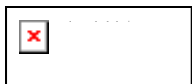
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Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 8:53 AM
To: Engagement <engage@victoria.ca>
Subject: Bike Lanes

Your email

[REDACTED]

Subject Line

Bike Lanes

Do you support the GVCC's suggestions above?

Yes!

Additional comments

Please make all lanes as safe as possible. If the lanes are not as safe as Fort and Wharf, then overall usage will be impacted. Thank you, Brian Fraser

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 8:38 AM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Proposed bike lanes - Haultain / Richardson

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

We appreciate you sharing your support of the proposed improvements on Haultain Street design and Richardson, in principle.

I have noted your safety concerns about the proposed Advisory Bike Lane concept.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 7:43 AM
To: Engagement <engage@victoria.ca>
Subject: Proposed bike lanes - Haultain / Richardson

Your email


Subject Line

Proposed bike lanes - Haultain / Richardson

Do you support the GVCC's suggestions above?

Yes!

Additional comments

While I support the plan for the Haultain bike lane, and in principal the Richardson bike lane, I have some serious concerns regarding the safety of the latter. The proposal of a shared transportation route along Richardson on which cars are mandated to give way to cyclists (in non-segregated lanes) introduces significant risks!

Rob Gordon

From: Amelia Potvin
Sent: December 20, 2019 8:31 AM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Richardson bike lane

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your suggestion and support for a protected bike lane on Richardson Street.

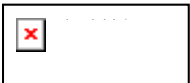
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Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 7:13 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lane

Your email

[REDACTED]

Subject Line

Richardson bike lane

Do you support the GVCC's suggestions above?

Yes!

Additional comments

Please build a dedicated bike lane on Richardson!

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 4:45 PM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Bicycle paths

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

Thank you for sharing your support of cycling infrastructure improvements in general. I have noted your concerns around insufficient safety in the proposed designs.

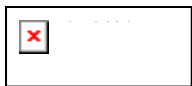
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All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 7:00 AM
To: Engagement <engage@victoria.ca>
Subject: Bicycle paths

Your email

[REDACTED]

Subject Line

Bicycle paths

Do you support the GVCC's suggestions above?

Yes!

Additional comments

As a long time resident of Victoria I have raised my children and now grandchildren here. To truly make cycling in Victoria safe and comfortable for young and old the degree of protection advocated by Victoria Cycling Coalition is necessary. Otherwise, I will commute by bike only on occasion and would never take my grandchildren cycling unless I felt they were completely safe. Therefore, I support the highest possible level of safety for cyclists along Richardson and Haultain. Kudos to Council for their support of the other bike lanes. In particular, I am loving the new path along Wharf Street!! Well done and thank you!

[REDACTED] Moss St

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 4:37 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Feedback on the Kings - Blackwood - Haultain Connections

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for the Kings-Haultain corridor.

Thank you for sharing your support to cycling infrastructure improvements in general.

I have noted your suggestions to improve the connection from Haultain to the multi-use path in Oaklands Park and to improve to the entrance to that path.

On the design at Bay street, this is an interim solution. The long-term plan for the connection to Government will be pursued through land development and right-of-way agreements through the parking lot. Once a connection all the way through is feasible, a signalized crossing at Douglas would be explored.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 9, 2019 12:58 AM
To: Engagement <engage@victoria.ca>

Subject: Feedback on the Kings - Blackwood - Haultain Connections

Hi, and thanks for this proposal. I am glad to see the forwards progress on bicycle infrastructure in the city and largely support all of the initiatives.

I feel an opportunity is being missed at the corner of haultain/shelbourne to connect to the 2 lane bike path built through oaklands park. That (oaklands park) bike lane could also use a slight rework of the initial access point off of shakespeare street (it has a drain in a depression in the middle of it) , but it is the best way to connect to hillside mall off of Haultain now and I can easily see it tying in with the coming Shelbourne improvements (and the already existing landsdowne paths to camosun college).

I am a daily bike commuter, and I ride the entire kings-blackwood-haultain corridor daily: down haultain, across cook, follow Kings st, through the supportive/low cost housing, and across blanshard, then down kings further, and across douglas (between the lights and after the east/west turn signal traffic). Being able to wait on the median makes it quite easy to get across blanshard, and i'm only slowed when traffic is back up past kings in the southbound lane.

A median on douglas could make it easier to get across lanes to the easy trip through the two parking lots and onto government. I don't find it too hard to merge in with traffic off of kings onto douglas, although vehicles driving on kings don't share that junction well. I think the redirections to Bay aren't a great idea, and it would be best to find a solution that stays on kings all the way to government street, even if it means a crossing light on douglas. You might consider a path behind the times columnist building, and a crosswalk where their shipping alley connects to douglas (it's nice and smooth so their loaded trucks don't bounce), since Kings is pretty close to bay to build a crosswalk there, and would be more appropriate where Hill st. should come out.

I don't really think the improvements at the blackwoods/kings traffic diversion are necessary; the current sidewalks intersecting the sidewalk is adequate. What would really be necessary here is road improvements on blackwoods from the diverter to haultain. Currently it's very broken and rough pavement, and could potentially see accidents with the cracks in the pavement. I'm a little surprised it hasn't already, most riders have to stand up when riding from the diversion downhill, as it's too rough to sit down.

Thank you for developing improvements to the cycling infrastructure. I truly believe these proposals as forward thinking, and look forwards to the final designs.

██████████

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 4:19 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Government Street and Kings Road.

Council has approved a 32km network of safe cycling infrastructure and the 2020 projects are part of the phased implementation approach to completing that network therefore not building any more bike lanes is not one of the options being considered at this time.

I have noted your suggestion to retain or add commercial parking areas which is a priority for you (and delivery drivers in general).

There are additional commercial parking areas proposed in the Government Street project. Are there any areas in particular that you'd like to suggest adding commercial parking on Kings Road?

In addressing mode shift goals, we recognize that commercial vehicles moving goods and services through the City are an important piece of the puzzle.

When more people are able to access safe active transportation options, more road space is available for those that need to make trips in motor vehicles.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: December 8, 2019 9:18 PM

To: Engagement <engage@victoria.ca>

Subject: Bike lanes

Please stop with the bike lanes.

It is becoming increasingly difficult and dangerous for me and all my fellow couriers to do our job safely when we keep losing parking spaces and lanes on the roadway. Leave government and kings alone. I deliver those roads multiple times day and parking is hard as it is. Us couriers supply the city and its people and we are being cut off.

Also, grant us access to those empty bus lanes along Douglas St. as they sit empty most of the day while traffic builds up on the 2 lanes available. Is nobody actually watching what happens on the road cause I see it everyday and it is just unnecessary chaos and idling "#climateemergency" that is easily fixed.

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 4:01 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: richardson bike lane plan

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane design in the context of safety concerns. I have also noted your preferred alternatives.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis. All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 8, 2019 9:04 PM
To: Engagement <engage@victoria.ca>
Subject: richardson bike lane plan

Hi, I was told I could send an email to this address as a member of the public, with thoughts about the plan.

I'm a cyclist and I don't love the idea of advisory bike lanes. I don't think they solve the problem of unsafe passing, which would still be an issue even with reduced traffic volumes. I would be more likely to support:
-The removal of onstreet parking on one side of the street to make room for real bike lanes

- Upgrading the sidewalk to be a shared bike/pedestrian pathway, on one or both sides of the street
- Some traffic calming/volume reducing infrastructure on Richardson, and the implementation of a bike corridor on a wider road that can support it (perhaps Fairfield?)
- No change

Innovative infrastructure has its place (love the scramble crossing!) but I don't think this particular design will accomplish what it has set out to do, which is keep cyclists safe.

Thanks.

:)

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:56 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: 2020 Bicycle Network Improvements - Notes on the detailed plans

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the proposed design concepts for the 2020 projects.

Thank you for support of the proposed improvements, in general.
I have noted your specific comments and suggestions for the various corridors.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.
All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: B [REDACTED]
Sent: December 8, 2019 6:23 PM
To: Engagement <engage@victoria.ca>
Subject: 2020 Bicycle Network Improvements - Notes on the detailed plans

I attended the Wharf St warm up and have since reviewed the detailed network maps. A few notes below.

This looks like a very nice improvement to future-proof the city and enable healthy living.

Kings, Blackwood, Haultain

Kings & Blackwood (Government st to Cook st)

- The crossing at Blanshard has always been a barrier for me. Thanks! This is a big improvement.
- I assume since bikes will be using Haultain as a shared road that the speed limit should also be dropped? Hopefully max 30km? If those light-up speed signs with the smile/frown face aren't too costly maybe one of those as well?

Kings & Government (Cycling connection on Bay st)

- Can the one block of Bay st between Westbourne and Douglas be protected with either a concrete curb or bollards? I would not bike on that section if it was painted only. I would walk my bike on sidewalk. And I say that as an experienced urban rider. If I wouldn't bike unprotected in that block many others wouldn't either and that would essentially act as a break in the network.
- The corner of Douglas and Bay also has a Jiffy Lube. I have walked past it a few times and noticed trucks parked blocking the sidewalk when there is a line up. Perhaps make the bike lane protected before that, along with another curb or bollard near the intersection to bikes don't get squished. But at the Jiffy Lube add the green conflict paint.
- Thank you for adding curb protection for bikes in the yield lane (gov't and bay). Yield lanes are precarious (unless you're inside a car). A hold-over from a different time I guess. The city has done fantastic work removing yield lanes (Pandora & Blanshard, Vancouver & Southgate). Can this one also be removed, and replaced by a different light cycle?

Haultain St (Cook st to Richmond Road):

- Great improvements proposed. Haultain needs it. A busy biking and walking corridor.
- 1. Its fantastic to see the indication of placemaking opportunity at the corner of Haultain and Belmont. Its a community centre but suffers from too many cars. Perhaps add a sitting area on the road in front of Koffi like we have near Fort and Douglas. That would also prevent cars idling beside you as you eat lunch :) Or...it would be even better to have a pedestrian and bike thoroughfare like the ping-pong area at Humboldt & Douglas. Accomplish two goals at once -> Placemaking, maintain bike pass-through and divert traffic. This would be a good spot to reduce traffic flow since there is otherwise 9 blocks in a row between Fernwood and Shelbourne with no stop signs that people drive too fast on.
- 2. The section of Haultain st from Cook to Fernwood is wide. Why not put protected lanes on that portion?
- 3. Thank you for the diversion at Fernwood. This is perfect! The only thing would be to perhaps make sure there is a bike icon painted on Haultain or a bike box/lane. Cars get a little pushy at that intersection.
- Everything else looks perfect.

Haultain st segment A (Haultain to Asquith)

- Diversion at Haultain & Fernwood rd. This is an ideal spot for it given the existing use of Fernwood. Please proceed with this one!!!
- Cedar Hill and Bay st diversion-- Thanks! This will help reduce the problem of cars cutting from cedar hill, walnut, then down spring road. Usually with no turn signals. This is also no stop sign at Cedar hill and Walnut which means cars roll through as bikes are travelling East-West along Walnut.
- Cedar Hill and Fernwood closed off. As well as a roundabout at Avebury and Haultain. Fantastic!

Haultain st segment B (Haultain to Asquith)

- Shakespeare - Needs a crosswalk to help people know where to cross on the way to the park. Roundabouts also need clear indications that bikes should be in the centre of the road.
- Shelbourne and Richmond intersections - Very clever restrictions on certain turns. This should really help. I'd put a high priority on keeping this proposal.

Government St North

- Nice. Protected bikes lanes are certainly needed here.
- All three of those pedestrian crossings are a great idea.
- Where parking is to be retained, please always put the cars on the road-side of the bike lane, not the side-walk side. Looks like what you have proposed here, so please continue as planned.

Richardson

- I've never seen advisory lanes done in combination with such a high amount of on-street parking. Is there data to show how many in-parcel (off-street) parking spots there are in driveways and parking lots. Street-view shows an excessive number of cars parked on the road for a non-commercial area.
- Why not put painted lanes against the curb and remove parking on one side of the road.
- Can we add a sidewalk between St-Charles st and Lotbiniere? That part of Richardson is so wide you could even do it without impacting the trees.

Kitma

- Please proceed with the protected bike lanes. We can't depend on the unknown future of the development projects. Now is the opportunity to fix urban transportation networks and add AAA protected lanes so that everyone can bike without fear of trucks and SUVs.

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:29 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St. Bike Lane Proposals

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street.

I have noted your opposition to the proposed Advisory Bike Lane design in the context of cyclist safety and your suggestion to remove on-street parking to make room for protected bike lanes.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 8, 2019 4:55 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson St. Bike Lane Proposals

Hi there!

I'm just dropping a line to give some feedback about the proposed "Advisory" bike lane model on Richardson St.

A lot of cyclists choose to ride on Richardson to get between the downtown and the Jubilee, Fairfield, and Oak Bay neighborhoods. It's a flat, direct route, and there is quite a good width of pavement.

I'm really concerned about the idea of Advisory bike lanes. My experience cycling tells me that car drivers will make room for other car drivers and for themselves at the expense of the safety of bicyclists. I've had many drivers swerve towards me on my bike to give space to on-coming cars drivers. Knowing that the bike lane can be spontaneously used by cars while I am riding there means, in effect, that there really is no bike lane. It would cause me to be quite nervous - and I am a very experienced cyclist! Many motorists have no idea how fast bikes are travelling. They consequently cut cyclists off, thinking that they have given room. Many drivers are also not in the habit of truly looking for people on bikes. I see the proposed model as a very dangerous situation, where the most vulnerable cyclists will be hurt and/or opt not to ride there due to safety concerns.

Please re-consider the age-old habit of giving car owners free storage space for their cars and, instead, use the publicly-owned and maintained land to benefit citizens opting to bike. Please give the safety advantage to the most vulnerable and to the type of commuters you want to see more of. A fully realized bike lane on this main cycling commuter route is badly needed.

Many thanks!

██████████

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:26 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Kimta Rd Corridor Proposed Bike Lane

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Kimta Road.

I have noted your opposition to both of the proposed concepts for Kimta Road and your concern that narrowing the road for cars will make your exit more dangerous.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 8, 2019 4:00 PM
To: Engagement <engage@victoria.ca>
Subject: Kimta Rd Corridor Proposed Bike Lane

Unfortunately, I was unable to attend the open house this week. I do, however, wish to make our thoughts known on this issue.

Kimta is one of the most bike friendly roads in the city. It is wide enough that bikes run freely down the centre of each lane, cars are patient, and the bikers respectfully move over. For the entire time we have lived here, we have never seen or encountered a problem. (Please note, we drive and bike.)

In our estimation, building a bike lane on this corridor would primarily be a complete waste of tax payers money, but would also cause even more traffic problems in an area where parking and movement have already been greatly affected due to the new marina and restaurant.

Also of note, I believe our unit is one of few, if not the only one, that opens/walks directly onto Kimta. Narrowing the road to cars would make our exit more dangerous.

I trust you will take these concerns into serious consideration.

[REDACTED]

Songees Rd.

Victoria, BC

Sent from my iPad

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:21 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Lanes

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.
Your email will be shared with Council as part of the engagement findings for these projects.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 8, 2019 3:30 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Lanes

QUIT THE STUPID BIKE LANES!!!

THIS IS GETTING RIDICULOUS AND IMPEDING ON TRAFFIC. NO MORE PEOPLE WILL BICYCLE THAN THEY ALREADY ARE.
YOU ARE CAUSING MORE PROBLEMS THAN SOLVING.

Sincerely,
A long time Victoria resident!!!

Sent from my Samsung Galaxy smartphone.

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:19 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Feedback on AAA bike corridor designs - Richardson, Haultain

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

I have noted your suggestion to increase traffic diversions and calming to bring volumes below 1,000 cars per day (on Richardson) or to provide protected facilities, removing on-street parking where necessary.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----



From: [REDACTED]
Sent: December 8, 2019 1:15 PM
To: Engagement <engage@victoria.ca>
Subject: Feedback on AAA bike corridor designs - Richardson, Haultain

Hi there,

I just wanted to provide my feedback on the proposed designs for the bikeways along Richardson and Haultain. I had previously submitted feedback on the online survey, but now I've seen the detailed designs and I think it's really important that both routes divert traffic so that the total average number of cars per day is well below 1,000. For

Richardson in particular, the goal of below 3,000 cars per day is much too high. The same goes for Haultain. My suggestion is something much closer to what has been done for the Vancouver Street design where cars can only go for approximately three blocks before having to turn off of the main bikeway. Barring that, I would suggest to protected lanes on Richardson single way and remove parking. There is already significant driveway parking or parking on the off-streets to accommodate residents already and I strongly feel we shouldn't be subsidizing car use anyway. Those days should be behind us and it is inconsistent with the City's commitments to climate action that recognizes the climate crisis as an emergency. Also, I think that if you used more physical diverters for both Richardson and Haultain you could reduce the use of speed bumps, which are also kind of annoying for bicyclists as well. In general, these routes have to incentivize AAA, and if car traffic is too high, as it currently is on both routes, we won't have the intended effect of getting people out of their cars.

Thanks a bunch,


Montreal Street


Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:13 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson proposed bike lane

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Richardson Street.

The proposed designs are very much at the 'proposed' stage. City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis. However, doing nothing is not one of the options being considered.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process.

I have, however, noted your opposition to any changes on Richardson.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

[REDACTED]
Sent: December 8, 2019 10:09 AM
To: Engagement <engage@victoria.ca>

Subject: Richardson proposed bike lane

I ride on Richardson 2 to 3 times per week year round commuting between Gonzales and downtown. I have never felt unsafe during these rides at all times of the day. I also use the route by automobile.

I attended your open house yesterday and got the very distinct impression that these changes are a done deal. I overheard several members of the public saying "you are not listening".

The route you are proposing on Richardson looks particularly unsafe to all users.

How safe are the neighbouring streets going to be with the increased traffic?

I am an active bike rider/commuter since the mid 1960's. I urge you leave Richardson Street alone.

My final comment is bicycle riding does have an element of danger and would giving a false sense of security to riders on Richardson with your ill conceived changes.

██████████

Sent from my iPad

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:05 PM
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: RE: Please Make Haultain and Richardson truly AAA

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

I have noted your suggestions to add more traffic diversions to both corridors and also your opposition to traffic circles and to the Advisory Bike Lane concept.

I have also recorded your suggestions to design parking widths to Vancouver standards and add protected bike lanes where speeds and volumes cannot be reduced to AAA standards.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 8, 2019 8:00 AM
To: Engagement <engage@victoria.ca>
Subject: Please Make Haultain and Richardson truly AAA

Write your email below



Subject Line

Please Make Haultain and Richardson truly AAA

Your Email

As bike users, we are asking for adjustments to make the Richardson and Haultain bike infrastructure safe and usable for all. Please consider the following changes:

Divert car traffic every two to three blocks (every 250-500m)

Remove unsafe and non-AAA designs like traffic circles and advisory bike lanes

Design the width of both routes to match City of Vancouver's standards for parking

Add short sections of protected bike lanes if car numbers can't be reduced enough in some blocks

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 3:04 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Richardson Street.

I have noted your support of proposed improved crossings and your opposition to the proposed Advisory Bike Lane concept and to any traffic diversions along the corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 7, 2019 4:06 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street

As Fairfield residents who both cycle and drive on Richardson, we have some concerns about the proposed changes. While we would like to see crosswalks at major intersections for pedestrians, and possibly also flashing yellow lights at some intersections that pedestrians can activate, the idea of interrupting car traffic on Richardson and/or reducing it to a single shared lane is not attractive. Cars should be allowed to continue to

travel the length of Richardson Street in two lanes as long as they are traveling at a reasonable speed and bikes are allowed to share the road. This could simply be a matter of some signage and painted symbols on the road to indicate that bikes can have full use of the lane they are in and cars must give way, and perhaps some speed bumps where necessary. Since traffic on Richardson is relatively light, this approach might be sufficient to keep cyclists safe. However, blocking off Richardson to discourage car traffic will force cars onto already busy Fairfield Road, which is going to become even more congested as residential density increases. The notion of two-way car traffic on Richardson squeezed into a single lane sounds problematic at best. It seems likely to be a source of unnecessary, and potentially hazardous, stress and frustration for drivers. If we want to make Richardson safer, why is this even under consideration?

Safe, complete, continued access along both Richardson Street and Fairfield Road is important to us as residents of this neighborhood, whether we are on foot, on our bikes or driving. Preventing cars from having full, two-lane access to Richardson Street is a bad idea that we strongly oppose. Richardson Street is already quite safe for cycling and the limited car traffic there makes it a pleasant alternative for drivers wanting to avoid the traffic on Fairfield Road and Cook Street. Richardson helps siphon off cars that would otherwise add to the congestion on Fairfield and Cook. For these reasons, limiting car access to Richardson is wrongheaded. Bikes also deserve safe access, but drivers shouldn't be penalized for using Richardson, when they are helping alleviate traffic elsewhere. Please, let's keep Richardson Street safe and available to everyone, including emergency vehicles, and limit the amount of tax money being misspent on inconveniencing those who need to drive! We applaud efforts to reduce car use and get people cycling, walking, and using public transit, and we do all those things ourselves. However, we also drive an electric car, and want to continue to use it safely and happily on Richardson Street.

Sincerely,

A solid black rectangular redaction box covering the signature.

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 2:59 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain Bike Lanes

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain Street.

I have noted your support towards rerouting the existing transit service to Bay Street. I also recorded your suggestions to implement residential only parking and adding road markings on adjacent streets in advance of stop signs at Haultain. I also noted your support of traffic diversions and calming features along the corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 7, 2019 1:12 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain Bike Lanes

Hello,

I am very pleased with the suggestion presented to help make the Haultain corridor a safe All Ages bike lane by calming and reducing traffic .

Here a few suggestion to make it more successful:

- BUS moved to Bay St - It is imperative to have Transit relocated to Bay St, as Haultain is not wide enough with 2 parked cars for the bus and any bike rider to get through.

-Extend the "Residents Only" parking to Forbes ST. Presently the Residents Only signage ends around Shakespeare. Haultain St is being used as a parking lot for Victoria Jubilee Hospital. On weekends Haultain ST is almost empty of parked cars but Mon-Fri it is packed. These are not residents cars and they are increasing traffic and congestion.

_Consider adding markers on the pavement of Streets like Victor. As vehicles head South on Victor from Ryan ST, there is no stop sign at Kings St and many times a week motorists are caught off guard with the stop sign at the Haultain intersection. This is very dangerous to cyclists and could easily be avoided by have better signage/paint to alert motorists.

- the more speed bumps/ diversionary tactics the better.

thank you,



Haultain ST.

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 2:43 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Kings-Haultain corridor- No Thank You

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Kings Road.

Under the proposed design, Kings is a shared-use road since, as you noted, traffic volumes and speeds are relatively low. In the design, on street parking is retained on both sides.

The only major proposed change is to the existing diverter at Kings and Blackwood – which is over twenty years old and is in need of improvement for accessibility and utility – and upgrading the crossing at Quadra for people on bikes with an enhanced detector or push button.

I have noted your comments that retaining on-street parking (as proposed) is important to the neighbourhood.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 7, 2019 11:20 AM
To: Engagement <engage@victoria.ca>
Subject: Kings-Haultain corridor- No Thank You

Hello,

I live right on Kings and I think that this project will be more trouble than its worth. There are bikers who use this road, but the road is only parking on one side and is incredibly narrow as it is- there is no room on it for a bike lane without getting rid of the parking lane which is utilized by Cafe Fantastico's customers as well as people who live around here. There is limited parking in these apartment buildings and we need the street parking in order to live here. We would pay for building parking if it was available.

There aren't enough bikers to justify such a dramatic change for people who live in this neighbourhood. It would be a lot of construction and mess in an area that would NOT benefit from having a bike lane. The road is not terrible busy and bikers are fine on it as it is now. There is no need to disrupt things, it will only make locals upset that their parking spaces are being taken away. It will also make it harder for people to access our local businesses. It is too much trouble for not gain at all.



Rob Gordon

From: [REDACTED]
Sent: December 19, 2019 2:32 PM
To: Amelia Potvin
Cc: Engagement; comms@gvcc.bc.ca
Subject: Re: AAA Haultain and Richardson Bikeway

Categories: Tracked To Dynamics 365

Thanks, Amelia. Thanks so much for your work on this.

Happy holidays!

[REDACTED]

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On Thu, Dec 19, 2019 at 2:11 PM -0800, "Amelia Potvin" <apotvin@victoria.ca> wrote:

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

I have noted your suggestions to add more traffic diversions to both corridors and also your opposition to traffic circles and to the Advisory Bike Lane concept.

I have also recorded your suggestions to design parking widths to Vancouver standards and add protected bike lanes where speeds and volumes cannot be reduced to AAA standards.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

From: [REDACTED]
Sent: December 7, 2019 8:28 AM
To: Engagement <engage@victoria.ca>
Subject: AAA Haultain and Richardson Bikeway

Write your email below

Subject Line

AAA Haultain and Richardson Bikeway

Your Email

Hello City Staff,

Thank you for your work in designing the city's bike lanes. They have transformed how my family and many other families, like the othes that particiapte in Topaz Bike Club, get around the city.

As you know we are helping hundreds of kids between the ages of 3 and 10 practice riding their bikes through bike skills training.

We need your support in making the new bike routes truly AAA, specifically Haultain and Richardson.

We would like to see reduced traffic volumes and we do not support advisory bike lanes.

The GVCC is requesting:

1. Diverting car traffic every two to three blocks (every 250-500m)
2. Removing unsafe and non-AAA designs like traffic circles and advisory bike lanes
3. Designing the width of both routes to match City of Vancouver's standards for parking
4. Adding short sections of protected bike lanes if car numbers can't be reduced enough in some blocks

We want to see cyclists feel safe enough to ride with their young children to work, school, and appointments like the dentist.

Protected bike lanes make all the difference.

Thank you for your work on this file.

Sincerely,



Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 2:30 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson Bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your suggestion on the design concept for Richardson Street.

I have noted your suggestion to experiment with reducing the speed limit along the corridor before making any further improvements.

Unfortunately, a speed reduction alone would not attain the required comfort level for an All Ages and Abilities corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 7, 2019 10:14 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson Bike lanes

I'd like the City to experiment for a one-year period before installing bike lanes with this alternative: Reduce the speed limit on Richardson, Richmond, and Fairfield Roads to 40k and strictly enforce with added traffic enforcement officers.

This solution might solve many other problems and actually cost much less.

[REDACTED]
Davie Street
Victoria BC [REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 2:07 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St. Proposed Changes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street. I have noted your support of the proposed improvements at Cook and Linden and the addition of traffic calming along the corridor including reducing the speed limit.

I have also noted your concern about accessibility for all along the corridor.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 7, 2019 8:20 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson St. Proposed Changes

Hi there.

Just a quick note to give my families thoughts on the proposed changes to Richardson St. and the proposed bike lanes.

We are a young family with three kids who live on Richardson between Trutch and Cook (homeowners). We fully embrace the walking and cycling lifestyle that living in this area provides, we also drive - but not every day. We are happy to see you left parking, as it is such a necessity with all the suites and apartments in the neighborhood. The speed bumps are great too, also very needed, in the 4 years of us living at this location we have witnessed so many motorists speeding from Cook St. to Moss St. as it is such a long stretch with nothing stopping cars. We are happy to see a cross walk at Linden, which also will reduce speeds and hopefully stop the number of collisions and very close calls we have witnessed there over the years. We also support the closing of southbound traffic onto Richardson and through traffic eastbound towards Vancouver St. It will be a slight inconvenience to my families day to day routine when we are driving, however the payoff will be far greater, hopefully creating a safer street for pedestrians, cyclists, and families like ours. The crosswalk at Cook St. is long overdue and should have been done yesterday... if there's a way to make that your first order of business we suggest it, too many times have we seen accidents, with leary pedestrians and cyclists crossing with a "hope and prayer" attitude!

Bottom line, people drive way too fast on our street... it's a constant stress for all of the residents in our area, and would be shocked if any resident on the entire stretch of Richardson St. would say otherwise. Living in the core means you are probably trying to adopt a lifestyle of walking, cycling, and making commuting as low impact as possible. Not all residents of the area are able, or have the mobility to do this, so keeping in mind things need to stay accessible to ALL is also of extreme importance as Fairfield needs to be for everyone (young, old, disabled) not just cyclists.

Please reach out with any more questions. Thanks for taking the feedback. Looking forward to a safer neighbourhood.


Fairfield Residents

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 1:54 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Feedback for proposed bike lane on Richardson

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concept for Richardson Street and thank you for sharing your support of other cycling infrastructure improvements in the City.

I have noted your opposition the choice of Richardson as a cycling corridor.

As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 7, 2019 7:23 AM
To: Engagement <engage@victoria.ca>
Subject: Feedback for proposed bike lane on Richardson

Hello,

I am writing to provide feedback on your proposed bike lanes on Richardson street.

As you likely know, Richardson is one of the main arteries for traffic entering Oak Beach from downtown. It is quite a busy street, especially during peak travel to and from work times.

By adding a bike lane to Richardson, you would be forcing cars onto the quieter and slower streets of the neighbourhood and completely disrupting the community and neighbourhood feel of the area, not to mention creating complete congestion at the St Charles street / Foul Bay roads where you are proposing to divert traffic.

Why would you not propose a bike lane on a quieter street, which would not completely disrupt traffic like this?

There are several parallel streets that could easily accommodate bike lanes and that would not completely disrupt the whole area.

I am generally a supporter for bike lanes in Victoria, but I am very disappointed in this proposed plan and completely opposed to it. I hope you will reconsider this plan.

Thank you,

██████████

Resident of Fairfield

Rob Gordon

From: Victoria Mayor and Council
Sent: December 19, 2019 1:46 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: angle parking on Paul Kane

Categories: Tracked To Dynamics 365

Good Afternoon [REDACTED]

Thank you for your letter addressed to Mayor and Council regarding proposed parking changes on Paul Kane. Your letter was shared with Mayor, Council and our Transportation Department for a thorough review and response.

At this time, City staff are gathering feedback on the proposal to create angle parking on Paul Kane Place and Cooperage Place. We will be using all of the feedback we hear to better inform our decisions moving forward.

Thank you for taking the time to write and share your thoughts.

Sincerely,

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



From: [REDACTED]
Sent: December 11, 2019 11:19 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Fwd: angle parking on Paul Kane

I'm voicing my concerns about the proposed parking. I am not sure if you got the attachment I sent in my email. Thank you, [REDACTED]

To: Mayor and City Council

It has been brought to our attention that Victoria City Council is planning having angle parking on Paul Kane and Cooperidge as a way of increasing the available parking in the area.

- The congestion on Paul Kane would increase significantly with the increased number of parking spaces - almost triple the number of cars

We vigorously oppose this potential change for the following reasons:

Safety issue.

Safety will be strongly compromised.

Paul Kane Street is and always has been a shared street.

It is an entry point to the waterfront West Bay Walkway, used daily by both residents and people coming from other neighbourhoods. The sidewalks on Paul Kane are very narrow, so the street has been always used by pedestrians, including children and elderly, walking to the waterfront walkway or to the restaurant.

It is used by cyclists, who cycle up to the waterfront, then they walk with their bikes for coffee or a walk by the water - this is the only entry point for cyclists to get to the waterfront or restaurant, since there is no cycling allowed on the path.

There are numerous taxis and limousines dropping people off on Paul Kane.

There are large delivery trucks for the restaurant, around 10 daily, parking here, backing up, turning around, often couple of them at a time.

There are cars, about 20-25 of them at the moment, parking parallel on the street.

There are two entrances to the two garages for the residents of both The Royal Quay and The Mariner's Landing, each about 75 units, which potentially gives over hundred cars going in and out to the garage daily, all entering from Paul Kane,

There is also a fire hydrant, which has to be accessible to the fire trucks.

There are many elderly residents in this neighbourhood, who get their medical /emergency assistance daily.

The safety of all this shared traffic would be compromised,, with angle parking taking a lot of street space. We strongly feel that it is a potential for an accident to happen.

Human aspect

The city of Victoria is creating more green spaces in the city, people friendly, pedestrian and cyclist friendly. Paul Kane Street is the opposite - it is becoming a large unsafe noisy and ugly waterfront parking lot. There is no regard for other users of this street, There is also no regard for the residents of the townhouses facing Paul Kane.

With headlights of angle parked cars shining into the living rooms of their homes on Paul Kane, their privacy and the quality of their living are being significantly affected.

We hope that the city will consider all the safety and human aspects of the project and find other solutions.

Increased parking in Paul Kane would not be needed in the first place if the City were to ensure that the Marina is in compliance with the requirement to provide 45 spaces for the public in the Royal Quays building—a condition which was part of the approval process for the Marina.

The City's focus should be on reducing the congestion on Paul Kane attributed to the Marina and creating green people friendly space, not a large unsafe waterfront parking lot.

██████████ Songhees Rd, Victoria Bc, ██████████

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 1:43 PM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Haultain and Richardson bike improvement feedback

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain and Richardson Streets.

I have noted your suggestions to add more traffic diversions to both corridors and also your opposition to the Advisory Bike Lane concept.

I have also recorded your suggestions to design parking widths to Vancouver standards and add protected bike lanes where speeds and volumes cannot be reduced to AAA standards.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 6:43 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain and Richardson bike improvement feedback

Write your email below



Subject Line

Haultain and Richardson bike improvement feedback

Your Email

Hello City of Victoria,

Thank you for the improvement to bike infrastructure downtown. I am enjoying feeling safer riding them nearly daily, and am enjoying seeing so many very young children using bikes downtown.

I'm writing with concerns about the plans for Haultain and Richardson.

Both Haultain and Richardson need changes in order for them to be safe for new riders less brave than me. (I sometimes ride on Shelbourne at rush hour.) I would like to bike with my parents and with my young niece and nephew, but I wouldn't feel safe taking them on these advisory lanes or on streets without enough traffic diversion to bring car volumes down to the Vancouver standards.

So my suggestions for Haultain and Richardson are:

Divert car traffic every two to three blocks (every 250-500m) in order to slow traffic speeds and reduce to no more than 500 cars/day.

Remove unsafe and non-AAA designs like advisory bike lanes

Design the width of both routes to match City of Vancouver's standards for parking

Add short sections of protected bike lanes if car numbers can't be reduced enough in some blocks

Thanks for your consideration, and for building better bike infrastructure.

Best,



Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 1:34 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed cycling lane changes for Richardson

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments on the proposed design concept for Richardson Street.

I have noted your concern about the impacts to traffic on Rockland Avenue.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2019 6:12 PM
To: Engagement <engage@victoria.ca>
Subject: Proposed cycling lane changes for Richardson

Good day:

I often travel in both directions on Richardson by both car and motorcycle. I prefer this route over Fairfield or Rockland because Richardson has better sight lines and relatively lower traffic.

With regards to these proposed cycling lane changes for Richardson, I've read some claims that motorised traffic will only be allowed a single east-bound lane on Richardson, to make room for two cycling lanes. I've studied the posted

diagrams, and this is not at all clear from what is posted. I've mentioned this proposed change to neighbours, and they were all surprised and shocked that this seems to be moving forward with little to no notification for local residents.

Is this correct? I find it hard to believe! I'd like to know if the City is prepared for the level of auto traffic to travel on Rockland instead. I suspect the Lieutenant Governor will not appreciate the extra traffic.



Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 1:30 PM
To: [REDACTED]
Cc: Engagement; [REDACTED]
Subject: RE: Disappointed in the Haultain & Richardson plans!

Categories: Tracked To Dynamics 365

Good afternoon,

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Richardson and Haultain Streets.

I have noted your opposition to the Advisory Bike Lane concept and the addition of traffic circles. I have also recorded your suggestions to increase the number of traffic diversions and provide protected bike lanes by removing on-street parking where necessary.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis. All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 5:15 PM
To: Engagement <engage@victoria.ca>
Subject: Disappointed in the Haultain & Richardson plans!

Write your email below


Subject Line

Disappointed in the Haultain & Richardson plans!

Your Email

After doing a solid job on the downtown bikelanes on Pandora, Fort, and Store it really feels like City of Victoria staff & Council have phoned it in for this second stage!

Paint is not infrastructure, and 3000 cars/day is in no way anything like AAA bike infra.

Get rid of the traffic circles, increase the motor vehicle diverters to something like every two or three blocks, and be far, far bolder in removing subsidized (so-called "free") on-street parking to provide fully protected bike lanes where traffic volumes can't be reduced to safe levels.

Friends who have lived in Ottawa (apparently the only other place in Canada to experiment with these "advisory" bike lanes) report a lot of bullying from drivers, unsafe conditions, and would not ride on Ottawa's advisory lanes with their children. Don't waste everyone's time and money inflicting this sort of nonsense on Victoria, please.

The City of Victoria has proven it can do AAA bike infra properly, but Haultain and Richardson isn't being planned properly. Send this back to staff and tell them to get it right the first time.

Yours,


Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 11:50 AM
To: [REDACTED]
Cc: [REDACTED]; [REDACTED]
Subject: RE: Haultain Bike+ Route proposal not AAA

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Haultain Street.

I have recorded your opposition to traffic circles in the context of safety for people on bikes.

I have added your suggestions to add more traffic diversions – and explore related placemaking/parklet opportunities – remove on-street parking where necessary to add more width to the shared travel lanes, and to explore adding additional traffic calming on adjacent streets/in the Oaklands school catchment area.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 5:13 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain Bike+ Route proposal not AAA

Write your email below



Subject Line

Haultain Bike+ Route proposal not AAA

Your Email

I live in Oaklands, and ride my bicycle along Haultain frequently. It is presently frequently unsafe and unpleasant. I am concerned that the proposed changes to Haultain do not have nearly enough traffic diverters. Only one diverter is planned in the 1.5 km from Cook St to Shelbourne St.

I am also concerned that the city is planning to waste precious public funds on unsafe traffic circles. UBC Cycling in Cities research has documented that traffic circles are unsafe for people on bikes.

This proposal also ignores the placemaking opportunities with traffic diversions. Diagonal diverters, pocket parks, and other elements can add lovely social and green spaces to neighbourhoods. Haultain Corners could be so much nicer with a diagonal diverter or pocket park/plaza.

Some sections of Haultain are also too narrow for an AAA route with parking on both sides of the street. Parking should be removed where necessary.

I would like to see Haultain become a true AAA bike+ route, and that means being good enough for power wheelchairs and mobility scooters to travel with bicycles on the road surface (as per the pending Motor Vehicle Act amendments requested by the City of Victoria).

Car traffic should be diverted every two to three blocks (every 250-500m), unsafe and non-AAA designs like traffic circles should be removed, and widths should match the City of Vancouver's standards.

The plan should also consider the need for diversionary traffic calming in much of the Oaklands School catchment area. It must be safe for children to walk or ride bicycles to school. Lets do it right the first time!

Thank you,



Oakland Avenue, Victoria BC

Rob Gordon

From: Amelia Potvin
Sent: December 19, 2019 11:42 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson street bike route plan, ideas and concerns

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your comments and insights on the design concepts for Richardson Street.

Thanks for your support of improvements to bike infrastructure in general.

I have recorded your support for the traffic diversion at St Charles and suggestion to remove parking on the North side of the street along the Government House property.

I have also noted your safety concerns around the proposed Advisory Bike Lane concept.

City staff is reviewing all the public feedback received and will continue to refine the designs through continued consultation with agency partners and further technical analysis.

All feedback received will be considered in the preparation of recommended design concepts, which will be presented to Council in early 2020.

Your email will be shared with Council as part of the engagement findings for these projects.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 4:04 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson street bike route plan, ideas and concerns

Hello,

As a resident of Fairfield, on Arnold Ave for 22 years, and having cycled to work downtown for 20 years, I'd like to share some ideas and concerns re: the Richardson bike route plans. Personally, I have always cycled on Fairfield Rd, as it feels safer than Richardson. It is wider and the school zone and stoplights at Moss and at Cook help calm traffic.

The Richardson route is currently dangerous for cyclists, especially the stretch between Moss and Cook, where there is no parking on the north side and cars pass cyclists by moving into oncoming traffic. When a car is oncoming at the same time, the car passing the cyclist will often pass the cyclist dangerously close. I feel like the plan to make Richardson effectively a single, bi-directional car lane, with cars expected to enter the cycling lanes every time they need to pass an oncoming car, is a recipe for disaster. Either cars will drive in the cycling lane all the time, or they will be swerving in and out. Either way, I don't see it as reassuring for cyclists.

As an alternative, could the city not appropriate part or all of the boulevards? The boulevards are city property, I think? For example. from Moss to Vancouver, Richardson has wide boulevards on both sides of the street. Half of the boulevard would be easily be the width of a bike lane. This would allow for truly safe bike lanes. Of course this would mean the trees would need to be removed, and replanted.

On the stretch below Government House, the north side of the street (where there is no housing) is currently designated for parking, and the plan intends to keep that parking. Why not remove that parking, and use that width for cycling lanes? It is hardly used as is, and there is always room on the south side of the street. The most consistent use now is by a resident who parks very large commercial trucks there overnight each night, and often during the day. (Is this even legal per parking bylaws? These trucks are about 50% wider than a typical personal vehicle, and they currently cause safety issues for cyclists. Maybe the parking department should be asked about this?)

Here are a couple of photos I took an hour ago of the stretch below Government House:



Above is looking west on Richardson from Arnold Ave. 4 cars parked on the North side, which is actually more than the average in my experience. Note the large truck on the south side. Typically the trucks are on the north side, and from what I've seen they are always on the north side overnight. There were two other trucks on the north side earlier this morning.



Above is looking west from near Kipling. You can clearly see the width of the truck relative to other cars. I've seen cyclists having to come to a stop behind the trucks, because they are worried about pulling out into traffic when a car is coming up behind them... will the car go around them as they go around the truck? What if another car is coming the other direction at the same time?

Anyway, my main point for this stretch is that simply having no parking on the north side would allow for space for two bike lanes.

I'd also like to say that while I support bike lanes in general, the proposal for Richardson will create a lot of additional traffic on nearby streets. Much of the traffic will move to Fairfield Rd. It is already difficult to turn left from Arnold onto Fairfield during the afternoon "rush hour". There's a good chance it will be almost impossible if afternoon eastbound traffic increases by 50% or more. At Richardson and Foul Bay, blocking any westbound traffic onto Richardson will simply mean traffic will use Quamichan and Maddison to get to Richardson, increasing traffic in front of the school there, and then they will turn southbound on St Charles (already busy) because of the diverter proposed there. (On the other hand, the diverter at St Charles, blocking traffic onto Richardson, will at least mean that fewer cars will use Arnold as a cut through, which would be nice. Currently there is quite a lot of through traffic in the mornings from Richardson, south on Arnold, turning right onto Fairfield westbound, then left on Memorial to get to either May or Dallas Rd. Then the opposite in the afternoon. Speed bumps would be nice on Arnold, just saying :).

Thank you,



Rob Gordon

From: Sarah Webb
Sent: December 19, 2019 8:03 AM
To: Engagement
Subject: Fwd: Danger!

Categories: Tracked To Dynamics 365

Add to cycling network distribution list please

Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Wednesday, December 18, 2019 9:36:02 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Re: Danger!

Yes, I would like to be included in your mail outs. Thank you

[REDACTED]

On Wed, 18 Dec 2019 at 20:19, Sarah Webb <swebb@victoria.ca> wrote:

I hear you [REDACTED] - I take Douglas down to James Bay sometimes and also feel squeezed. We appreciate your enthusiasm for high quality cycling routes. If you want us to add you to our automatic distribution so that you can be alerted to upcoming decisions around cycling infrastructure, let me know

Cheers
Sarah

Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Wednesday, December 18, 2019 5:19:33 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Re: Danger!

Thanks for the reply, Sarah. I understand that Douglas is not a cycling route but my problem with the bike lane is that there is not room for it and buses, through no fault of their own, obstruct it when they park in front of the Bay Centre. I think it would be better to have no bike lanes there. Just my 2 cents and it's a minor issue in the greater scheme of transportation issues in the city.

[REDACTED]

On Wed, 18 Dec 2019 at 14:22, Sarah Webb <swebb@victoria.ca> wrote:

Dear Andrew

Thank you for getting in touch with the City of Victoria.

Your email was forwarded to me earlier this fall -- I apologize if your note was not responded to officially, but it has been shared with Mayor and Council.

As a part of the City's mobility strategy, Go Victoria, it is recognized that different streets in our municipality will support different road users and provide different levels of service. Douglas Street, for example, is designated for rapid transit. There are no plans to move beyond standard painted bike lanes on Douglas Street. The designated all ages and abilities (AAA) cycling routes are Wharf Street, Vancouver Street and Government Street. Continued investments will be made in the coming years on Douglas Street to reduce travel bus time, improve transit shelters, increase access for people with disabilities, and improve the overall transit experience, but we do not anticipate changes to the level of separation for cycling infrastructure.

Should you have any further questions on the topic, please do not hesitate to call or email me.

Kind regards
Sarah

Sarah Webb

Manager, Sustainable Transportation Planning & Development

Engineering & Public Works

City of Victoria

250-361-0482

swebb@victoria.ca

From: [REDACTED]

Sent: November 3, 2019 11:41 AM

To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; Engineering Email inquiry

<eng@victoria.ca>; [REDACTED]

Subject: Danger!

I've always thought that those twentieth century bike lanes on Douglas where the buses stop in front of Bay Centre were laughable were they not so dangerous. They do exactly what a car door opening does: force cyclists into the traffic lane. Now I see that the street has been repaved there and those lines painted back right where they were before!!! Quite astonishing. After all of the outstanding work that's been done by the mayor and council to protect vulnerable road users, this stands out as a major failure by the city.

Rob Gordon

From: Amelia Potvin
Sent: December 18, 2019 3:31 PM
To: [REDACTED]
Cc: Engagement
Subject: RE:

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.
We appreciate your support of the continued cycling infrastructure improvements in the City.
I have noted your support of the two-way protected concept for Kimta Road.

All feedback will be shared with Council as part of the engagement findings.

Thanks for you input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 3, 2019 11:18 AM
To: Engagement <engage@victoria.ca>
Subject:

I strongly believe that this is the way of the future and encourage you to promote as much cycling in the city as possible.

I am retired and live just off kimta road and for instance believe that this would be a perfect location for a dedicated two-way bike lane. I wonder in fact why the road should be used as a parking lot as currently seems to be the case.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 18, 2019 3:28 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Feedback on Pandora Wharf Bike Signal

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

At that intersection, pedestrians can cross both during the bike signal phase and the motor vehicle signal phase. Just like at many intersections, pedestrians have a walk signal while cars have a green light; cars must wait for pedestrians to clear the intersection before making their turn.

Bicycles and motor vehicles cannot have priority through the intersection at the same time which is why bikes must wait for the bicycle signal.

Pedestrians have priority at this intersection with two opportunities to cross.

You are welcome to continue to use the pedestrian crosswalk on foot with your bike.

If you have any other questions or comments don't hesitate to reach out.

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 2, 2019 10:08 PM
To: Engagement <engage@victoria.ca>
Subject: Feedback on Pandora Wharf Bike Signal

To whom it may concern,

For a number of months, I've been a regular bike commuter entering and leaving downtown via the Johnson St. Bridge. Enroute home I use the Pandora bike lane and have been confused and witnessed confusion caused by the strange signal pattern at Wharf and Pandora heading West.

The signal only allows bikes to cross every second time, which often means waiting two full lights. I've seen riders confused by this and 'going for it' on the walk signal. I've also seen cars turning right on the walk signal and encountering the pedestrians crossing (and sometimes riders). Myself and some others have wised up and walk our bikes across on the walk signal when we're close enough to the intersection.

It would be more predictable for everyone, and safer, if this signal matched all of the other signals on Pandora - allowing bikes to cross each time.

Thanks for your consideration.



Saanich Resident and Victoria Worker

Rob Gordon

From: Amelia Potvin
Sent: December 18, 2019 3:06 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St bike lane

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We have recorded your opposition to the traffic diverter at Cook and Richardson.

All feedback will be shared with Council as part of the engagement findings for this project.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: November 30, 2019 3:52 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson St bike lane

We wish to register our opposition to the proposal to disallow left turns from Cook Street onto Richardson Street eastbound. As residents of the 1300 block of Richardson St we make that turn daily coming home from almost every part of the city. If the rationale is for traffic calming we feel that will be accomplished by the proposed diverters at St. Charles St and Foul Bay road. There is no need to force us to drive on smaller neighbourhood streets (Collinson St & Trutch St) just to come back and turn onto Richardson Street from a side street. That manoeuver would

be more hazardous for cyclists and disruptive for the residents living on streets that are currently used primarily for local traffic. We would like traffic to continue to access Richardson St from Cook St and a traffic count to be done in the future to determine if that level of traffic calming is necessary.

Sincerely,

A large black rectangular redaction box covering the signature and name of the sender.

Rob Gordon

From: Amelia Potvin
Sent: December 18, 2019 3:04 PM
To: [REDACTED]
Cc: Engagement
Subject: RE:

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

I apologize for the delay in responding.
Thank you for your support of ongoing improvements to cycling infrastructure in the City.
I have added your suggestion to separate bikes from buses to improve safety.

Your feedback will be included as part of the engagement findings that are shared with Council.

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: November 30, 2019 12:38 PM
To: Engagement <engage@victoria.ca>
Subject:

I am an avid cyclist from James Bay to the UofVic. I would welcome any new bike paths. I would like to see more protection for cyclists especially from the buses. Most of my scary encounters have been with buses. Sometimes I feel they drive a little erratic. I am a safe cyclist and follow the rules of the road. Thank you for trying to provide transportation for cyclists.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 18, 2019 3:01 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: bicycle survey

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

I apologize for the extended delay in responding to you.

I accidentally missed this email.

If there's any feedback you would like to provide on the proposed designs, you can submit them to me, via email and they will be included as part of the engagement findings for these projects.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: Engagement <engage@victoria.ca>
Sent: December 2, 2019 7:59 AM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: FW: bicycle survey

From: [REDACTED]
Sent: November 29, 2019 4:43 PM
To: Engagement <engage@victoria.ca>
Subject: bicycle survey

Hi

I made a mistake filling out the survey – started with last question ie no 10 then clicked done but I wasn't done. Still need to complete Richardson and Haultain portion but survey monkey says I've completed the survey. Can it be reloaded so I can start again, please?

Thanks

Rob Gordon

From: [REDACTED]
Sent: December 17, 2019 2:09 PM
To: Engagement
Subject: Proposed Bicycle Lanes: Kimta Road

Categories: Tracked To Dynamics 365

I am writing regarding the proposed changes to traffic patterns on Kimta Road. I cycle this route almost daily. It is safe and quiet, and by far the most comfortable part of my commute. I don't see a need even for painted bike lanes, and it makes no sense at all to go to the expense of building protected bike lanes on this route, especially as the E&N trail will soon come into use as a cycling corridor. I believe doing nothing on this route is the wisest and most fiscally responsible decision, given its current safety and the planned upgrades to the E&N Trail. To further enhance safe cycling options in this area, why not open up Westsong Way to cycling (at least the portion that runs parallel to Kimta)? There's plenty of room to mark some bike lanes on that wide, scenic waterfront path. I hope you will consider these suggestions.

Sincerely,

[REDACTED]

Rob Gordon

From: O'Neill, Ryan <ryan.oneill@vicpd.ca>
Sent: December 17, 2019 9:45 AM
To: Engagement
Subject: Bike Lane Proposal

Categories: Tracked To Dynamics 365

Good morning Ed, members of the Traffic Section have provided feedback on the Richardson proposal and we definitely had some concerns which were raised with city engineering. That is about all I can comment on at the moment. I would encourage anyone living in the area to attend city council meetings and voice their concerns and write letters as well.

Best of luck,

Ryan



Sgt. Ryan O'Neill
Community Services Division
Traffic Section
Victoria Police Department
850 Caledonia Ave
Victoria BC, V8T 5J8
ryan.oneill@vicpd.ca

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Rob Gordon

From: [REDACTED]
Sent: December 16, 2019 4:42 PM
To: Engagement
Subject: Proposed Cycle projects

Categories: Tracked To Dynamics 365

I have been cycling to and from work nearly everyday for the past 18 years. A major portion of my daily route is Richardson Street, the entire length that is being considered for the 2020 project. I ride on that route at the height of rush hour virtually every day unless there is snow or ice on the ground.

Please DO NOT change Richardson. It is great to cycle just as it is. There is good traffic flow and I feel safe on Richardson. The proposed design will create a far more dangerous situation for drivers and cyclists. Do not blockade traffic, that will only divert and make the situation more difficult for cyclist who need to use Fort Street or Fairfield Ave. If you have to do anything, maybe regulate street parking to create a bit more opportunities for traffic to pass cyclists. Or prevent residents from parking large commercial vehicles on the street.

Please focus on North-South routes. Or do something to provide bike path on Southgate through Beacon Hill Park. The East-West routes are generally good as they are.

Rob Gordon

From: Richard Adam
Sent: December 16, 2019 11:34 AM
To: [REDACTED]
Cc: Engagement; Victoria Mayor and Council; Engineering Email inquiry; Julie Robson
Subject: RE: Parking on Paul Kane Place

Categories: Tracked To Dynamics 365

[REDACTED]

Thank you for your letter addressed to Mayor and Council regarding proposed parking changes on Paul Kane. Your letter was shared with Transportation for a thorough review and response.

At this time, City staff are gathering feedback on the proposal to create angle parking on Paul Kane Place and Cooperage Place. We will be using all of the feedback we hear to better inform our decisions moving forward.

Thank you for taking the time to write and share your thoughts.

Richard Adam
Supervisor – Transportation Operations
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0326 F 250.361.0311



From: [REDACTED]
Sent: December 15, 2019 5:07 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Parking on Paul Kane Place

Please see the attached letter.

Rob Gordon

From: Sarah Webb
Sent: December 15, 2019 7:15 PM
To: [REDACTED]
Cc: Engagement; Amelia Potvin
Subject: RE: Richardson Street Cycling Design

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thank you for getting in touch with the City of Victoria.

The design process started in October with the recent public open house events just wrapping up last weekend. I am sorry you didn't get a chance to participate in the on-line survey, the walking tours, community association meetings or at one of the open house events, but we are happy to take the feedback you have provided below as we continue the design development process.

The City promotes opportunities to get involved in projects through our engagement portal (www.engage.victoria.ca), uses on-street signage, print ads in the Vic News and Times Colonist, on line through our website and with paid social media ads. We have had thousands of people participate so far – and email comments are fine too.

We will consider your insights and suggestions below and will include them as a part of the engagement package for Mayor and Council. In the meantime, we can also add you to our direct email list so that you can be automatically alerted for updates on this project.

Thank you once again for taking the time to connect on this project,

Kind regards
Sarah

From: [REDACTED]
Sent: December 12, 2019 2:39 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Richardson Street Cycling Design

We are residents of Oak Bay and are wondering when you plan to consult with Oak Bay residents. Or did we miss posted meetings for those who are not residents of the City of Victoria? Many of us who do not live in the City of Victoria use the Richardson Street corridor to cycle to downtown Victoria, its surrounding area or to pass through en route to the Galloping Goose/Lochside trail systems.

We only learned yesterday about the opportunity for public input when the Oak Bay News was delivered to our home. We noted in that paper an article explaining that the dates for public input have passed by.

Has there been an opportunity for Oak Bay residents specifically to offer input? Is there opportunity now to provide our views?

As you know, Richardson is a dangerous roadway at any time, especially at night, for travel by bicycle. A shared roadway with motor vehicles is not a very safe way to accommodate cyclists. There needs to be a better

design than simply painting lines on the road, 'calming' or advising traffic and reducing speeds (already 30 and 40 kph on Richardson). Calming traffic is an oxymoron when dealing with impaired drivers, distracted drivers and those impatient to rush downtown (or from it).

Thank you,

A solid black rectangular redaction box covering the signature area.

Rob Gordon

From: Amelia Potvin
Sent: December 13, 2019 4:38 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Open House Events for 2020 Bicycle Network Improvements

Categories: Tracked To Dynamics 365

Hi [REDACTED],

Thanks for getting in touch.
I've attached the proposed design for Government Street North.

I also wanted to mention that we are looking to sit down with some business stakeholders on Government Street North, as well as the DVBA, to discuss a proposed parklet along the corridor.
We're looking at mid-January as a timeline for that. We'd love to have you involved in that process if interested.

Let me know and I'll shoot you more information once we button up the details around that discussion.

Thanks and speak soon,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 9, 2019 8:48 AM
To: Engagement <engage@victoria.ca>
Subject: RE: Open House Events for 2020 Bicycle Network Improvements

Hi Amelia,
I wasn't able to make it to the open houses, wondering if there is still somewhere to see the initial design?
Thanks, [REDACTED]

[REDACTED]
[REDACTED]
Government St
Victoria B.C. [REDACTED]



From: [REDACTED]
Sent: November 20, 2019 9:55 AM
To: Engagement <engage@victoria.ca>
Subject: RE: Open House Events for 2020 Bicycle Network Improvements

Hi Amelia,
What time and where is the open house on the 3rd?
Thanks for keeping me in the loop..

From: Engagement <engage@victoria.ca>
Sent: Wednesday, November 20, 2019 9:01 AM
To: Engagement <engage@victoria.ca>
Subject: Open House Events for 2020 Bicycle Network Improvements

Good morning,

You are receiving this email because you signed up for updates on active transportation and cycling projects.

Latest News

Since October 11th, we have been out in the community collecting input about 2020 Bicycle Network Improvement projects on the following corridors:

- Kings-Haultain
- Government Street North
- Richardson Street
- Kimta Road

Hundreds of participants have taken part through the online survey, neighbourhood meetings, on-street pop-ups, and corridor tours, providing valuable insight into priorities for road safety improvements.

This public feedback, together with other technical guidance and engineering standards, will inform full-length corridor designs. These designs will be ready for public comment during the first week of December.

You are invited to take part in upcoming Open House events to see the full-length concepts and provide feedback on proposed designs.

Open Houses are scheduled for November 30, and December 3, 5, and 7.

If you have not yet participated in the preliminary design concept survey, it is open until November 30th. Visit engage.victoria.ca to find the online survey link and more details about upcoming events including locations and times.

If you no longer wish to receive updates on active transportation and cycling projects, please reply to this email and we will remove you from our distribution list.

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

Rob Gordon

From: Victoria Mayor and Council
Sent: December 13, 2019 4:03 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Bike Lanes for Richardson

Categories: Tracked To Dynamics 365

Dear [REDACTED],

Thank you for your email, it has been shared with Mayor, Council and the Engineering Department via Engage Victoria.

taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 13, 2019 3:44 PM
To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Cc: [REDACTED]
Subject: Proposed Bike Lanes for Richardson

Hello,

I am a resident of Richardson St near Richmond and also a cyclist, pedestrian and driver in our community.

I have been made aware of the current proposed changes to Richardson St and have some serious concerns about the proposal and the process.

Proposal Issues

1 - The creation of a unique to this city, bi-directional traffic lane scares the hell out of me. While daily drivers may be able to learn the local rules, expect that we are going to see cyclists and drivers put in extremely dangerous positions during this learning period - what is the value of this risk? Is the city prepared to take responsibility for accidents that occur or will this be shifted to residents to try to figure this out on-the-fly?

What is the exception on visitors to our community here? How on earth is this something reasonable to expect from a visiting driver or cyclist?

2 - Have police, fire and ambulance signed off on the transition of this major corridor to a no-go zone? We see ambulances at the senior care facility across the street on a regular basis, the access to Richardson currently has options from Richmond, St Charles and further down on Richardson. This proposal limits access to our block to Richmond side only. I expect that this will increase the response time for all emergency services.

3 - Removing car traffic from Richardson - yes we live on a busy street. We purchased our home knowing that. We have appreciated the city's work at traffic calming in recent years and generally are ok with the situation. Moving all of this traffic to Fairfield is a little naive and appears to be the result of very limited knowledge of current conditions. Schools zones are already overwhelmed multiple times a day and traffic at Fairfield plaza will become a problem that will require the city spend a lot of time, effort and dollars on to sort out. Moving the traffic to Rockland seems ridiculous, the street is not designed for that type of volume. This leads us to Oak Bay Ave...so, are we now looking for Oak Bay Ave to take on all traffic between Gonzales and South Oak Bay and downtown??? If so, where is the plan to ensure that the street is able to handle the increased traffic?

4 - Bus Route - Somehow this proposal from the Cycling community has had the effect of eliminating bus service on Richardson - why on earth would the city cut back on something like this if the goal is to get people out of cars.?

Process issues

1 - This proposal has come out of something called the '2020 Bicycle Network Improvement Projects' - This seems to indicate that the priority has been placed on improving the bicycling network with no consideration to the impacts of doing so on other modes of transportation and access in the community. This proposal is clearly a net degradation of access and indicates that the planning process is broken.

2 - The previous draft plan appears to have undergone so much change that this is a brand new plan. As such, I believe the 'clock' needs to be set back and this proposal needs to be subject to the full cycle of reviews and input before it proceeds. At this point, I do not trust that this process will result in anything like the current proposal actually being implemented. There does not appear to be anywhere to view the previous proposal and comments that have led to the current proposal. I expect this to be the case for the next round as well and have no confidence in the approach that is being taken at all.

Summary

My recommendation and sincere request is to halt this process as it applies to Richardson Street. This entire plan is based on fixing a problem that does not exist.. Cyclists, cars, buses and pedestrians currently co-exist on this street in an acceptable manner that does not require this level of redesign. Surely there are more important places to spend the limited budget dollars on (Maybe we can contribute to Ben's raise?)

Yours truly.

████████████████████

Rob Gordon

From: Amelia Potvin
Sent: December 13, 2019 3:53 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed bike lanes for Kimta Road

Categories: Tracked To Dynamics 365

Good afternoon,

Thank you for your email.

We have noted your opposition to any bicycle network improvements on Kimta Road in 2020 based on the long-term solution of development along the rail corridor and through the Bayview Place development.

Your feedback will be shared with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 11, 2019 11:18 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Proposed bike lanes for Kimta Road

Hello -


I wish to register my concern about the bike lane proposal for Kimta Road. I believe this proposal is premature and is an irresponsible outlay of funds. Kimta Road should not be considered for bike lanes at this time.

The E&N rail corridor will become available for the construction of a 2-way bike lane system. All effort should be put towards acquiring

it. Spending money on Kimta now, only to spend even more later on bike lanes along the rail corridor, makes no sense. There are so many other services needed all over the city.

There are already bike lanes on Esquimalt Road - one short street over. And for those who find the slight hill on Esquimalt too challenging, Kimta is here - in its present form - to be used. As a resident of Songhees, I personally know that Kimta is absolutely not at a level of use to warrant separated or even - shudder - advisory bike lanes at this time.

Following through with the Kimta Road proposal will be a total waste of money and I am really disappointed to see it even being considered. Is Victoria so flush with funds that we can afford such unnecessary projects? Please reconsider this plan.


Songhees Road
Victoria, BC

Rob Gordon

From: Amelia Potvin
Sent: December 13, 2019 3:48 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Lanes

Categories: Tracked To Dynamics 365

Hi [REDACTED],

Thanks for your follow up message.

This will be added to the feedback which will be shared with Council as part of the engagement findings.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 11, 2019 1:29 PM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: Re: Richardson Bike Lanes

Hi Amelia

Thanks for your response. I have since educated myself better on the type of bike treatments being proposed along Richardson and I understand why the decrease in traffic flow is being suggested. That said, as someone who uses this route frequently with my own child on bike, I would be incredibly reluctant to use it (and allow her to use it) if the proposed treatments proceed. I do not feel it is safe to assume drivers would responsibly right shoulder check to ensure they are not obstructing cyclists before passing in the cycling lane. My own husband was involved in a severe cycling accident a few years ago when a driver turned right into a cycling lane and collided with him, so making this the norm sounds frightening to say the least. I would encourage the City to consider alternate ways of accommodating cycling along this corridor.

Please add this additional feedback to your package.

Many thanks
[REDACTED]

Sent from my iPad

> On Dec 11, 2019, at 11:22 AM, Amelia Potvin <apotvin@victoria.ca> wrote:

> [REDACTED]

> Good morning

>

> Thank you for your email.

> We appreciate your support of cycling infrastructure in general.

>

> I have noted your suggestion to maintain traffic circulation rather than including traffic diverters shown in the proposed design.

> Additionally, I have added your comments that improvements to adjacent streets such as the intersection at Cook and Fairfield should be improved should the traffic diversions be implemented.

>

> Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

>

> Thanks again for providing input.

> Sincerely,

>

>

> Amelia Potvin
> Outreach Coordinator
> Engineering and Public Works
> City of Victoria
> 1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

>

>

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: December 6, 2019 11:51 AM

> To: Engagement <engage@victoria.ca>

> Subject: Richardson Bike Lanes

>

> I would like to provide feedback on the design of the proposed Richardson bike lanes and traffic calming measures. For the record, I am supportive of biking infrastructure and consider Richardson to be a reasonable location for treatments; however, I must register my discontent with the considerable traffic diversion measures being proposed. I frequently ride my bike with my child down Richardson now, often into Oak Bay, and do not find it a significantly unsafe experience as it stands now. I also use Richardson to navigate to and from Oak Bay and into the downtown core and beyond using my vehicle. While I appreciate the desire to accommodate cyclists in a safe and effective manner, I feel the new infrastructure blocks off access to any key thoroughfare routes - I use St. Charles to proceed to the Oaklands and Hillside area, I use Richardson to frequently access Oak Bay Rec, shopping and services in Oak Bay, and I use Richardson to navigate towards Cook St. It is unreasonable to assume people will completely eliminate the use of their cars in lieu of bikes - there continues to be a need to accommodate both for various reasons - and people need to be able to navigate through the city without constant frustration. The proposed traffic diversions will push traffic west onto St. Charles and onto an already heavy-flow Fairfield road and past two elementary schools. If this happens, pull ins for buses is needed and a signalized left turns must be provided at Cook/Fairfield.

>

> I want to be supportive of the City's desire to create a connected bicycle network but I feel the impact to residents as well as bus routes, is not being adequately considered. I do not feel the calming and diversion treatments are a necessary component of providing cycling infrastructure along this corridor.

>

> Thank you

> [REDACTED]

>

Rob Gordon

From: Victoria Mayor and Council
Sent: December 13, 2019 3:43 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lane Richardson St.

Categories: Tracked To Dynamics 365

Good Afternoon [REDACTED]

Thank you for your email, it has been shared with Mayor, Council and the Engineering Department via Engage Victoria.

taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 12, 2019 4:47 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Bike lane Richardson St.

I want to voice my opposition to the proposed bike lane on Richardson. I have had many close calls driving my grandchildren to Sir James Douglas School along Richardson St. Many drivers pull into the oncoming lane to avoid hitting cyclists. Several times I have had to slam my brakes on to prevent a head on collision. This problem will be compounded on the proposed bike lane on Richardson. If I was a bicyclist I would be petrified to ride these bike lanes. If a driver has a choice to face a head on collision or hit a bicyclist I think from self preservation point of view the bicyclist loses. I can see a game of chicken playing out. The second concern is that the traffic will be diverted to Fairfield Rd. Which has two schools within kilometers of one another. Both schools have large populations of young children. Anyone who travels on Fairfield during school hours will quickly realize the traffic has no respect for thirty k speed limit. At the lights only last year there was an accident with a child injured. At present there is a continuous line of traffic this amount of traffic will be substantially increased with the proposed bike lane for Richardson. Drivers will be totally frustrated with will lead to situations no one wants to think about. You are dreaming if bicyclists will replace cars. This will be a major problem. Council maybe forced to change the name of Richardson St. To Suicide Alley. For everyone's sake for the children of these two schools change this proposal

[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: December 13, 2019 3:11 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Shared vehicle lanes concept

Categories: Tracked To Dynamics 365

Good Afternoon [REDACTED]

Thank you for your email, it has been shared with Mayor, Council and the Engineering Department via Engage Victoria.

taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



From: [REDACTED]

Sent: December 13, 2019 9:32 AM
To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Shared vehicle lanes concept

One correction - for the **east** end of Kimta Road, i.e., where it intersects with Tye Road.

Thank you.

On Fri, Dec 13, 2019 at 9:15 AM [REDACTED] > wrote:

Dear Mayor, City Councillors and those bike-lane designers proposing shared vehicle lanes,

While protected bike lanes are increasing safety for those cyclists who use them responsibly, and are actually improving the safety for some pedestrians and vehicle operators, the concept of shared vehicle lanes for the north end of Kimta Road, for Richardson Street and for any future areas **is just pure insanity!!** I cannot understand how any qualified engineer or designer could even consider such a concept. **Just how many lives are you willing to place in jeopardy? Just how willing are you to be responsible for the death or injuries to these cyclists, pedestrians and vehicle operators?!**

Have you even considered the situation where there are cyclists in their lane(s), two vehicles heading towards each other in the same lane and one of these happens to be a fire truck, ambulance, police car, etc. with lights and sirens

activated? There's one vehicle lane and the other vehicle has to quickly but safely move over to allow passage for the first responder. By the time the vehicle operators and cyclists, and any pedestrians who get caught up in this fray, have sorted out who ends up where, either time has been lost for the first responder to help the ones who need them, or the first responder could actually be involved in or needed right there to cope with injuries or worse created by the insane road design!

It's already difficult enough driving in Victoria on a dark, rainy night, when too many pedestrians and cyclists are dressed in dark clothing and some bikes have no lights or reflectors on them so all are relatively invisible from even a short distance. Add to this two vehicles approaching each other in the same lane, cyclists beside them, etc., and perhaps even one of them riding/driving while distracted. Do you really want to be the underlying cause for the mayhem that could result?!

The bottom line for me as a Victoria taxpayer and sometimes pedestrian, sometimes cyclist, and sometimes driver is **DO NOT DESIGN AND CONSTRUCT BIKE LANES THAT PLACE PEOPLE IN JEOPARDY!!** As well as being irresponsible, foolhardy and, once again, sheer insanity, surely this design is the polar opposite to your concept of improving safety! This type of design not only boggles the mind but is guaranteed not to garner you support for the bike-lane plans.

Yours sincerely,

[REDACTED]
[REDACTED] Songhees Road
[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: December 13, 2019 3:10 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Richardson Bike Lane

Categories: Tracked To Dynamics 365

Good Afternoon [REDACTED]

Thank you for your email, it has been shared with Mayor, Council and the Engineering Department via Engage Victoria.

taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



-----Original Message-----

From: [REDACTED]
Sent: December 13, 2019 10:15 AM
To: Engagement <engage@victoria.ca>; Community Planning email inquiries <CommunityPlanning@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Proposed Richardson Bike Lane

Greetings,

I have been reviewing the design concepts for the Richardson Street Advisory Bike Lanes and feel as a community member, tax payer and generally a concerned citizen, it necessary to provide feedback.

Our family has lived in Fairfield and Rockland since 2010. We have two active kids (17 & 19) which have attended various schools in the community Sir James Douglas, Margaret Jenkins, Glenlyon and SMUS. I operate my own home business within the area of real estate that involves frequent consultations at client homes in the Victoria, Oak Bay areas. Hence - I travel regularly, multiple times a day utilizing the corridors of Victoria/Oak Bay. I consistently see challenges and imperfections on our roadways and a serious lack of respect for traffic from both automobile drivers and cyclists. We do not live in a perfect system and yes - there are definite areas of improvement.

Traffic calming - speed bumps - should absolutely be put on Richardson - and possibly other streets - Rockland, Joan Crescent, Pemberton, Moss. ... but where do you start and stop. More and regular traffic enforcement on speed limits would be a start in our community.

Diverting traffic off Richardson. Richardson hums along quite nicely as a through-way from East to West. Diverting traffic to Rockland Avenue will put a much higher number of cars on an even narrower street with less open visual clearance. It is important to respect that Rockland Avenue is:

1. a key route for school children to go to Central Middle School and the area elementary schools.
2. a very popular walking/cycling tour route for tourists that come to our city.
3. an active corridor for the large population of deer in Victoria.

Increasing traffic flow on Rockland Avenue by diverting cars from Richardson creates a bunch of new challenges that I do not feel are even being considered in this proposal.

The safety factor on Richardson with road sharing...Giving cyclists a sense of safety within their own lane - but then requiring cars to drive into that lane when faced with oncoming traffic seems like a risky and dangerous proposition. I wouldn't want to be a cyclist in that losing situation. I would seriously encourage all parties considering this direction to slow down and assess these changes carefully, diligently and with input from those that use these roadways. The stakes are high and too costly to go back and rework things after tragedy strikes because of rash decisions.

As always we tend to look most closely at what is in our own backyard. I have limited insight into the other proposed routes - but in reaching out to colleagues, clients and residents in the affected areas, I know there is a lot of discussion and concern at the rashness and lack of awareness for community involvement. The four open sessions that were held in communities were poorly advertised to the specific communities. I feel there should be public signs posted in places such as around the area grocery stores, schools and on the specifically affected routes letting people know these areas are up for changes.

I hope my feedback is taken constructively and seriously.

Respectfully,

[Redacted Signature]

Victoria BC

[Redacted Address]

Rob Gordon

From: Sarah Webb
Sent: December 13, 2019 11:52 AM
To: Engagement
Cc: Amelia Potvin
Subject: FW: Proposed Richardson Bike Lane

Categories: Tracked To Dynamics 365

For the engagement record keeping - no need to respond as I already spoke with her, only to categorize comments Sarah

-----Original Message-----

From: Community Planning email inquiries <CommunityPlanning@victoria.ca>
Sent: December 13, 2019 10:52 AM
To: ENG - Transportation <ENGTransportation@victoria.ca>
Subject: FW: Proposed Richardson Bike Lane

Greetings,

I have been reviewing the design concepts for the Richardson Street Advisory Bike Lanes and feel as a community member, tax payer and generally a concerned citizen, it necessary to provide feedback.

Our family has lived in Fairfield and Rockland since 2010. We have two active kids (17 & 19) which have attended various schools in the community Sir James Douglas, Margaret Jenkins, Glenlyon and SMUS. I operate my own home business within the area of real estate that involves frequent consultations at client homes in the Victoria, Oak Bay areas. Hence - I travel regularly, multiple times a day utilizing the corridors of Victoria/Oak Bay. I consistently see challenges and imperfections on our roadways and a serious lack of respect for traffic from both automobile drivers and cyclists. We do not live in a perfect system and yes - there are definite areas of improvement.

Traffic calming - speed bumps - should absolutely be put on Richardson - and possibly other streets - Rockland, Joan Crescent, Pemberton, Moss. ... but where do you start and stop. More and regular traffic enforcement on speed limits would be a start in our community.

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1. a key route for school children to go to Central Middle School and the area elementary schools.
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Increasing traffic flow on Rockland Avenue by diverting cars from Richardson creates a bunch of new challenges that I do not feel are even being considered in this proposal.

The safety factor on Richardson with road sharing...Giving cyclists a sense of safety within their own lane - but then requiring cars to drive into that lane when faced with oncoming traffic seems like a risky and dangerous proposition. I wouldn't want to be a cyclist in that losing situation. I would seriously encourage all parties considering this direction to

slow down and assess these changes carefully, diligently and with input from those that use these roadways. The stakes are high and too costly to go back and rework things after tragedy strikes because of rash decisions.

As always we tend to look most closely at what is in our own backyard. I have limited insight into the other proposed routes - but in reaching out to colleagues, clients and residents in the affected areas, I know there is a lot of discussion and concern at the rashness and lack of awareness for community involvement. The four open sessions that were held in communities were poorly advertised to the specific communities. I feel there should be public signs posted in places such as around the area grocery stores, schools and on the specifically affected routes letting people know these areas are up for changes.

I hope my feedback is taken constructively and seriously.

Respectfully,



Joan Crescent
Victoria BC



Rob Gordon

From: Amelia Potvin
Sent: December 13, 2019 9:59 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Kimta bike lane proposal

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.
We appreciate your support for the proposed improvements.

I've attached the latest designs for the Kimta corridor which are the proposed designs we shared online and at the Open House events.

I can confirm that crossing improvements are proposed for both Tyee Road and Catherine Street. As part of this project, we are also working with the CRD to extend the E&N trail to connect to the Kimta Road corridor and in that design we are proposing improvements to the E&N trail crossing at Esquimalt Road.

If you have any other questions about the attached designs, do not hesitate to get in touch.

Thanks for sharing your positive experience cycling in Victoria.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 2:55 PM
To: Engagement <engage@victoria.ca>
Subject: Kimta bike lane proposal

To Whom it May Concern,

I ride from Esquimalt to downtown Victoria with my kids, usually a couple times a week, and I am super excited to hear about the bike lane proposal. I do have a couple questions and concerns though. The information I have received has not included any details about the road crossings and connections. The most dangerous parts of Kimta Rd are where it crosses Tyee (the car traffic there is in the rise) and the connection to the E&N rail trail. Would you please pass on my concerns as well as letting me know what plans there currently are for improvements to these areas?

Thank you all for making cycling in Victoria a joyful experience.

Sincerely,

A solid black rectangular box used to redact the sender's name and signature.

Rob Gordon

From: Amelia Potvin
Sent: December 13, 2019 9:19 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street bike network

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for getting back in touch.

We appreciate your support of cycling infrastructure improvements in the City.

We're happy to hear that you already feel safe on that route.

We have heard from many other community members that they do not feel safe using this route in its current condition.

Council has directed staff to complete a 32km All Ages and Abilities cycling network and the Richardson Street corridor makes an important east-west connection in this network.

I have noted your input which will be shared with Council as part of the engagement findings.

Kind regards,

Amelia

-----Original Message-----

From: [REDACTED]
Sent: December 12, 2019 8:14 AM
To: Amelia Potvin <apotvin@victoria.ca>; Engagement <engage@victoria.ca>
Subject: Re: Richardson Street bike network

Thank you. I appreciate you noting the feedback below. However, my primary point was actually that I believe the route is already quite safe, so if any measures are deemed required (and I'm not convinced they are), they should include options that don't divert traffic to school zones and residential streets (such as protected bike lanes).

Thank you for your work to improve cycling infrastructure! I hope the focus can be on routes that need safety improvements, rather than a great route like Richardson.

[REDACTED]

Sent from my iPad

> On Dec 10, 2019, at 1:59 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

>

> Goof afternoon [REDACTED],

>

> Thank you for your email.

>

> We appreciate your support of the proposed improvements on Richardson.
> I have noted your concerns about increased traffic on Fairfield and your suggestion to build protected bike lanes rather than use traffic diversions and speed humps as traffic calming features.
>
> Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

>
> Sincerely,
>
> Amelia Potvin
> Outreach Coordinator
> Engineering and Public Works
> City of Victoria
> 1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

>
>
>
>
> -----Original Message-----

> From: [REDACTED]
> Sent: December 5, 2019 6:40 PM
> To: Engagement <engage@victoria.ca>
> Subject: Richardson Street bike network

>
> I am a resident of Gonzales, living near Foul Bay and Richardson. I bike downtown regularly, using Richardson for the majority of my trip. My daughter also uses Richardson to and from Central Middle School. I personally think Richardson is already a safe cycling route, but I'm not opposed to improvements. I have enjoyed many of the other cycling infrastructure improvements.

>
> However, some of the proposed changes to Richardson are problematic, and ironically, make me concerned for the safety of kids in the neighbourhood. Those driving from Gonzales, as well as south oak bay, to the downtown core, will be forced south to Fairfield, past two school zones. My youngest child attends Margaret Jenkins Elementary and we definitely do not need more traffic on that road at rush hour. Also, more people will drive south on Foul bay, which is a twisty, 30km zone. Not ideal for more traffic. I'm sure the residents of Quamichan will also be very concerned about the increased traffic.

>
> Cycling over speed humps all the way to work also does not sound ideal. And on the way home, headed east, cyclists often have a good amount of speed going down the hill after Moss Street. Speed bumps as you go down that hill could be unsafe.

>
> In summary, please consider ways to ensure traffic is not redirected to Fairfield or on residential streets, and reconsider the number and location of speed bumps. My personal preference would be to enhance safety by using protected bike lanes, and not diverting traffic. But even a few minor improvements would be acceptable, without speed bumps and diverting traffic, as I believe the Richardson Street bike network is already pretty safe.

>
> Thank you.

> [REDACTED]
>
>
>
> Sent from my iPad

>

Rob Gordon

From: Victoria Mayor and Council
Sent: December 12, 2019 3:20 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Bike Lanes for Richardson

Categories: Tracked To Dynamics 365

Dear [REDACTED],

Thank you for taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 12, 2019 2:58 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Proposed Bike Lanes for Richardson

Hello, I am a cyclist. Cycling was my main mode of transportation for commuting to work year round up until 2016, the year I retired. I happen to also live on Fairfield Road. I used Brooke Street, one street over from Richardson, as it had very little vehicle traffic and proved very safe for my commute. Chandler, which connects between St. Charles and Foul Bay Road is pretty much the same.

Fairfield Road, on the other hand is busy. Sir James Douglas School, Moss Street Market, Fairfield Plaza, Hollywood Park, and Margaret Jenkins School are all located on Fairfield Road. The road is congested at various times of day around any of these locations.



This is what we currently contend with.

I cannot fathom how redirecting more traffic to Fairfield Road is going to prove helpful. Not only is the bike lanes proposal a disaster for Richardson, as pointed out by a reader in the Times Colonist, it is also a disaster for Fairfield Road.

I strongly encourage the City of Victoria reconsider the plan as it appears fraught with issues.

[REDACTED]
Fairfield Rd.
Victoria, BC [REDACTED]

Rob Gordon

From: Richard Adam
Sent: December 12, 2019 1:58 PM
To: [REDACTED]
Cc: [REDACTED]; Victoria Mayor and Council; Engineering Email inquiry; Julie Robson
Subject: RE: angle parking on Paul Kane

Categories: Tracked To Dynamics 365

[REDACTED],

Thank you for your email addressed to Mayor and Council regarding proposed changes to parking on Paul Kane and Cooperage. Your email was shared with the transportation engineering for a thorough review and response.

At this time we are gathering feedback on the proposal and will be using all of the feedback we hear to better inform our decisions moving forward.

Thank you for taking the time to write and share your thoughts.

Richard Adam
Supervisor – Transportation Operations
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0326 F 250.361.0311



From: [REDACTED]
Sent: December 11, 2019 11:19 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Fwd: angle parking on Paul Kane

I'm voicing my concerns about the proposed parking. I am not sure if you got the attachment I sent in my email. Thank you, Elka Nowicka

To: Mayor and City Council

It has been brought to our attention that Victoria City Council is planning having angle parking on Paul Kane and Cooperidge as a way of increasing the available parking in the area.

- The congestion on Paul Kane would increase significantly with the increased number of parking spaces - almost triple the number of cars

We vigorously oppose this potential change for the following reasons:

Safety issue.

Safety will be strongly compromised.
Paul Kane Street is and always has been a shared street.

It is an entry point to the waterfront West Bay Walkway, used daily by both residents and people coming from other neighbourhoods. The sidewalks on Paul Kane are very narrow, so the street has been always used by pedestrians, including children and elderly, walking to the waterfront walkway or to the restaurant.

It is used by cyclists, who cycle up to the waterfront, then they walk with their bikes for coffee or a walk by the water - this is the only entry point for cyclists to get to the waterfront or restaurant, since there is no cycling allowed on the path.

There are numerous taxis and limousines dropping people off on Paul Kane.

There are large delivery trucks for the restaurant, around 10 daily, parking here, backing up, turning around, often couple of them at a time.

There are cars, about 20-25 of them at the moment, parking parallel on the street.

There are two entrances to the two garages for the residents of both The Royal Quay and The Mariner's Landing, each about 75 units, which potentially gives over hundred cars going in and out to the garage daily, all entering from Paul Kane,

There is also a fire hydrant, which has to be accessible to the fire trucks.

There are many elderly residents in this neighbourhood, who get their medical /emergency assistance daily.

The safety of all this shared traffic would be compromised,, with angle parking taking a lot of street space. We strongly feel that it is a potential for an accident to happen.

Human aspect

The city of Victoria is creating more green spaces in the city, people friendly, pedestrian and cyclist friendly. Paul Kane Street is the opposite - it is becoming a large unsafe noisy and ugly waterfront parking lot. There is no regard for other users of this street, There is also no regard for the residents of the townhouses facing Paul Kane.

With headlights of angle parked cars shining into the living rooms of their homes on Paul Kane, their privacy and the quality of their living are being significantly affected.

We hope that the city will consider all the safety and human aspects of the project and find other solutions.

Increased parking in Paul Kane would not be needed in the first place if the City were to ensure that the Marina is in compliance with the requirement to provide 45 spaces for the public in the Royal Quays building—a condition which was part of the approval process for the Marina.

The City's focus should be on reducing the congestion on Paul Kane attributed to the Marina and creating green people friendly space, not a large unsafe waterfront parking lot.

██████████ Songhees Rd, Victoria Bc, ██████████

Rob Gordon

From: Victoria Mayor and Council
Sent: December 12, 2019 10:20 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bicycle Lane - Richardson Street

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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

We appreciate you taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 12, 2019 9:45 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Bicycle Lane - Richardson Street

Dear Mayor and Council,

I would have written earlier but I have been dealing with a blood clot in my leg and am on my computer as little as possible. I thought that this was important enough that I should express my views as well as my husband's. We live in the 1300 block of Richardson Street. We have no objections to the proposed diverters on St. Charles and Foul Bay Road that our neighbours told us about. We do have objections to the idea of eliminating the left turn from Cook onto Richardson Street. We also were told that Richardson was only going to be one lane for cars. We do not agree with this as well. We were just wondering how many bicycle/car accidents have happened in the past 40+ years that we have lived in our house. Our neighbour who attended the meeting was also told that something like 3000 cars travel on Richardson Street. We know the traffic is bad in the morning for a short time but there is little traffic during the day. We notice it because

we work in our front garden quite a bit. We think that if the traffic was diverted on the two locations mentioned, drivers would choose other routes and that would affect Richardson Street's traffic greatly. Whenever we drive on Richardson, we have noticed that driver's are most courteous to bicycle riders and seem to give them enough room when they pass. Finally, we think that people who ride bicycles should have a licence or some form of payment to help with the construction of the bicycle lanes. It should not fall on the tax paying homeowners.

Sincerely,

A solid black rectangular redaction box covering the signature.

Rob Gordon

From: Victoria Mayor and Council
Sent: December 12, 2019 9:05 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St Bike Proposal

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council and with staff in the Transportation Division.

We appreciate your support for improvements to support safer cycling in Victoria.

The Richardson Street route has been provided as a preliminary design and City staff have gathered insights, observations and suggestions from thousands of residents over the past 5 weeks. Traffic counts, including manual counts with vehicle movements at intersections, are conducted as a part of the design development process. As a part of design process, staff also assess potential impacts to traffic circulation and access on adjacent corridors and will consider additional interventions as a part of any traffic calming project.

We have noted your support for light touches, with a focus on improvements on Moss Street, and your opposition to a traffic diverter at Foul Bay and Richardson. Staff will continue to consider all feedback through the new year as we continue to meet with agency partners and review feedback. Should you wish to be added to our distribution list for automatic updates on the Richardson Corridor in 2020, please send a note to engage@victoria.ca

Merry Christmas to you too.

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



From: [REDACTED]
Sent: December 6, 2019 8:52 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>; obcouncil@oakbay.ca; lvarela@oakbay.ca; dhoran@oakbay.ca; Engagement <engage@victoria.ca>; Jocelyn Jenkyns <JJenkyns@victoria.ca>; Fraser Work <FWork@victoria.ca>
Subject: Richardson St Bike Proposal

Greetings, just wanted to comment on what I understand is the proposal to stop westbound traffic on McNeil from continuing towards downtown Victoria on Richardson. If this is in fact what is proposed (and my apologies if that isn't correct!), I'm curious as to whether traffic studies have been done showing the impact of the diverted traffic that would: turn south on Foul Bay then through two school zones on Fairfield Rd.; turn north on Foul Bay, west on Quamichan, south on Redfern or Cowichan, then west on Richardson.

Cycling improvements are great and I have cycled along Richardson many times. The only tight spot that I've felt squeezed on is west of Moss St. Other than that, Richardson seems wide enough to accommodate cars, curb parking and bikes.

I truly hope that traffic calming along Richardson rather than blockades can be implemented as part of this project.

Thanks and Merry Christmas!



Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 11, 2019 12:20 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St and other 2020 bike lanes project

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for getting back in touch.
It was nice meeting you at the Open House.

I have noted your follow-up comments and your feedback will be included in the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: Friday, December 06, 2019 3:00 PM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Engagement <engage@victoria.ca>
Subject: Re: Richardson St and other 2020 bike lanes project

Hello Amelia

Thank you for your reply. I would just like to add to my original comments as I didn't realize the extent of the suggested changes:

Can you confirm then that the part of Richardson between Maddison St and the Foul Bay Road/Oak Bay intersection is the "cut-through" that you wish to remove traffic from? This is the widest part of Richardson, has the lowest speed limit and -probably- the smallest traffic volumes anywhere along the street. If cyclists are uncomfortable handling this section, they really should not be out in traffic at all.

And as for Maddison Street itself, no right turn on to Richardson? (I had not picked up that bit) Why? Is this because there is currently almost no traffic except local, but you are afraid of much more after the cut-through traffic is displaced? Do you not see what you are doing? ** The "reduced traffic volumes" are going to spill on to whatever remaining streets are less restricted - including Fairfield Road which is already much more hazardous for cyclists than Richardson.

What is so special about Maddison St compared to Quamichan St and Gonzales Ave, two other quiet streets that will see much of the displaced traffic? I would quite like less "cut-through" traffic on my own Memorial Cres, thanks, which has far greater volumes and much higher speeds!

Your comment about the Bay St bridge simply reinforces my point - significant improvements to the cycling network are expensive, so don't waste limited resources on easy improvements that will have insignificant benefits.

Finally, I really must dispute your average speed recordings. If they were true, it would mean a significant number of vehicles would be travelling at 60-70 km/hr, as many if not most drivers stick to well below the posted limit. Such flagrant violations would surely have attracted speed traps and policing by now. So can you provide me with the raw data for these figures?

But thank you very much for responding so promptly; I know you must be overwhelmed with comments - negative, I hope! - about this latest development.

sincerely, [REDACTED]

** at the expense of seeming frivolous, please consult the nursery rhyme "There was an old woman who swallowed a fly"

On 06-Dec-2019 12:51 PM, Amelia Potvin wrote:

Good morning [REDACTED]

Thank you for your email.

1. Advisory bike lanes will be first implemented on the Humboldt corridor, East of Douglas, once the underground work is complete and the cycling lanes can be implemented.

Advisory bike lanes are used around the world in Europe, the US and now starting in Canada. They are currently in place in a few places in Ottawa, for example. Education for all road users is an important part of all cycling infrastructure projects and especially so when new types of facilities are introduced.

2. We have noted your opposition to the plans at Maddison Avenue intersection.

The secondary diverter which is proposed for that location supports the diverter at Foul Bay Road, ensuring motorists don't cut through residential streets. The changes at Maddison also support input from the community to improve safety for pedestrians at that intersection.

We are proposing a closure of the existing channelized right turn from Maddison to Richardson (motorists heading South on Maddison could turn East only) and restricting through movements for westbound traffic on Richardson (motorists could turn North only onto Maddison).

These changes would improve safety for pedestrians and reduce vehicle volumes along the corridor.

3. On vehicle speeds and volumes: the average speeds recorded near Richmond were 50km/hr and the average speeds recorded between St Charles and Lotbiniere were 55km/hr. As you addressed the safety of advisory bike lanes and a shared-use road in your earlier comment, part of achieving the desired conditions for a shared-use space include reducing vehicle volumes (re: traffic diversions) and speeds (posted limit of 30km/hr).

Council has directed staff to build a 32km 'minimum grid' network of All Ages and Abilities cycling facilities connecting the City including residential neighbourhoods, parks, schools, employment areas, and the downtown core. The Richardson Street corridor makes an important east-west connection and access to the Fairfield, Gonzales, and Rockland neighbourhoods. Richardson is also identified in the CRD Regional Pedestrian and Cycling Master Plan as an active transportation regional greenway connection.

On the Bay Street Bridge, the City did explore the feasibility of improvements for cyclists and pedestrians here and the required infrastructure would have cost over 14million dollars and that project was not identified as a priority investment.

We have recorded your opposition to the proposed design which will be included in the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

From: [REDACTED]
Sent: December 4, 2019 9:44 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson St and other 2020 bike lanes project

Hi guys

I was unfortunately unable to attend the open houses but did just look at the material online. I cannot comment in detail here but I would like to raise three issues:

1. These "advisory bike lanes": where are they currently installed and how are they working out? It seems they are nothing more than the existing shared vehicle/bike lanes with some paint outlining a "virtual" bike lane. How is this better? Two cars passing each other will have to veer into the virtual lane(s), so any idea that a cyclist might feel "safer" is entirely illusory. In fact, I would say that, especially for children, the dotted lanes provide a completely false and quite dangerous sense of security.

And there is another danger: once motorists know they are supposed to cross into this type of bike lane, they will be much more likely to cut into bike lanes with solid lines. Just call these roads "shared" and save some paint!

2. Regarding the medians and other unnecessary hardware along these minor streets, just one example: the dogs-breakfast intersection of Richardson and Maddison. Holy Moly, what are you guys up to? This intersection has just recently been upgraded with enlarged islands and narrowed traffic lanes, and now you are going to reduce the road width to less than half? Where are westbound cars supposed to go? (I will tell you - counterclockwise around or over the triangle). And what does "reduce cut-through traffic" mean? Cut through what?

3. Regarding vehicles allegedly averaging 50-55 km/hr: that is simply not possible. I cycle Richardson every day, and 50 km/hr is more like the maximum I see, it is not the average speed. Many sections are already limited to 30 or 40 km/hr, so why not just extend those limits to the whole street, and if speeds really don't decrease, lower it to 30 everywhere in future.

Look, I am an avid cyclist and I fully support and use many of the bike lane improvements around Victoria; I even sent in some suggestions about the Vancouver St corridor that I hope were considered. I am also very sympathetic to nervous and inexperienced cyclists who do seem to need a degree of separation from vehicles. But this current level of futzing around with excess construction on what are in reality lightly-used roads is completely over the top. Spend our limited resources on more difficult situations and pressing needs! (like Bay St between Cook and Blanshard or the Bay St bridge itself)

Thanks for reading;

██████████
██████████ Memorial Cres, Victoria BC, ██████████

Rob Gordon

From: Amelia Potvin
Sent: December 11, 2019 12:17 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson bike lane proposal

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

I have noted your opposition to the proposed design of cycling network improvements on Richardson - in particular, your concern about how the proposed westbound traffic diversion on Richardson at Foul Bay will impact traffic circulation on Fairfield Road.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 3:55 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lane proposal

Hi,

Apparently the plan is to cut off all flow of traffic going west from Foul Bay along Richardson?! Do you have any idea how many people rely on this street to navigate through Fairfield, in amongst Fairfield?! And then to further divert traffic onto Fairfield road has to be the most dangerous proposition I have heard of. I live along this corridor and it is busy enough with traffic that I choose to travel Richardson if given the choice. Two school zones (Margaret Jenkins and Sir James Douglas) both run along Fairfield Road already along with a park zone of 30 km/hr. And you propose to push more traffic through there so bike lanes can take over half of Richardson?! I do expect this to fall on deaf ears as I don't believe the residents concerns will really be given due process but spend some time along Fairfield during school drop off or pick up times. Try turning out of the Fairfield Plaza onto Fairfield at peak hours! DO NOT destroy another corridor just to push the agenda of adding these precious bike lanes!!!

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 11, 2019 12:11 PM
To: Engagement
Cc: Ryan Shotton
Subject: RE: Bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate your support of the City's commitment to providing All Ages and Abilities infrastructure.

Thank you for sharing your positive experiences with the bike lanes and that of your family members.

I have noted your concerns about the advisory bike lanes concept and the impacts to traffic circulation.

I have also noted your support of the proposed designs on Kimta and Haultain as well as the interim solution on Bay between Government and Douglas.

Thanks again for providing input, your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2019 1:39 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes

Thank you to the city for continuing to build more bike lanes.

I use most of the existing ones on a regular basis, often with my young family, but also for commuting to work and to head downtown.


Because of the new lanes, I biked almost 100% percent of the time downtown this spring, summer and fall for shopping, entertainment and restaurants. The bike lanes also allow me to easily get through downtown, not bringing extra congestion to the busy car lanes. My husband commutes to work on daily basis on them and they give us both piece of

mind for his safety. They've also allowed my 65-year old, retired mother to buy and e-bike and use it as her main mode of transportation.

I support the bike lane expansions and have both driven and ridden through all the proposed areas. I am a little skeptical about Richardson because there is often a lot of bike and car traffic around rush hour. I worry about giving cars permission to move into bike lanes. I understand the idea is to move cars off of Richardson, but where are they going to go? Fort is only one way, and Fairfield is already tight for cyclists as I've ridden and driven that route a lot, as well.

I applaud the idea of improving connections on Kimta and Haultain. I particularly liked the idea of exploring a safer connection on Bay st between Government and Douglas. I feel I'm risking my life biking up the short, narrow hill.

Keep up the good work on the designs. Because of illness, I'm sorry we weren't able to attend the in-person sessions.


Vic West resident

Rob Gordon

From: Amelia Potvin
Sent: December 11, 2019 12:04 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 Cycle Plan comments

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email and detailed feedback.
We appreciate your support of the City's commitment to providing All Ages and Abilities infrastructure.

I have noted your suggestions on alternate design options and your concerns about safety in the proposed advisory lanes concept.

We did provide an alternative of protected bicycle lanes by removing on-street parking in the preliminary design feedback stage but there wasn't as much support from the community on that concept.

I have also noted your support for improved crossings for pedestrians and cyclists at major intersections. To that end, this project is proposing an improved crossing, including pedestrian and bicycle controlled signal, at Richardson and Cook.

Thanks again for providing input, your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 1:37 PM
To: Engagement <engage@victoria.ca>
Subject: 2020 Cycle Plan comments

Hi. I'm an Oak Bay resident who frequently rides through the City on the routes included in the latest program of proposed cycling infrastructure improvements. As a lifelong (I'm in my early 60's) and

frequent cyclist it's great to see the City investing in infrastructure and in particular the commitment to All Ages and Abilities routes.

Richardson was my primary commuting route for many years - I've cycled it thousands of times. I appreciate that I'm a confident, experienced, adult rider but Richardson was/is a route I generally feel safe on; there's sufficient road width to allow for vehicle traffic and bikes. Perhaps the most dangerous location, especially during the rush, and in winter conditions, is the four way stop shared with Oak Bay at McNeill/Richardson and Foul Bay Road. The proposed design, that I understand will require oncoming vehicles to yield to each other, or to encroach into the bike lane in order to pass side by side, strikes me as *reducing* the safety of cyclists as it will inevitably result in vehicles weaving in and out, potentially into the path of oncoming and passed bicycles. The solution on Richardson that I know would be hard to implement, would be to remove on-street vehicle parking, even on just one side of the street, to free up room for bike lanes (perhaps some sort of curving lane with parking blocks on alternating sides of the street).

A small point that's not ... on Richardson heading west, where Richardson intersects with Maddison, opposite the park, where the bend in Richardson is, the street is cambered. There's also a large, smooth manhole cover (think there's a couple of small ones too). Hit this cover on the wrong angle, on a rainy day, and it's an invite for a slide and tumble.

Looking at the street map, it's not clear to me where the existing Richardson vehicle traffic will be re-routed to; Rockland is too winding and Fairfield Road has two elementary schools, a large park with playground, and busy mall.

The Richardson route plan doesn't take into account that most cyclists heading into the legislative precinct, of which there are many, deke down on to Carnsew at Lotbiniere and then, kitty corner to Sir James Douglas school, make their way over to and down Oscar to later deke over on to Southgate.

In general, across the city there need to be more cyclist (and pedestrian) controlled crossings of major streets, away from major intersections. Typically this is when travelling east west; Foul Bay Road, Shelbourne, Cook, Quadra, Blanshard all would benefit from them.

An anecdote that I feel is becoming increasingly relevant in Victoria generally, but in the City specifically, as bike infrastructure re-directs vehicles on to alternate routes, creating frustrating vehicle congestion: several years ago, cycling in downtown San Francisco - where vehicle traffic rerouting has taken place - I was on a narrow street, with parking on both sides and just a single shared lane each way. Even as an experienced cyclist I was taken aback by the aggression of the drivers; we clearly weren't welcome on the street. Only later did we learn that a parallel street had designated bike lanes and the unsaid understanding was that we were on the street to which cars were routed and we'd better get out of the way Real care needs to be taken that streets in Victoria, e.g. Fairfield don't come to be seen as the "car" street where bikes are not welcome, and it's dangerous to ride.

Thanks for providing the opportunity to comment.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 11, 2019 11:26 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bikelane

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

In the proposed design, on-street parking is retained including the block between Vancouver and Cook. The only change to that block is a proposed intersection upgrade at Cook adding an improved crosswalk including a pedestrian-controlled light and a bicycle signal to facilitate the crossing.

Thanks for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2019 12:48 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Bikelane

Hello, I reside on Richardson Street (between Cook and Vancouver) and parking is at a premium. Please, please, please do not remove the residential parking to accommodate designated bike lanes on Richardson. As only traffic calming measures are to be used on Vancouver in this area can the same not be done on this block of Richardson?

Thank you
[REDACTED]

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 11, 2019 11:14 AM
To: Engagement
Cc: Ryan Shotton
Subject: RE: Kings/Haultain feedback

Categories: Tracked To Dynamics 365

Hi Jonathan,

Thank you for your detailed feedback.

The survey was for preliminary concepts (before the more recent and detailed proposed concepts) and closed November 30th.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: Engagement
Sent: Friday, December 06, 2019 12:05 PM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: FW: Kings/Haultain feedback

From: [REDACTED]
Sent: December 6, 2019 11:14 AM
To: Engagement <engage@victoria.ca>
Subject: Kings/Haultain feedback

Hi,

I'm excited to see the proposed changes to Haultain and Kings, where I live and also ride most every day. I've put some detailed feedback in the attached pdf - please let me know if you have any issues accessing my notes.

Also, I have a handout that says there is a short survey at engage.victoria.ca, but I don't see such a survey. Did it already close?

Thanks!



Rob Gordon

From: Victoria Mayor and Council
Sent: December 11, 2019 10:34 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike lanes

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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

We appreciate you taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your email and will add it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 11, 2019 10:28 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Richardson Bike lanes

Dear Mayor Helps and Council members:

We are very concerned about the proposed design for traffic on Richardson Street. We have several questions: Will this design of a single lane for motor vehicles be safe? What if there is a cyclist in the lane just as the vehicles swerve to avoid each other? Will this push more vehicles onto Fairfield, which is already a very busy road.? Have you thought about parking for residents and visitors, not to mention delivery trucks on Richardson? Richardson is fairly busy as it is a very convenient connector between Oak Bay and Downtown Victoria. We often use it to avoid Fairfield as we are sure others in this area do. We also understand that the new design will cause motorists to drive farther in order to leave Richardson, thereby negating any of the reduced pollution rendered by cyclists.

We think this is not only an ill—conceived plan, but a dangerous plan. Want to improve the air of our city? Start by replacing some of the boulevard trees that have been chopped down and stop paving our green spaces

Yours truly

A solid black rectangular redaction box covering the signature area.

Rob Gordon

From: [REDACTED]
Sent: December 10, 2019 3:28 PM
To: Amelia Potvin
Cc: Engagement
Subject: Re: Bike lanes

Categories: Tracked To Dynamics 365

Hello,

The original budget was 7.75 million and this increased to 14 million. This is double the original estimate.

<https://www.google.ca/amp/s/www.vicnews.com/news/reaction-mixed-to-request-to-double-victoria-cycle-network-funding/amp/>

Please review the above article. Perhaps you could clarify how this is not over budget?

Thank you,
[REDACTED]

Sent from my iPhone

On Dec 10, 2019, at 1:52 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good mornin
[REDACTED]

Thank you for your email.

On the proposed designs, shared-use roads are being proposed for the Kings, Haultain, and Richardson corridors, with no protected bike lanes. On Government Street North, the proposed design is a curbside bike lane protected by on-street parking. The 2020 projects will look much different than the infrastructure implemented to date.

More information on the 2020 projects is available online at:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

If you have any further questions or comments on any of the projects, don't hesitate to get in touch.

While Council has directed staff to complete the 32km network of bicycle lanes, other projects also remain at the forefront including the Crystal Pool project. Though the cycling network projects are not over budget, I have noted your opposition to the proposed improvements.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 12:04 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes

Hello,

Kings, Haultain and Richardson do not need protected bike lanes. This would be an irresponsible use of money. This money could be better used on the crystal pool project. The city is already grossly over budget on the bike lane project and needs to stop for now and focus on other infrastructure that needs renewal.

[REDACTED]
Bushby St

Sent from my iPhone

Rob Gordon

From: Sarah Webb
Sent: December 10, 2019 3:10 PM
To: [REDACTED]
Cc: Information Engineering Email inquiry; Engagement
Subject: FW: Development Services - City of Victoria Feedback Form

Categories: Tracked To Dynamics 365

Dear [REDACTED]

Thank you for getting in touch with the City of Victoria.

We appreciate you taking the time to provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is reviewing and evaluating all written submissions as a part of the design development process. A copy of your email will also be included in the formal engagement summary provided to Mayor and Council.

Kind regards
Sarah

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

From: Development Services email inquiries
Sent: Tuesday, December 10, 2019 1:40 PM
To: Engineering Email inquiry <eng@victoria.ca>
Subject: FW: Development Services - City of Victoria Feedback Form

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

Name: [REDACTED]
Email: [REDACTED]
Topic: Development Services
Phone: [REDACTED]
Address: [REDACTED] Mcneill ave
Message: Hello

I'm writing you today to express my concerns about the proposed Richardson bike lane. While I am not a Victoria resident I do however travel down Richardson regularly both driving and cycling and see some major issues with safety

and functionality of the proposed bike lane. From my view a completely new plan is needed or perhaps it should be abandoned altogether because it seems to work fine the way it is.

Thanks for your time
Concerned citizen

Date: Tuesday, December 10, 2019 10:42:08 AM

Rob Gordon

From: Lucas De Amaral
Sent: December 10, 2019 2:55 PM
To: [REDACTED]
Cc: Lisa Helps (Mayor); Engagement
Subject: RE: Proposed bike lanes on Kimta Road.

Categories: Tracked To Dynamics 365

Dear [REDACTED],

On behalf of Mayor Helps, thank you for your email.

We appreciate you taking the time to provide comments, insights and suggestions on the preliminary design concepts for Kimta Road.

The City is reviewing and evaluating all written submissions as a part of the design development process. Your email will also be included in the formal engagement summary.

Sincerely,

Lucas de Amaral
Correspondence Coordinator
Mayor / City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]
Sent: December 8, 2019 11:27 AM
To: Lisa Helps (Mayor) <LHelps@victoria.ca>
Cc: [REDACTED]
Subject: Proposed bike lanes on Kimta Road.

To Mayor and Council,

I have lived on Kimta Road for many years and get around the city mostly by bicycle or on foot. Personally, I see absolutely no need for any bike lanes on this street as there are painted lanes in both directions on Esquimalt (one small block north) that lead directly from the E&N trail to link up with both the Galloping Goose and downtown. With an eventual well-protected all-access route extending along the E&N right-of-way, why go to all disruption and expense?

The other issue is safety. As it is, with SUV's and trucks getting bigger and higher and with a proposal for parking on both sides of the street *and* bike lanes in both directions, it's an accident waiting to happen. Parking on each side of the road is currently chock-a-block and already making visibility extremely difficult when pulling out of parking lots or side streets.

Thank you for the opportunity to provide some feedback on this proposal. I sincerely hope it will be rethought.



Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 2:35 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Richardson bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]
[REDACTED]

Thank you for your email.

We have noted your opposition to the proposed traffic calming improvements on Richardson.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2019 6:16 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lanes

To whom it may concern:

Please do not implement the proposed bike lanes on Richardson. People are not going to stop driving & get on their bikes. It will create havoc on Fairfield St. & surrounding residential streets. It will put children in the school & playground zones at risk due to more diverted traffic & frustrated drivers. It will put more traffic on small residential side streets which only increases risk as well. Then the residents get upset so those roads receive road traffic calming, which is more money wasted. Richardson is fine, straight, wide, good sightlines...leave it alone please.

[REDACTED]

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 2:19 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We have noted your opposition to the proposed traffic calming on Richardson Street and specifically the traffic diverting elements.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 6, 2019 4:53 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lanes

I strongly oppose closing Richardson street to cars and public transportation. I travel this road everyday by car. It is a wide road which can accommodate both cars and bikes.

I would be interested to know What tax are bicyclists paying to contribute to the cost of creating bike lanes and maintaining the roads?

If the goal is to make it safer for bicyclists, a more cost effective method would be to make learning the rules of the road mandatory for bicyclists. Too many do not know how to share the road with cars not the other way around.

Unless there will be car only lanes to ease the congestion on the alternative routes that a closure of Richardson will create, this is not going to work.

Respectfully,

Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 2:16 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Kimta Road Feedback

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for yo

I appreciate your effort to comment on many of the features of the proposed improvements. I have noted your support improvements to the crossing, the existing multi-use path, and the E&N connection from Esquimalt Road to Catherine Street.

I have also noted your suggestion that Council prioritize the development of the rail corridor and your opposition to the two-way protected lanes concept.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 12:08 AM
To: Engagement <engage@victoria.ca>
Subject: Kimta Road Feedback

Comments on the Kimta Road Plan

Enhancing the path between the bridge and Tyee should be a high priority with good lighting- I've noticed each year there are more people walking to town which spiked sharply after the completion of the new bridge.

The pedestrian cross walk at Tyee is a must – This has a high volume of foot traffic with vehicles coming from three directions and not always good lines of sight for either the vehicles or pedestrians.

The two way bicycle path on Kimta is pretty much a waste of funds.

I've been riding Kimta Road for over twenty years and frequently don't even pass a car plus it's quite wide now.

Instead, a strong focus should be on placing a multi use trail along the E & N which would take bikes out of traffic altogether and direct them into and through the proposed Round House development.

I gather parking is a concern there so extra bike traffic would be welcome by future merchants. From the Round House to the bridge, once the tracks are removed the space would be wide enough for linear community events

and markets with lots of room for pedestrians and even cyclists.

I have walked or ridden Kimta several times per week for decades and it's rare to see speeding vehicles so funding speed humps is a bit of a waste and an unnecessary annoyance.

Additional angle parking would be handy once the Round House becomes operational – for now it's not much of an issue as there's almost always parking available.

Extending the E & N regional trail to Catherine Street is should be a high priority as this is becoming a well travelled route for pedestrians and cyclists. There is a well worn trail along the tracks.

This area has also become a bit of a dumping area and attractive to over night campers. If it's made to feel safe it would encourage even more people to walk or ride into town.

One additional comment- This trail should be given high priority for snow removal in winter as so many people opt to walk to town.

Thanks


Russell Street resident since 1973

Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 2:09 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

Council approved the 32km All Ages and Abilities bicycle network in 2016. The 2020 projects are part of the phased approach to implementing the network.

We have noted your opposition to bicycle lanes in general and your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 6, 2019 12:02 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes

Please, please, please for the love of everything you hold dear please stop with the bike lanes they are the worst you are ruining this city year after year please just stop with these stupid ideas

Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 2:04 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: loving the bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate your support of the proposed improvements on Richardson Street and the upcoming improvements on Vancouver Street.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 7:10 PM
To: Engagement <engage@victoria.ca>
Subject: loving the bike lanes

As a 52 year old woman who commutes daily by bike I am loving the bike lanes. I particularly like the Wharf St lane. I am looking forward to the traffic calming on Vancouver (my main route) and on Richardson.

Keep up the good work! You are keeping my car off the road.

Thank you
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 1:33 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: feedback

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We have noted your opposition to the proposed advisory bicycle lane design for Richardson Street.

We did propose protected bicycle lanes as alternative design option for Richardson but there wasn't much support for that option; retaining on-street parking was an important priority for the neighbourhood.

In addition to the advisory bike lane design, traffic calming features are proposed make the route more comfortable for All Ages and Abilities.

Your feedback will be added to the correspondence package we share with Council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 3, 2019 5:00 PM
To: Engagement <engage@victoria.ca>
Subject: feedback

This is in regards to the proposed advisory bike lane on Richardson. I think that design will be too confusing for drivers, they already can't handle no turn on red and this design is even more sophisticated.

Leave Richardson alone. Please. Your proposed advisory lane idea will make it dangerous for cyclists as it forces a vehicle to go into the bike lane if another vehicle is in the traffic lane.

If you can't do a separated lane, don't do one at all

Rob Gordon

From: Amelia Potvin
Sent: December 10, 2019 11:17 AM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Opposition to Richardson bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We have noted your opposition to the proposed improvement on Richardson and the traffic diversions included in the plans.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 6:01 PM
To: Engagement <engage@victoria.ca>
Subject: Opposition to Richardson bike lanes

Hi There,

I'm emailing to register my opposition to the bike lanes on Richardson and the short sighted traffic diversions they will create. There is no need for these, there are already enough lanes for cycling commuters, I'm horrified at the lack of public input here.

[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: December 9, 2019 3:58 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: I'm in favour of the Richardson Street changes!

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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

We appreciate you taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

Thank you again for your email it will be added it to the formal submission process.

Sincerely,

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



From: [REDACTED]

Sent: December 7, 2019 11:27 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: I'm in favour of the Richardson Street changes!

Hi-

I live in the 1600 block of Richardson Street and I am in favour of the proposed changes to reduce traffic volumes and speeds on Richardson St.

Leaving the present volumes of car and truck traffic on the street but converting it to a one-lane roadway with bike lanes would have been totally impractical, and dangerous for cyclists.

I know you will get a lot of 'pushback' from people who are accustomed to using Richardson as a fast (too fast!!) through-street; please stick to the announced plan!

There will be inconvenience for Richardson residents with the new traffic plan; we'll have to figure out new ways to access our neighbourhood.

But, if that is the price we need to pay to reduce speed and volume of traffic, it will be worth it.

Regards

Rob Gordon

From: [REDACTED]
Sent: December 9, 2019 3:42 PM
To: Engagement
Subject: Fuck your bikes

Categories: Tracked To Dynamics 365

Fuck your bikes should bulldoze and jack hammer them all we dont want them!

Sent from Brian B.

Rob Gordon

From: Victoria Mayor and Council
Sent: December 9, 2019 1:00 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Congratulations

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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

We appreciate you taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

Thank you again for your email it will be added it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 8, 2019 8:21 AM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Congratulations

All

Congratulation, the Richardson Traffic plans is the stupidest F&*! plan a group of people could come up with.

You all must be so proud.

[REDACTED]

Rob Gordon

From: Victoria Mayor and Council
Sent: December 9, 2019 12:59 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Feedback: Richardson Street Advisory Bike Lanes

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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

We appreciate you taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

The City is taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

Thank you again for your email it will be added it to the formal submission process.

Sincerely,

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



From: [REDACTED]
Sent: December 8, 2019 7:38 PM
To: Engagement <engage@victoria.ca>; Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Feedback: Richardson Street Advisory Bike Lanes

Dear Mayor Helps and Council and Sara Webb,

I am writing to you regarding the bike lane concepts for Richardson Street.

I live in the City of Victoria and use Richardson often in both my car and my bicycle.

Below is my feedback on both the bike lanes and the engagement process as well as some questions:

1. What is the total cost of the project? Either way I think the money is better served helping those less fortunate in the City with housing, social and police services.
2. The closest Open House to those living in Gonzales was in Oaklands. During a busy holiday season for three hours on a Saturday is not sufficient or convenient. It is also not close to South Oak Bay whose residents will also be affected by the proposed project.

3. Has the Municipality of Oak Bay been engaged on the proposed directional diverter at Foul Bay? Why hasn't there been an Open House close to this neighbourhood?
4. I do not support the directional diverter at Richardson and Foul Bay Road for these reasons:
 - This will divert some of the traffic down Quamichan making that a much busier road. Furthermore, there is a large housing development being proposed on the corner of Foul Bay and Quamichan which will already add to the traffic in the area. Has the City considered this in their plans?
 - This will divert some of the traffic through a school zone on Foul Bay and Fairfield by Margaret Jenkins School. We do not need more traffic driving past an elementary school.
5. The changes to the pedestrian crossing at Maddison and Richardson are not clear on the drawing provided by the City. What exactly is the restriction?
6. I do not support the median diverter at Richardson and St. Charles. St. Charles is main route to get to Fairfield Plaza for those in Gonzales and Oak Bay. If I can't go down Richardson I will again be going through a school zone. If I'm coming from Fort Street to Fairfield Plaza I will be forced to cut through smaller roads.
7. Will you be publishing a 'What We Heard' document about the feedback you get on the proposed bike lanes? When can the public view this?

Finally, I want to state that I have used Richardson as my main route to and from downtown on my bicycle. I already find it a pleasant road to cycle on with wide lanes and good visibility. I do not see the need to spend so much money on bike lanes on those areas of the road. You are not reducing the amount of vehicle traffic in these plans; you are only diverting it to other roads which will become busier and develop their own traffic problems.

I look forward to your response.

Sincerely,


Bank Street

Rob Gordon

From: Sarah Webb
Sent: December 9, 2019 9:18 AM
To: [REDACTED]
Cc: [REDACTED]; Engagement
Subject: RE: Richardson

Categories: Tracked To Dynamics 365

Dear [REDACTED]

Thank you for taking the time to get in touch with the City of Victoria and provide comments, insights and suggestions on the preliminary design concepts for Richardson Street.

We are taking all the feedback we have received and will be continuing to review and evaluate as a part of the design development process.

We appreciate your notes below and will add them to the formal submission process.

Kind regards
Sarah

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

From: [REDACTED]
Sent: December 8, 2019 9:58 PM
To: Sarah Webb <swebb@victoria.ca>
Cc: [REDACTED]
Subject: FW: Richardson

Dear Ms. Webb,

As a resident on the corner of Fairfield and Richmond we are very concerned to hear of the engagement that has been occurring about bike lanes. Considering the proposed lanes on Richardson are going to divert even more traffic to Fairfield road, significantly increasing traffic beside and in front of our house, we would like to know why we haven't been consulted at all.

We have been advocates for traffic calming on Fairfield and Richmond roads for a long time. We have advocated for developments in Fairfield so that people may have affordable places to live. I think we are reasonable and sharing people. We believe bike lanes have the potential to improve health for everyone. However, this Richardson plan is going too far.

The Richardson plan, including the right turn only on the corner of Richardson and St. Charles will increase traffic right around our house for people accessing the Fairfield Plaza in both directions. At certain times of the day, it is difficult to pull out of our driveway for traffic coming around the corner at high speed, and for traffic lined up at the stop sign to Fairfield Road. We are dismayed to watch people run the stop signs and speed through the school zone at Margaret Jenkins. As taxpayers we have on several occasions tried to address these concerns with the city, have requested traffic calming and some kind of monitoring of speed, and stop signs. We have been told repeatedly that there isn't a problem and now I see the traffic is about to be increased significantly. The amount of traffic on our corner already interferes with the peaceful use of our home. We can no longer sit outside and enjoy our deck due to traffic noise. Almost every day we hear or see near miss traffic accidents in front of our house.

My husband walks to work downtown. I am a private business owner who visits elderly clients in their home. It is becoming more difficult to get around to visit my clients – I find I am spending more time idling in traffic. The proposed changes which will benefit cyclists only, are adding driving time to my work day and making it more difficult for me to make a living.

The increase in bike lanes in this city have benefited cyclists only. People who do not/cannot commute on bikes are voters and taxpayers too. The changes to Richardson road are extreme and seem like more make-work projects for a council who complains to be overworked. It's time for council to study the changes they have made with ALL people who use the roads, not just cyclists, and let drivers and cyclists alike adjust to the new state of our roads. All commuters need to get around this city respectfully and safely, and stop with the one-sided advocacy for cyclists only.

Sincerely,

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 4:04 PM
To:
Cc: Engagement
Subject: RE: Opposition to Richardson bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your input.

Council has directed staff to build a 32km network of All Ages and Abilities cycling routes.

The 2020 projects are part of the phased implementation of this network.

The Richardson Street corridor provides an important East-West connection from the Fairfield, Gonzales, and Rocklands neighbourhoods to the downtown core.

The designs are still in the proposal phase and we are collecting public input to inform the detailed designs which will be presented to Council for consideration in 2020.

I have noted your opposition to the bikes lanes and traffic diversions.

Your email will be included in the correspondence package which will be shared with Council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 6:01 PM
To: Engagement <engage@victoria.ca>
Subject: Opposition to Richardson bike lanes

Hi There,

I'm emailing to register my opposition to the bike lanes on Richardson and the short sighted traffic diversions they will create. There is no need for these, there are already enough lanes for cycling commuters, I'm horrified at the lack of public input here.

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 3:44 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Street Bicycle Plan

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate your concerns around traffic congestion, especially around school drop-off and pick-up times.

In 2016, Council approved a 32km network of bicycle infrastructure. The 2020 projects are part of the phased approach to implementing this project. The City's commitment to prioritizing pedestrians and cyclists, and shifting transportation mode share, is nested in the Official Community Plan and Climate Action Plan.

In the CRD Regional Transportation Plan, Fairfield Road, Fort Street, and Oak Bay Ave are identified as inter-municipal regional multi-modal transportation corridors. These routes are intended to facilitate inter-municipal travel for cars, buses, and other road users.

Richardson Street is not identified as part of that network.

Richardson Street is, however, identified in the CRD Pedestrian and Cycling Master Plan as a priority corridor in the inter-community network to prioritize active transportation. Richardson Street is also identified as a Shared Greenway in the City's Official Community Plan.

All of these factors are part of the decision around the alignment of the bicycle improvements on Richardson Street.

We have noted your opposition to the proposed improvements and your email will be included in the correspondence package we shared with Council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 4:41 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson Street Bicycle Plan

I live on Fairfield Road opposite Margaret Jenkins School. This area gets very congested with school drop off and pickup. Cars typically park on both sides of the street, even in areas where the curb is painted yellow. The area is on a curved portion of the road as it passes Richmond Road, creating a blind area approaching the school.

If vehicle traffic is diverted off Richardson to Fairfield, it will only add to the problem, not to mention the headache of additional traffic in general and noise. Chandler and Brooke are currently used by cyclists, so it's questionable why the change is required, for the section west of May.

Given the two schools, May Street market, Fairfield Plaza and Hollywood Park are already congested areas on Fairfield, adding additional traffic makes absolutely no sense. It will ultimately affect our quality of life, not to mention our property value.

We are not in favour of the proposed change.


Fairfield Road

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 3:28 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson bike ways

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate your support of the continued implementation of the City's bicycle network.

The proposed design for Richardson is a shared-use road with advisory bike lanes. Advisory bike lanes are widely used in Europe, the US and are starting to be used in Canada - in Ottawa for example.

The proposed design for Richardson Street includes a reduced posted speed of 30km/hr and four traffic diverters intended to reduce the amount of traffic using Richardson as a cut-through street.

We have noted your opposition to the use of advisory lanes for this corridor and your email will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 4:06 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike ways

To whom it may concern,

I applaud the direction the council has been moving with promoting AAA bikeways . The more connecting routes we have the more people will be cycling. Especially with the lowered cost of E bikes.

Traffic calming measures may cause longer commute times for cars, but not by very much in the larger scheme.

Vancouver has some good guidelines for what a AAA bikeway entails. I think they should be followed. The advisory bike lanes is an untested and not AAA idea which I think is a bad idea. Change is difficult, and car drivers thinking about having to share the road with cyclists is an example of this resistance. Diverting traffic and reducing speed limits is the

way to go. We have to move forward which includes supporting other means of transportation than cars. Please make Richardson a safer place for cyclists and cars.

Cheers,



Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 3:20 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson bike lane

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.
We appreciate your general support of the improvements for Richardson Street.

The proposed design is only looking at removing a few parking spaces on the North side of Richardson, between the western edge of the Government House property and St Charles – where the road narrows.

If you have any further questions about the 2020 projects, don't hesitate to reach out,

Thanks again for your email.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 3:10 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lane

Hello

I am a home owner on Richardson street and I am generally in favour of bike lanes on our street.

I understand that the proposal will reduce parking to one side of the street after Lotbiniere Avenue. Will the parking be eliminated on the north side (government house side) or the south side (residential homes side) between Lotbiniere an St. Charles?

Thank you,



Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 3:10 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

In 2016, Council approved a 32km network of bicycle infrastructure. The 2020 projects are part of the phased approach to implementing this project. The City's commitment to prioritizing pedestrians and cyclists, and shifting mode share, is nested in the Official Community Plan and Climate Action Plan.

As a counterpoint to your argument, some of the strongest proponents of cycling infrastructure are families with young children who regularly use the protected bike lanes in the downtown core to travel by bike as a family. Some of those people are on the opposite side of the spectrum saying the City is not doing enough and would like more protected facilities as part of the 2020 projects.

City staff is working to strike a balance between creating a network that is safe for All Ages and Abilities and addressing the needs of the community such as on-street parking. The proposed designs for the 2020 projects are largely shared-use roads with select traffic interventions to reduce vehicle volumes and speeds.

We have noted your opposition to the 2020 projects and will include your email in correspondence package which will be shared with council as part of the engagement findings.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 2:30 PM

To: Engagement <engage@victoria.ca>

Subject: Bike Lanes

To Whom it May Concern,

More bike lanes are an absolutely terrible idea. Every time I drive downtown, I count the number of cars vs. the number of bikes and it is overwhelmingly car centric. In fact, more often than not, I see no bikes using the designated lanes. What I do see is increased congestion. The increased congestion, idling, stops-and-starts are all significantly increasing the carbon footprint of our city while decreasing it's efficiency. It's a lose-lose situation!

What's more, the reduced parking, increased traffic, and decreased efficiency discourages shoppers and other user groups from visiting downtown (myself included). This is doubly true for those families with young children who rely on parking to make trips to the city and cannot otherwise use the bike lanes. Please stop this insanity.

Regards,



Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:58 PM
To: [REDACTED] [REDACTED]
Cc: Engagement
Subject: RE: Richardson bikeway

Categories: Tracked To Dynamics 365

Good afternoon,

Thank you for your email.

We appreciate your concerns around safety for kids using Richardson Street. The proposed design does include four traffic diverters along the corridor intended to reduce the amount of traffic using Richardson as a through street.

We have noted that you do not support the design for the proposed improvements and will include your email in the correspondence package which will be shared with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 2:12 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson bikeway

Write your email below

[REDACTED]

Subject Line

Richardson bikeway

Your Email

Richardson is a gateway to many children who cycle to sir james douglas, Margaret Jenkins elementary schools and central middle school. I ride it at least 5 days a week with my kids and I feel the reduction of traffic is a necessity for the safety of children cycling. Cars go fast and pass very close. I see near misses between cars passing a cyclist and almost hitting the car in the opposing lane since the vehicles dont like waiting behind cyclists. There are Fairfield st and fort st which allow cars to go faster and have more volume and diverting traffic off of Richardson would be necessary as part of a AAA strategy.

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:52 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Kings-Haultain corridor project - feedback

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We appreciate your support of the shared use neighbourhood bikeway design which is being proposed for Haultain Street.

The primary goal of the interventions with this project seek to reduce the amount of cut-through traffic using Haultain to bypass Bay Street. As you have likely seen, the proposed design retains on-street parking.

If you are interested, we have one more open house left for these projects taking place tomorrow morning at Oaklands Community Centre (2827 Belmont) from 9:00 a.m. to 12:30 p.m. If you are interested, this is an opportunity to meet with City staff, check out the detailed plans and provide feedback on the proposed design details.

Your email will be added to the correspondence package we share with council as part of the engagement findings. Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 1:22 PM
To: Engagement <engage@victoria.ca>
Subject: Kings-Haultain corridor project - feedback

Hello,


I'm a resident of the Haultain corners area (Fernwood) and would like to give my support to the "shared-use" option for the up coming bikeway refresh.

It has been my observation that bikes and cars already do a good job of sharing this stretch of road. The only exception are the folks using Haultain to bypass the lower speed limit of Bay St. The current street parked cars also do a good job of "baffaling" traffic, helping to keep the speeds low.

Thanks.

- Greg

--


Forbes Street
Victoria

Rob Gordon

From: Sarah Webb
Sent: December 6, 2019 2:50 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: City of Victoria - AT List

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thanks so much for taking the time to chat – I know how important cycling infrastructure in the Burnside Gorge neighbourhood is. We appreciate your enthusiasm and support for filling gaps in our network. Gorge road is slated for design in 2021 with implementation in 2022. We are happy to add you to our distribution list so that you can receive automatic updates about cycling and walking infrastructure.

Here is our general website for cycling in the City:

<https://www.victoria.ca/EN/main/residents/transportation/cycling.html>



Kind regards
Sarah

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

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:46 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain-Kings bike lane

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

The proposed design for the Kings-Haultain corridor is a shared-use road and retains all existing on-street parking.

As part of local area planning, the City is already working with BC Transit to investigate moving that bus service to parallel routes for improved efficiency and traffic flow. Bay Street is identified in the Official Community Plan and the CRD Regional Transportation Plan as the frequent transit route.

More information on the 2020 projects is available online at:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

If you have any further questions or comments on any of the projects, don't hesitate to get in touch.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 12:43 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain-Kings bike lane

Do you propose to cut all vehicle traffic on Haultain? That street is nearly impassable now! Where will the bus go?

What about parking for residents? This needs a rethink, and fast!


Sent from [Mail](#) for Windows 10

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:41 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: New bike lanes must be AAA

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your input.

We appreciate your concerns around the safety of your children when using Kings, Haultain and Richardson.

We have noted that you do not support the proposed improvements and will include your email in the correspondence package which will be shared with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 1:07 PM
To: Engagement <engage@victoria.ca>
Subject: New bike lanes must be AAA

Write your email below

[REDACTED]

Subject Line

New bike lanes must be AAA

Your Email

Hello city of Victoria,

As a mother and family cyclist, I am very concerned about the Haultain and Richardson bike lane proposals. I would not feel safe riding on either of the proposed designs with my small children--which must be your goal in this phase, just as it was during your first phase of bike path network creation.

Thank you



Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:36 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes on Richardson

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.
We appreciate your support of the proposed improvements on Richardson.

We have noted your suggestion to re-think the use of the public roadway for parking and your concern around cyclist safety around parked vehicles.

Your feedback will be considered in the development of the design we present to council in 2020.
Your email will also be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 12:28 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes on Richardson

I am so happy you are looking at improving this area for bikers. I'm a biker and a driver. Richardson is a very important transportation route, too important to use as a parking lot. Can we not come up with a creative solution to park cars off Richardson and then there would be enough room for bikes and cars? When I bike down Richardson my fear is car doors suddenly opening more than the cars driving past.

Thank you for listening,

[REDACTED]

Sent from [redacted] iPad

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:32 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: bike lanes on Richardson st

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We have noted that you do not approve of any changes on Richardson Street.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 12:03 PM
To: Engagement <engage@victoria.ca>
Subject: bike lanes on Richardson st

As a resident of the area, I do not approve.

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 2:26 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain st cyclist safety - moving buses to Bay st

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We greatly appreciate your support of the City's cycling infrastructure projects. We also have noted your concerns about cyclist safety in regards to the existing bus route on Haultain Street.

The City is working with BC Transit as part of local area planning to investigate moving that service to parallel routes for improved efficiency and traffic flow. The relocation to Bay Street is recommended as it is identified as a frequent transit route.

We will add your input to the correspondence package which we share with council as part of the engagement findings.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 12:21 PM
To: Engagement <engage@victoria.ca>
Subject: Haultain st cyclist safety - moving buses to Bay st

Hello,

Thanks to the City for its efforts towards the 2020 Bike Network Improvements. I look forward to participating in the Open House event this Saturday at the Oaklands Community Centre.

I'm writing you today to express my concern about cyclist safety on Haultain St as it relates to bus service, and to ask about the City's plans in this regard.

I use Haultain every morning and evening to bike commute, and in my experience, the presence of buses remains one of the primary safety risks for cyclists.

The proposed plan for a neighbourhood bikeway along Haultain has great potential, but it would be a profound disappointment to have one of the biggest safety risks left unaddressed.

Moving the buses to Bay St is a clear way to improve safety on Haultain. Haultain will continue to grow in popularity among cyclists, and I expect that more families and youth will start to use Haultain as a result of the 2020 improvements.

The time is now to move the bus service to Bay St. I ask that you please send me any information about the City's actions towards this goal.

Many thanks,

A solid black rectangular redaction box covering the signature area.

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 1:13 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Haultain bike lane design

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your response.

The latest designs are absolutely still at the proposal stage and feedback we collect will continue to inform the design we will present to council in 2020.

Though we didn't include improvements at Roseberry as part of this proposed design, we did include bulb-outs at Fernwood and at Belmont.

Your suggestion was one of over 100 suggestions for Haultain Street alone and amongst that of over 900 people who provided feedback on the preliminary designs.

I have noted your suggestion around including bulb-outs at Roseberry again, and it will be considered it in the next stage of design development.

Thanks again for getting in touch.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: Thursday, December 05, 2019 12:09 PM
To: Amelia Potvin <apotvin@victoria.ca>
Subject: Re: Haultain bike lane design

Thanks for your reply. It looks like the final design decision has already been made by the city and the open houses are held to present the design not to adjust it. Unfortunately I don't feel like I am being heard. I shared earlier that I would like to see safety improvements at the cross-section of Haultain and Roseberry Avenue as the sight lines at that intersection are dangerous, bulb outs are required, however, I do not see that suggestion addressed which is unfortunate.

Sent from my iPhone

> On Dec 5, 2019, at 10:10, Amelia Potvin <apotvin@victoria.ca> wrote:

>

> Good morning [REDACTED]

>

> Thank you for your email.

>

> The proposed design on Haultain street does in fact include more than paint markings. Additional traffic calming features such as traffic diverters, traffic circles, curb bulb-outs, speed humps and a reduced posted speed limit of 30km/hr are used, together with the paint markings, to create a shared use neighbourhood bikeway.

>

> On the bus, the City is working with BC Transit as part of local area planning to investigate moving that service to a parallel routes for improved service efficiency and traffic flow.

>

> If you're interested in looking at the designs in more detail, they

> are available online at:

> <https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0>

> [victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0)

> [72b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0)

> [1733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0)

> [&reserved=0](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0)

> [&reserved=0](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Capotvin%40victoria.ca%7C2a7a7a2a5827472b856008d779beef8d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111733278694200&data=toRENS1woT0y7WsuklGvp0H9UjVbFMfPacJ5ovXSOj0%3D&reserved=0)

>

> We are also inviting the public to come see the designs and meet with City staff to learn more about the proposed changes.

> Details for the remaining open house events:

> Thursday December 5, 4:00-7:30p.m. Bayview Place presentation centre

> (80 Saghalee Road) Saturday December 7, 9a.m.-12:30p.m. Oaklands

> Community Centre (2827 Belmont Avenue)

>

> Thanks again for getting in touch.

> Sincerely,

>

>

> Amelia Potvin

> Outreach Coordinator

> Engineering and Public Works

> City of Victoria

> 1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

>

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: December 4, 2019 6:59 PM

> To: Engagement <engage@victoria.ca>

> Subject: Haultain bike lane design

>

> The proposed bike lane design for Haultain Street consists only in the addition of a painted bicycle symbols onto the road surface. When bikes have to share the road with cars, there's always a conflict and cycling is not safe particularly for children and seniors. In addition to that, bike lanes are used for many more things than just bikes, e.g. scooters, skateboards, hover boards, wheelchair. There need to be measures in place that reduce the vehicle traffic speed on Haultain dramatically as it is used as a shortcut between Cook and Shelbourne. As Haultain is on the #22 bus route, speed bumps to reduce traffic speed would be impractical. You may want to consider moving the #22 bus route from Haultain to Bay Street. The ideal design for Haultain would be fully protected bike lanes just like in downtown between Fernwood Road and Shelbourne Street. Parking spaces on that section of Haultain can be moved onto the green boulevard strip between trees, that way residential parking along Haultain can still be provided.

>

>

> Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 1:05 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 Bicycle Network Improvement Projects

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

We greatly appreciate your message in support of the proposed designs for the 2020 projects.

Your feedback will be included in the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 10:50 AM
To: Engagement <engage@victoria.ca>
Subject: 2020 Bicycle Network Improvement Projects

I have reviewed all preliminary design concepts and fully support each cycling network project area!

These are all key and critical connectors addressing gaps in the current network... especially the Kings-Haultain and Kimta Corridor.

Improvements to Richardson will be very welcome as well. The Government section does not seem as critical as a commuter corridor, but aligning and improving the existing infrastructure will definitely be welcome.

Thank you to the City of Victoria for raising the Victoria Cycling Network to the next level... this has greatly improved accessibility and safety for my regular commutes!

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 1:02 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: The segregated bike lanes

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for yo

We agree, education is a very important part of new infrastructure projects. We have noted your support of allocating resources to education and awareness efforts for all road users as a part of the 2020 projects.

Though riding two abreast on the road is not permitted in BC, it is important to note that the cycling network is not designed for high-speed travel. Rather, the cycling network is designed as a dedicated place for people on bikes to provide routes through the City for people of All Ages and Abilities.

We have noted your suggestion about adding bollards at all the entrances to protected bike lanes and will continue to monitor incidences of driver infractions around those facilities.

Thanks again for getting in touch and don't hesitate to reach out if you have any other questions or comments about the 2020 projects.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 9:59 PM
To: Engagement <engage@victoria.ca>
Subject: The segregated bike lanes

I think the bike lanes are not a bad thing, however driver and rider education needs to be increased. I often hear people talk about how cyclists don't obey the rules of the road like traffic lights and stop signs. Now that they have their own

traffic lights, there should be some level of enforcement against the rules of the road being ignored just because a cyclist doesn't see anyone coming. To say nothing of the habits that cyclists have of salmoming and riding abreast in the standard bike lanes. These are corridors of high speed travel, not a place to chat about the latest episode of whatever show.

On another note, all the entrances to all the bike lanes should have steel bollards to prevent wayward and misinformed drivers from entering them by accident or on purpose. I know there was at least one incident of a tourist doing just that here in Victoria. But if there had been a bright yellow steel bollard separating the two bike lane directions, I don't think he would have made the mistake.



Rob Gordon

From: Sarah Webb
Sent: December 6, 2019 12:07 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed Changes to Richardson Street

Categories: Tracked To Dynamics 365

Thanks for getting in touch [REDACTED]

We appreciate you reaching out with concerns about proposed diversions on Richardson Street resulting in increased traffic on Rockland. I will share your note with our design team as we collect all the feedback received during this consultation period. Interventions on adjacent corridors can be proposed at the same time as our major projects, so we will continue to explore options that can support road safety goals for both of these routes.

And yes, I have confirmed that your street has shown interest in the roll out of the new traffic calming program.

Kind regards
Sarah

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

-----Original Message-----


From: [REDACTED]
Sent: December 5, 2019 4:57 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Proposed Changes to Richardson Street

Hi Sarah,

I don't know if you are the correct person to which we can voice our concerns, but your name was in the TC article. I am unable to physically make it to the public meetings regarding the proposed changes for the bike lanes.

We are avid cyclist, so we are always happy about more bike lanes. BUT.....we were reading about the "traffic calming" measures to be undertaken along Richardson. As residents of the Rockland neighbourhood, our family is concerned that by restricting car traffic on Richardson, more traffic will be re-directed to Rockland Avenue. We are already dealing with a traffic/speeding problem in our quiet neighbourhood as many people use Rockland as a cut through/short cut to downtown. It is posted at 30km/hour, but it is not unusual to have traffic going as fast as 60km /hour as there is no police presence, no lights, no speed bumps or school zones to slow traffic. On a regular basis I feel unsafe walking on the sidewalk along Rockland. It will also increase traffic on the "cut through" routes from Richmond to Rockland, such as Green Oaks Terrace and Gonzales hill which are both already trying to deal with too much car traffic/speeding. I have registered our street and Rockland Avenue on the "traffic calming registry" with the city, but we are unsure what else we can do.

Thank you for your time.


Green Oaks Terrace
Victoria

Rob Gordon

From: Sarah Webb
Sent: December 6, 2019 12:03 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lane proposal

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for getting in touch with the City of Victoria. We appreciate your concerns and will consider them as a part of the design development process.

You are correct that Richardson street is the approved location for road safety upgrades in 2020. The City is currently consulting with the public on the design of these upgrades -- not whether or not to do anything at all.

The intention of the proposed diversion at Foul Bay and Richardson Street is to move through-vehicle traffic to adjacent collector streets (Fairfield) or secondary arterial streets (Fort). These roads are designed for higher vehicle volumes and are a part of the regional multi-modal network. This design concept (traffic diversion and speed reductions) has emerged instead of proposing protected bike lanes – it allows the City to achieve traffic calming goals identified by the community in the Fairfield Local Area Plan, retain all on-street parking and support improvements including new crossings and sidewalks.

Having said that - this is only a proposed design and the intention is to gather feedback from users. We appreciate you taking the time to share your feedback Kind regards Sarah

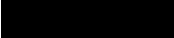
Sarah Webb
Manager, Sustainable Transportation Planning & Development Engineering & Public Works City of Victoria
250-361-0482
swebb@victoria.ca

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 7:53 AM
To: Sarah Webb <swebb@victoria.ca>
Subject: Bike lane proposal

I have grave concerns about the plan to close traffic heading west on Richardson to create bike lanes. This will most definitely lead to increased traffic along Fairfield by cars as they are forced to divert. Fairfield is a narrow street lined with cars that is already busy. My main concern is that this draws traffic right through two school zones (Margaret Jenkins and Sir James Douglas) and through a large park play zone of 30 km/hr at Hollywood Park. Diverting traffic

through here is not safe nor wise. I frequently drive along Richardson St to get to the local Fairfield Thrifty's into order to avoid this traffic. Why the bikes and cars can't share Richardson like they have for years is beyond me. I do not feel like this concern will really be heard because I'm sure a decision has already been made to proceed with this plan despite residents protests or worries.


Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 10:48 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes feedback

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.
We appreciate your feedback about the Richardson Street corridor.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often.

Current vehicle volumes and speeds on Richardson are not comfortable for All Ages and Abilities. The Richardson Street corridor makes an important AAA cycling connection linking the downtown core to parks, schools, and the Fairfield, Gonzales, and Rockland neighbourhoods as well as the District of Oak Bay.

As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street.

Richardson Street is also identified as a pedestrian and cycling priority route in the City's Greenways Plan and as a Regional active transportation route in the CRD Pedestrian and Cycling Master Plan.

The proposed design for Richardson Street retains on-street parking by proposing a shared-use space. To achieve the desired conditions, in terms of vehicle volumes and speeds, traffic calming elements are required. The alternative design has no impacts to traffic flow but requires the removal on on-street parking to make room for protected bike lanes. City staff are working to strike a balance between the various needs of the community.

We have noted your opposition to the proposed design which will be included in the correspondence package we share with council as part of the engagement findings.

More information on the 2020 projects is available online at:
<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

If you have any questions or comments on any of the projects, don't hesitate to get in touch.

Thanks again for your input.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



From: [REDACTED]

Sent: December 5, 2019 9:52 AM

To: Engagement <engage@victoria.ca>

Subject: Bike lanes feedback

To whom it may concern,

Though I am not opposed to bike lane construction, it strikes me as bizarre to put bike lanes in low traffic residential areas such as the proposed Richardson bike lanes. This specific project concerns me as there is already very little space for vehicles. I do not believe having two way bike lanes and a single lane for vehicles makes logical sense. If the lanes were constructed like the proposed Kimta Road Corridor (Not the alternate one), it would make more sense.

That said, I do not understand the issue with having bikes and vehicles sharing the road on residential streets as is. If anything this project at best will not make a cyclist's trip quicker and will make a driver's trip more painful and longer.

I understand the city wants to be more green and set an example for other canadian cities, but sometimes one needs to take a step back and see that randomly assigning bike lanes at the expense of most people's way of commuting is a negative step forward. There are more pressing concerns out there for people to thrive in this city than these proposed bike lanes, and I wish we could see work being done on those instead.

In summation, bike lanes are not a bad idea only when they are not impeding drivers significantly in places where they could logically share the road without hindrance to either party.

Bien cordialement,
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 10:32 AM
To: Engagement
Cc: Ryan Shotton
Subject: RE: Richardson bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for providing feedback about the proposed design on Richardson Street. We will include your suggestion about assessing the intersection at Fairfield and Thurlow as part of this project.

Your feedback will be included in the engagement findings we share with Council.

Thanks again for getting in touch.
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: Engagement
Sent: Thursday, December 05, 2019 10:10 AM
To: Amelia Potvin <apotvin@victoria.ca>
Cc: Ryan Shotton <rshotton@victoria.ca>
Subject: FW: Richardson bike lanes

From: [REDACTED]
Sent: December 5, 2019 9:51 AM
To: Engagement <engage@victoria.ca>
Subject: Richardson bike lanes

This proposal will give us a ne new reason to be extremely careful exiting Thurlow Road onto Fairfield Road. This is especially so when turning left. It is dangerous now, without an increase in traffic.

Sincerely,

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 10:27 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Re bike lanes

Categories: Tracked To Dynamics 365

[REDACTED]
Good morning

Thank you for your email.

Yes, emergency services - including police, fire and ambulance - as well as BC Transit and ICBC are key stakeholders in the planning and development of city infrastructure. We work with these stakeholders throughout the planning processes.

More information on the 2020 projects is available online at:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcyclling%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7Ce5668440afb646d6674408d77a79d95d%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637112536060942826&reserved=0>

If you have any other questions or comments on any of the projects, don't hesitate to get in touch.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED] >
Sent: December 5, 2019 8:24 AM
To: Engagement <engage@victoria.ca>
Subject: Re bike lanes

Before the creation of any more bike lanes, the city needs to discuss the safety of residents and property in terms of response times and ease of travel for all emergency vehicles, police, fire and ambulance. I have witnessed ambulances

trying to get down Wharf Street when the single lane is clogged with traffic, fire trucks trying to turn onto Fort. How are emergency vehicles going to get down Richardson, Vancouver, Wharf Street?

Has the city used temporary barriers to see whether emergency vehicles can make right and left hand turns onto roadways before installing protected bike lane dividers? If someone dies or a house is lost because response time has been increased due to restricted vehicle movement to create bike lanes, be prepared for lawsuits.

Has this even been taken into consideration, has city hall spoken to transit, the fire department, the police or ambulance services.

Sent from my iPad

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 9:24 AM
To: Engagement
Cc: Ryan Shotton
Subject: RE: New proposed bike lane plans

Categories: Tracked To Dynamics 365

Good morning,

Thanks for your email.

The proposed design for Richardson street retains all on-street parking.

In 2016, Council approved a 32km network of All Ages and Abilities bicycle lanes on the 275kms of public right-of-way. The 2020 projects are part of the phased implementation to complete the network by 2022.

Your email will be added to the correspondence package we share with council as part of the engagement findings. Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 5, 2019 9:32 AM
To: Engagement <engage@victoria.ca>
Subject: New proposed bike lane plans

1. After your recent survey in which 37% responded that they are not satisfied with how their tax dollars are being spent, why are you proceeding without a real referendum from taxpayers regarding bike lane network?
2. In particular your survey revealed that most people felt the walking (what a joke, try walking around those bike lanes, or be a blind or elderly person) and biking spending was "too high", why would you push ahead when taxpayers and citizens are vocalizing that this isnt working for them.
3. Numerous complaints from bus drivers who have told me "someone is going to get killed" opening their door on Fort on the passenger side, fire services/ambulances being frustrated, traffic that sits and idles far longer due to bike lights which by the way many cyclists just ignore and make things more dangerous for everyone - how

does this not register with council? Do people have to die before you reconsider the plan? Guess what, no deaths with how things were before the bike lane plan began; we just shared the road. If there were deaths there were other mitigating circumstances. This has not made streets safer.

4. Businesses that can't wait for their leases to be over because they can no longer afford their family business on Fort due to the bike lanes. People avoid downtown now because of the lack of parking and bike lane issues. They spend their dollars elsewhere.

5. If your business base falls out the bottom how will you fund your salaries, tax kitty, more bike lanes?

6. People already have to park in other areas of the city (Esquimalt) and hike home to their downtown condo's because builders have been allowed to build highrises without parking below. Now you will be removing those options too.

7. Free youth transit passes and a miscalculation about taking away free parking on Sundays, didn't think that one through very well, huge shortage and taxpayers/homeowners take the brunt.

8. I drive Richardson every morning, from Foul Bay to Cook I see maybe 5-10 bikes at commute time, on the way home, it's often less. What I do see is people who have two cars and live in 1950's homes with one single small driveway and thus use the street for parking or homes who clearly have tenants and their tenants park on the street. So now you are going to punish your resident tax base for bike lanes? Are you getting a toll for bike lanes that I am not aware of? Property owners are paying you dearly, putting a bike lane in front of their home will restrict their ability to offer a suite, it will restrict their ability to access their yards to do maintenance that may require a truck or a trailer. Watch property values fall on those resident streets because no one wants to deal with the hassle or they can't offer parking so they can't fill their suites.

The least offensive of your suggestions for all new roads would be single bike lane, white line, I know you won't take feedback and reconsider or do a referendum because clearly this council plows forth and ignores feedback. Secondly as a home owner who can't ride a bike I am always wondering how the bike rider gets away without paying a cent while drivers/property and business owners shoulder the full cost, damage to their businesses, uncertainty for their residential properties.

I don't want a response, I'm giving you feedback and ask you to really sit back and consider the impacts. Downtown will become (already businesses are suffering and leaving) a ghost town btw bike lanes and homeless/drug addicts taking over the streets. I can't walk three blocks without a pan handler harassing me or some drugged out person lurching towards me. Long term Victoria residents are disappointed and sad about what their city is becoming. This latest plan just adds insult to injury in real personal costs and my family often talks about moving to another city because of how things are developing. I know I am not alone. How about you spend money on things that most citizens agree is needed like policing. The poor police force reduced to a bunch of nanny keepers for the portion of society that contributes nothing and just takes, what a joke Victoria has become.

Rob Gordon

From: Amelia Potvin
Sent: December 6, 2019 9:09 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: 2020 Bicycle Network Improvement Projects

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.
We appreciate you providing feedback about the Richardson street corridor project.

The proposed design for Richardson Street is a shared-use road with advisory (painted) bike lanes, which retains the on-street parking.

Traffic calming features are required in order to reach the desired conditions - in terms of vehicle volumes and speeds - for a shared-use road design.

The alternative design which would be feasible along this corridor is one-way protected bike lanes on either side of the road but this would result in the loss of almost all on-street parking.

Richardson is identified in the CRD Regional Pedestrian and Cycling Master Plan as the primary inter-community connector (for active transportation). Fairfield Road is identified in the CRD Regional Transportation Plan as an inter-municipal connector route (for moving vehicles).

More information on the 2020 projects is available online at:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7C32f42d7df441433fa84c08d77a6ef075%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637112489204753288&odata=bwqqua1vYFhgv27D2G0Y88sdV75HT9NkNltQ6O7SqQA%3D&reserved=0>

If you have any other questions or comments on any of the projects, don't hesitate to get in touch.

Your comments will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 9:08 AM
To: Engagemet <engage@victoria.ca>
Subject: 2020 Bicycle Network Improvement Projects

I have recently had the opportunity to review City proposed improvements to its bicycle networks. I am particularly interested and impacted by the changes proposed for Richardson. This is a route I use frequently to travel about the city by car, foot and bicycle. I am generally supportive of creating identified cycling lanes on both sides of Richardson I don't feel this necessitates removing parking there. Removal of parking will compound the parking problem elsewhere throughout the neighborhood. The City cannot speak out of both sides of its collective mouth on this issue. On one hand the City is advocating increased densification with a significant increase in multi-unit buildings with insufficient parking and also recommending the removal of existing street parking.

As to the proposal to restrict the thoroughfare at Richardson and Foul Bay I don't know what the planners are thinking. You seem to think Richardson Street should be converted into some kind of bike-friendly parkway. It is in fact a well used route between Fairfield and downtown and Fairfield and Oak Bay. Restricting access will simply route increased traffic to Fairfield and Oak Bay Avenues. This is entirely unacceptable. I am not aware of any traffic problems on Richardson Street as it exists that require this kind of design intervention. By seeking an idealized vision for Richardson you in fact create the problem you then need to solve. Please seek a reasonable approach to accommodating cyclists.

[REDACTED]
Roberson Street
Sent from my iPhone

Rob Gordon

From: Sarah Webb
Sent: December 5, 2019 2:19 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Lane -Richardson

Categories: Tracked To Dynamics 365

Thanks [REDACTED]

We have added your suggestion of improving the FOUL BAY AND BAY intersection to facilitate left turns as well as content from your note below.

Kind regards
Sarah

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 1:41 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Re: Bike Lane -Richardson

Thank you for the response Sarah.

We are very concerned about increasing traffic on Fairfield Road. More traffic will be flowing through 2 school zones now - will traffic calming be a part of the plan for Fairfield Road?

We live on Robertson street and it is often very difficult for us to get onto Fairfield - traffic comes flying around the curve on Fairfield heading east so even turning right from our street to Fairfield is challenging. Turning left we avoid at all costs. If we go down Lillian to Fairfield, making a left there is also challenging and increased cars will only make it worse.

I employed the city to rethink the impacts to fairfield Road.

As for traffic now heading to Oak Bay Ave from Foul Bay to head downtown, will therE be improvement to the Foul Bay / Bay intersection? it will struggle to managed increased traffic, especially turning left.

I suspect there will also be increased issues for traffic in and out or Fairfield Plaza too. We try to walk over when we can but hauling home \$200 worth of groceries on foot is not always feasible.

I love the concept of making biking more friendly but do not think closing or rather diverting traffic from Richardson is the answer.

Kindly forward my concerns and emails where needed so they are considered as input.

Kind regards,
[REDACTED]

Sent from my iPhone with my "iThumbs" so please excuse typos!

> On Dec 5, 2019, at 12:57 PM, Sarah Webb <swebb@victoria.ca> wrote:

>

> [REDACTED]

>

> I have combined your two emails into one response --

>

> You can view the preliminary design for Richardson Street here:

>

>

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7C6754b8964e444dbfa40408d779d11902%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111811276702528&sdata=mcblcjecAM9NNp%2Be2H9%2BTpIFWpf05LLupCvLFdP8b3A%3D&reserved=0>

>

> Yes, the intention is to move through-vehicle traffic to using the adjacent collector (Fairfield) or secondary arterial (Fort) roads. These roads are designed for higher vehicle volumes.

>

> There was a presentation and discussion on November 4, 2019 with the Fairfield / Gonzales Community Association. If you would like to see a list of all the recent ways we have connected with community members to inform this design and upcoming opportunities to provide comments on the preliminary design, please visit:

>

> <https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fengage.victoria.ca%2F2020-bicycle-network-improvements%2F&data=02%7C01%7Cengage%40victoria.ca%7C6754b8964e444dbfa40408d779d11902%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111811276702528&sdata=U4dqx5VJFj5h9g1dU1wbvaIFMhwkjP0iWo2B5w7QR04%3D&reserved=0>

>

> The City has shared its plans to implement the Richardson Street upgrades with the CRD, District of Oak Bay and District of Saanich since the initial network development project in 2016. The current design consultation process is open to anyone to participate. The design approach that is proposed supports traffic calming and speed reduction objectives identified in the Fairfield Local Area Plan, provides pedestrian improvements through new crossings and new sidewalk segments, and retains the on-street parking supply.

>

> We appreciate you taking the time to reach out to the City of Victoria and provide your feedback - it will be added to the reference package for Mayor and Council.

>

> Kind regards

> Sarah

>

> -----Original Message-----

> From: [REDACTED]

> Sent: December 4, 2019 7:36 PM

> To: Sarah Webb <swebb@victoria.ca>

> Subject: Bike Lane -Richardson

>

> Hi again,

>

> Could you please outline what the actual plan is for Richardson re:Bike lanes and vehicle traffic?

>

> I realized I didn't properly identify the issue (if it is correct) of preventing traffic from travelling west on Richardson from Foul Bay, forcing traffic from Oak Bay (McNeil Road) to either go north or south on Foul Bay which would significantly increase traffic onto Fairfield Road.

>

> Thanks and I look forward to your response.

> [REDACTED]

>

> Sent from my iPhone with my "iThumbs" so please excuse typos!

>

>

> My feedback:

> 1) Fairfield Road will be heavily impacted. Why has there not been a Fairfield meeting?

> 2) McNeil Road which turns into Richardson will also be impacted. This is a direct route to get downtown. What communication /in tear action has there been with Oak Bay as this will affect numerous residents.

> 3) Fairfield is already a very busy Road. Our street joins Fairfield and at many times of the day trying to get off our street and onto Fairfield is very difficult. This with the increased density (development next to Hollywood Par) and planned changes to Fairfield Plaza in combination of changes to Richardson will make Fairfield Road a nightmare. Not to mention you will be forcing vehicles to pass through TWO school zones now (Margaret Jenkins and Sor JAMES Douglas).

>

> I think the plans Richardson are being pushed through too quickly. The information on the city's website does not give the whole picture. Where does it state the plan for Richardson is to block it at Foul Bay so traffic coming at McNeil will have to go north or south on Foul Bay?

>

> Sharing the road for all can be done. Please rethink the impact to all, including those of us who live in the Fairfield Gonzales neighbourhood.

>

> At minimum, the city should send correspondence via mail to affected neighbourhoods, streets and neighbouring streets to get proper feedback.

>

> Sincerely,

> [REDACTED]

> Homeowner in Fairfield

Rob Gordon

From: Sarah Webb
Sent: December 5, 2019 2:16 PM
To: [REDACTED]
Cc: Engagement
Subject: RE:

Categories: Tracked To Dynamics 365

Hi [REDACTED]

We appreciate you taking the time to reach out to the City of Victoria.

We have added your email to the feedback we are collecting – noting your opposition to any changes on Richardson Street.

Your email will also be shared with Mayor and Council as a part of the engagement findings,

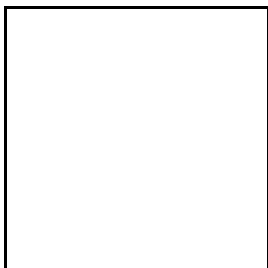
Kind regards
Sarah

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

From: [REDACTED]
Sent: December 5, 2019 1:45 PM
To: Sarah Webb <swebb@victoria.ca>
Subject:

Dear Ms. Webb,

My family lives in Rockland area. I drive to work during the week. This business of taking the streets and turning them into biking lanes has gone way too far. We are strongly opposed to the Richardson Bike Lane project. Please listen to the residents' concern and stop this expensive and insane revamp of our city roads.



[REDACTED]
[REDACTED]
[REDACTED]

Rob Gordon

From: Sarah Webb
Sent: December 5, 2019 2:14 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Facebook information circulating

Hi [REDACTED],

Thanks for getting in touch.

You can view the preliminary design for Richardson Street here:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

Yes, the intention of the proposed diversion at Foul Bay and Richardson Street is to move through-vehicle traffic to adjacent collector streets (Fairfield) or secondary arterial streets (Fort). These roads are designed for higher vehicle volumes. This design concept (traffic diversion and speed reductions) has emerged instead of proposing protected bike lanes – it allows the City to achieve traffic calming goals identified by the community in the Fairfield Local Area Plan, retain all on-street parking and support improvements including new crossings and sidewalks.

If you would like to see a list of all the recent ways we have connected with community members to inform this design and upcoming opportunities to provide comments on the preliminary design, please visit:

<https://engage.victoria.ca/2020-bicycle-network-improvements/>

Kind regards
Sarah

From: [REDACTED]
Sent: December 5, 2019 8:04 AM
To: Sarah Webb <swebb@victoria.ca>
Subject: Facebook information circulating

Sarah,

I read the following three times on Facebook last night from residents of Oak Bay. I have looked through the available information and I cannot see where this information is coming from. Can you clarify? It seems a little strange that all traffic would be blocked from Oak Bay and diverted to Fairfield or Fort at Foul Bay.

*For those of you curious as to how the City of Victoria is going to handle the bike lanes on Richardson, the plan is to block the road at Foul Bay so no cars from Oak Bay will be able to head west. This means you will have to head north or south on Foul Bay road and use Rockland or Fairfield Road. This also means that there will be no public transportation down this road which is incredibly short sighted. There are two more bike lane meetings happening this week if you want to register your concern, Or you can direct any comments to:
Sarah Webb*

*Manager, Sustainable Transportation Planning & Development
Engineering & Public Works*

City of Victoria

250-361-0482

Engage@victoria.ca

[\[swebb@victoria.ca\]](mailto:swebb@victoria.ca)(mailto:swebb@victoria.ca)

Warmest regards,



Nothing is impossible, the word itself says 'I'm possible'!

~Audrey Hepburn

Rob Gordon

From: [REDACTED]
Sent: December 5, 2019 12:30 PM
To: Sarah Webb
Cc: Engagement
Subject: Re: Richardson Closure

Categories: Tracked To Dynamics 365

Hi Sarah,

You and the rest of your City employees have provided great lip service at the direction of Helps et al and taken very little in to account from businesses as can be attested by the Humboldt Street closure. While I appreciate you work for a very left and idealistic Mayor and Council with very little knowledge of generating money and only spending you are not taking in to account the far reaching effects that these poor designs are causing to business.

Sincerely,

[REDACTED]

[REDACTED]

> On Dec 5, 2019, at 12:22 PM, Sarah Webb <swebb@victoria.ca> wrote:

>

> Thank you Scott,

>

> We appreciate you taking the time to reach out to the City of Victoria.

>

> We have added your email to the feedback we are collecting and will consider it as a part of the continued design development process.

>

> Your email will also be shared with Mayor and Council as a part of the
> engagement findings,

>

> Kind regards

> Sarah

>

> Sarah Webb

> Manager, Sustainable Transportation Planning & Development Engineering

> & Public Works City of Victoria

> 250-361-0482

> swebb@victoria.ca

>

> -----Original Message-----

> From: [REDACTED]

> Sent: December 4, 2019 10:19 PM

> To: Engagement <engage@victoria.ca>

> Cc: Sarah Webb <swebb@victoria.ca>

> Subject: Richardson Closure

>

> As a property owner downtown, restricting traffic flows from Oak Bay to the downtown core is another asinine move.

>

> I am in complete disagreement with closing Richardson at Foul Bay. This is a horrendous planning decision!!

>

>

> Sincerely,

>

[REDACTED]

[REDACTED]

> iniumguide.com&data=02%7C01%7Cengage%40victoria.ca%7C1cd63b25e2ef4
> 709d8d408d779c1da76%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C63711
> 1745809693736&sdata=0sA%2BX7eWM9Woy2dBkapDEgFP1NqnuDdYwmFufBkRyNw%
> 3D&reserved=0
>

Rob Gordon

From: Sarah Webb
Sent: December 5, 2019 12:30 PM
To: [REDACTED]
Cc: Engagement
Subject: Re: Bike lane lover here

Categories: Tracked To Dynamics 365

Hi [REDACTED]

Thanks for the follow up.

Providing a safer, more comfortable route on Richardson also supports students and families travelling by foot and bike to these schools.

Fairfield Road is the designated Collector Street and was originally explored and suggested in 2016 as a part of the network development process. Based on feedback from the community, it was removed as a candidate specifically because of potential parking loss and Fairfield as the designated Frequent Transit route.

I appreciate you getting in touch
Cheers
Sarah

From: [REDACTED]
Sent: Thursday, December 5, 2019 12:07:46 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Re: Bike lane lover here

Thanks Sarah,

In regards to Richardson bike lanes, theres some concern with traffic potentially being diverted to Fairfield Road where the schools are.

Some are suggesting a bike lane on Fairfield, that would be amazing as it's a dangerous route to cycle on, but I can't see enough room without taking parking from one side. We can imagine what an outcry that would cause.

More and more people are cycling every day with the new lanes, so hopefully they will continue to be built. It's exciting to see the potential and know there are forward thinking people in our community.

Thanks again.
[REDACTED]

Sent from my iPhone

> On Dec 5, 2019, at 10:00 AM, Sarah Webb <swebb@victoria.ca> wrote:
>
> Thank you [REDACTED],
>
> We appreciate you taking the time to reach out to the City of Victoria.

>
> We have added your email to the feedback we are collecting and will consider it as a part of the upcoming design development process.
>
> Your email will also be shared with Mayor and Council as a part of the engagement findings,
>
> Kind regards
> Sarah
>
> Sarah Webb
> Manager, Sustainable Transportation Planning & Development
> Engineering & Public Works
> City of Victoria
> 250-361-0482
> swebb@victoria.ca
>
> -----Original Message-----
> From: [REDACTED]
> Sent: December 4, 2019 9:51 PM
> To: Sarah Webb <swebb@victoria.ca>
> Subject: Bike lane lover here
>
> Hi Sarah,
>
> I noticed a few groups are posting on Facebook to email you about the bike lanes. I'm assuming they are asking people to complain.
>
> Thanks for all your hard work. It must be difficult to do your job with so many haters.
>
> Please consider going back to the plan for one on Cook street. My partner was hit by a car. The driver was turning left and he flew over her car. That was a few months ago and he's still suffering.
>
> There's so many reasons to have bike lanes on this street.
>
> Anyway, take care and thanks again for all your hard work.
>
> [REDACTED]
>
>
>
>
> Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 12:00 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes feedback

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thanks for your email.

We appreciate your support of the proposed designs - especially on the Government and Haultain corridors.

Your feedback will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 7:04 AM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes feedback

I think the four new bike corridors look great - I love the Government and Haultain St options! Superb choices!

[REDACTED]
Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 11:57 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Government Street bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

The proposed design for Government Street North includes ability to handle current and future projected traffic volumes.

The proposed design also creates a more inviting space for pedestrians and businesses along the corridor by improving pedestrian permeability, narrowing the roadway, and adding crossings.

Your feedback will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 5, 2019 6:20 AM
To: Engagement <engage@victoria.ca>
Subject: Government Street bike lanes

Do NOT reduce Government St to 3 lanes - NO. Victoria, Greater Victoria is growing in population and road ways are shrinking. I am all for bike lanes but NOT reducing traffic lanes. There is plenty of space to push back the unattended boulevards full of garbage and weeds.

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 11:54 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Government street north corridor (proposed) bike lane

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

The proposed design for Government Street North includes ability to handle current and future projected traffic volumes. The design also creates a more inviting space for pedestrians and businesses along the corridor by improving pedestrian permeability and added crossings.

Your feedback will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 11:33 PM
To: Engagement <engage@victoria.ca>
Subject: Government street north corridor (proposed) bike lane

Would this section of government not be better suited with a similar road design as the proposed kimta corridor, to allow all four lanes to stay. Two lanes and a dedicated turn lane may work today but as the city grows I see road work in our future. to expand the roads for the enevitable traffic increases

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 11:38 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Proposed bike lanes on Richardson Street

Categories: Tracked To Dynamics 365

[REDACTED]
Good morning

Thank you for your email.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often.

As a part of the network development process in 2015/2016, the City explored three route alignments including Fairfield Road, Richardson Street and Rockland Avenue. Richardson was approved as a priority investment as it not on a frequent transit route, there is favorable topography, there is available road space to support a shared use AAA route, and cited community support for traffic calming and speed reductions on this street. Road safety investments on Richardson were reconfirmed by Council as a part of the 2019 Financial planning process.

Proposed diverters on Richardson support the shared-use road design to bring traffic volumes and speeds to a comfortable level. We've hear a lot from parents who use this corridor for many of the surrounding schools that traffic calming is critical.

McNeill Avenue is in the District of Oak Bay and is therefore not part of the 32-kilometer network that the City has identified as priority investments.

The 32km bicycle network is in fact part of a broader urban plan for the future of the City, prioritizing people walking, rolling, and wheeling.

More information on the 2020 projects is available online at:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7C3251b43ac71c4bc28f7808d779ba97c7%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111714618844895&reserved=0>

If you have any questions or comments on any of the projects, don't hesitate to get in touch.

Your comments will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 10:40 PM
To: Engagement <engage@victoria.ca>
Subject: Proposed bike lanes on Richardson Street

Hello-

I live near Richardson and MacNeill and am an avid cyclist. I am also a parent of a child at Margaret Jenkins. I was horrified to learn about the proposed blockage of traffic from Foul Bay onto Richardson. That intersection is a critical link between the city of Victoria and district of oak bay. By blocking this, you will be forcing traffic onto Quamichan and Rockland Streets as well as Chandler and Fairfield. This will make those streets extremely busy. Why would you want to increase traffic around an elementary school when there is already too much traffic and safety issues? Please stop making it absolutely inefficient to get around greater Victoria. It is this short sightedness and lack of larger urban planning that is such a turn off for a city this size. This plan does not encourage cycling- it encourages anger and frustration towards those implementing these silly and non effective measures. If anything, you should be looking at the safety of biking down MacNeill which is terribly dangerous with too many parked cars and excessive speeding. I do not allow my kids to bike on the that roadway for safety issues. Work with oak bay to develop needed cycling corridors, not ones that do not provide a positive return on investment.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 11:13 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

Council has directed staff to build a 32km network of All Ages and Abilities cycling infrastructure within the 275kms of public right-of-way in the City.

The 2020 projects are part of the phased approach to implementing this network.

More information on the 2020 projects is available online at:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7Cfbcc01b4ab10485e748f08d779b72168%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111699748181412&reserved=0>

If you have any questions or comments on any of the specific projects, don't hesitate to get in touch.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 8:35 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Lanes

No more!!! Stop with the bike lanes.

The money can be spent in much better ways.

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 11:08 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

We appreciate your support of continued implementation of infrastructure to prioritize people on bikes.

Proposed designs look to improve safety for cyclists and pedestrians while balancing the needs of the community. We have noted your preference for protected facilities and your feedback will be added to the correspondence package we share with council as part of the engagement findings.

More information on the 2020 projects, including details about upcoming open house events, is available online at: <https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>
If you have any other questions or comments on any of the projects, don't hesitate to get in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 8:33 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lanes

Hello,

I am very excited to see Victoria will be building more bike lanes. Having lived in Edmonton for the past 12 years and experienced the number of bike lanes being built there, Victoria has some catching up to do. With weather and topography being so gentle, I don't understand why we don't build more bike lanes. I am from Denmark originally and no one disputes the wisdom of bike traffic or infrastructure there.

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 11:04 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Bike Corridor Feedback

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

Council has made pedestrian and cyclist improvements a priority for staff. These priorities are nested in the Official Community Plan and Climate Leadership Plan.

In their commitment to prioritizing cyclist and pedestrian infrastructure, Council has directed staff to build a 32km network of All Ages and Abilities cycling infrastructure within the 275kms of public right-of-way in the City.

The proposed design for Richardson Street aims to bring speeds down from averages of 50-55km/hr and volumes down from 3500-4000 cars per day to under 3000 cars per day.

The proposed diversion at St. Charles would require east and west-bound vehicles traveling on Richardson to turn right. North and south-bound vehicles on St-Charles would be permitted through or right-turn movements, but no left turns.

The traffic diverter at Foul Bay is proposed to reduce the amount of traffic using Richardson as a cut-through street. A secondary diverter at Maddison street will support the diverter at Foul Bay so that Maddison isn't used as a cut-through street. Motorists travelling from South Oak Bay will have to choose alternate routes.

We hosted several events in the Fairfield-Gonzales-Rockland areas and the four Open Houses, which are for all 2020 projects, were scheduled in largely central locations.

Your feedback will be added to the correspondence package we share with council as part of the engagement findings. More information on the 2020 projects is available online at:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

If you have any other questions or comments on any of the projects, don't hesitate to get in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]

Sent: December 4, 2019 8:28 PM

To: Engagement <engage@victoria.ca>

Subject: Richardson Bike Corridor Feedback

What a mess this will be if all of it is implemented!

I drive (in my electric car) at least 4 days every week. In 8 years, I have NEVER seen anyone travelling at 50 kph or more! It is, in fact, difficult to get to 40 most of the time! Cyclists and motorists seem to coexist in peace on Richardson - at least in my experience. Sometimes, when I read this sort of traffic report, I feel as though the City is talking about some alternate reality version of Victoria - one which sounds more like Vancouver than Victoria!

Your plans show no through traffic at all at Richardson and Charles St. - Everyone, whether travelling on Charles St north or south or Richardson east or west, must turn right there. Why???! People coming from Rockland, who wish to go to Thrifty's to get groceries will not be able to go south on Charles St to do so. So, what will they do? Use Moss St? Use side streets? Use Richmond? This is a really bad idea! This intersection is NOT in need of "fixing"!

Your plans also show westbound traffic on Richardson at Foul Bay Rd blocked! For absolutely no good reason!!! The impact on South Oak Bay residents who work or wish to attend events downtown will be huge! Where will this traffic go? Maybe they will use Maddison? Maybe they will use Gonzales? Or Central? Again traffic will be diverted to residential streets.

It is most interesting that your feedback public sessions are all outside the Fairfield neighbourhood - the one most impacted by these plans. Why? Is the City afraid of what they might hear? It is also interesting that no projected cost is shown. Is the City afraid of further criticism of the expense of a totally unnecessary bike lane?

We all want those who do cycle to be safe. But this street could scarcely be considered an unsafe route now. It is a quiet street and, if I were able to cycle, one which I would have no hesitation riding on in its present state. While he was able, my husband used to cycle this street every day with our dog in her chariot behind and never considered it unsafe! There are so many things in our city that we should be spending public funds on....an unnecessary modification of an existing and already safe bike road is NOT one of them!

[REDACTED]
Pakington St Victoria

--

[REDACTED]
Victoria BC
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 10:45 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Lanes

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

Council has directed staff to build a 32km network of All Ages and Abilities cycling infrastructure within the 275kms of public right-of-way in the City.

The 2020 projects are part of the phased approach to implementing this network.

More information on the 2020 projects is available online at:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

If you have any questions or comments on any of the specific projects, don't hesitate to get in touch.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 7:28 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Lanes

DON'T!!!

seriously stop with these ridiculous bike lanes. Not that you'll listen you never listen to the people of this city, it's a joke!

We don't want more bike lanes, we want affordable housing, mental health care, increase in police budget. No more bike lanes!

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 10:35 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: New Bike lanes

Categories: Tracked To Dynamics 365

[REDACTED]
Good morning

Thank you for your email.

Council has made pedestrian and cyclist improvements a priority for staff. These priorities are nested in the Official Community Plan and Climate Leadership Plan.

In their commitment to prioritizing cyclist and pedestrian infrastructure, Council has directed staff to build a 32km network of All Ages and Abilities cycling infrastructure within the 275kms of public right-of-way in the City.

Most of the proposed designs in the 2020 projects don't involve 'building' protected bike lanes. Rather, City staff are largely proposing shared-use roads where select traffic calming features and paint markings are used to make neighbourhood streets safer for all and create dedicated cycling routes throughout the City.

More information on the 2020 projects is available online at:

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcyclism%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7Ca4145943a5f44da0a14c08d779b1de60%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111677149281500&data=tKnvuZDIAPGF2cp7vQV5WfRzfyXjTfgVE8em%2FK37sTc%3D&reserved=0>

If you have any questions or comments on any of the specific projects, don't hesitate to get in touch.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Thanks again for your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]

Sent: December 4, 2019 7:01 PM

To: Engagement <engage@victoria.ca>

Subject: New Bike lanes

Hello Council,

Why don't you keep a couple of one way streets in each direction with one way bike lanes? Why do you have to fill the whole city with bike lanes?

Since only 6% of people use bikes to go to work, why should the 94% of the rest of us have to suffer? Why don't you make more efficient public transport instead? Why not more free parking spots?

This isn't Amsterdam, this isn't a booming young generation city, this is an aging city with more and more retirees and physically challenged people who cannot ride bikes. For whom are you building all these bike lanes and wasting all this money? The few that voted for you?

If you keep on with this arrogant and ignorant attitude, refusing to take into consideration the voice of the majority, you won't be here for much longer.

At least be sensible with the whole thing. You want a greener Victoria? Create pedestrian zones, bring electric buses, a tram, answer the wants and needs of the majority. Subsidize electric scooters for the physically challenged, offer incentives to people to come down town instead of running away!

Protect the heritage buildings, the Victorian architecture, put in place rules and regulations for mindful development that will be aesthetically compatible and in tune to the Victorian style, don't turn our city to a small Vancouver!

Stop destroying our city!

You have no right!

You are supposed to work for all the people of Victoria, not just the ones that vote for you. The damage you have already done cannot be undone. You will remain in history as the council who brought about the destruction of a unique and beautiful city, a rare jewel of which Canada doesn't have many.

And you want a raise?...

Please, stop the damage!

Sincerely

[REDACTED]

Sent from my iPad

Rob Gordon

From: Sarah Webb
Sent: December 5, 2019 10:00 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lane on Richardson

Categories: Tracked To Dynamics 365

Thank you [REDACTED]

We appreciate you taking the time to reach out to the City of Victoria.

We have added your email to the feedback we are collecting and will consider it as a part of the design development process.

Your email will also be shared with Mayor and Council as a part of the engagement findings,

Kind regards
Sarah

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

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 9:46 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Bike lane on Richardson

Hello,

I understand there is a proposal to close Richardson to traffic westbound from Foul Bay.

I would like to register my concern and disapproval of this concept.

Richardson is a well travelled route for people who live in Oak Bay to access their downtown area by car or bus. Routing all the traffic into Fairfield and Oak Bay Avenue will substantially increase the traffic on those streets.

There is ample room on Richardson for bikes and cars to travel, and I encourage you to plan for the safe addition of a bike lane while continuing to allow transit and cars on Richardson.

Thank you,

[REDACTED]
Oak Bay resident

Rob Gordon

From: Sarah Webb
Sent: December 5, 2019 9:58 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lane on Richardson

Categories: Tracked To Dynamics 365

Thank you [REDACTED]

We appreciate you taking the time to reach out to the City of Victoria.

We have added your email to the feedback we are collecting and consider it as a part of the upcoming design development process. Your email will also be shared with Mayor and Council as a part of the engagement findings,

Kind regards
Sarah

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

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 5:35 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Bike lane on Richardson

The current plan of eliminating public transit on Richardson in favour of a dedicated bike lane is a terrible idea. Bikes should not supplant buses - they should complement each other and can co-exist - look to many other places (particularly Europe) where trams, buses, pedestrians and bikes work well together. There are many people who cannot drive or bike, and they are reliant on buses. Transit should be easy to access, not a great distance away. I don't care so much about cars being restricted off this route, but buses should be allowed. It's a wide street, and this should definitely be feasible.

[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 9:24 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike lane feed back

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

Council has made pedestrian and cyclist safety a priority for staff.

During the planning and design for all the bicycle network improvement projects, City staff take a complete streets approach and add many pedestrian and public realm improvements.

Without any comprehensive road user education programs led by the Province of BC, the City is left to undertake road user education programs for new cycling infrastructure on its own. With each new bicycle infrastructure project, the City includes road user education campaigns which are targeted at cyclists, motorists, and pedestrians. I have added your comments to suggest that more resources should be used to increase education and enforcement for cyclists.

If you would like to learn more about the 2020 network improvement projects, visit:

<https://www.victoria.ca/EN/main/residents/transportation/cycling/2020-projects.html>

We are also inviting the public to visit one of the two remaining open house events. Details are at the link above.

Thanks again for getting in touch,
Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 6:46 PM
To: Engagement <engage@victoria.ca>
Subject: Bike lane feed back

Hello my name is [REDACTED],

I have learned about the new proposal for bike lanes. I do not drive but walk and ride my bike sometimes. I think that we have a lot of bike lanes already, and along these routes traffic is already crowded. I feel like if we take out the two lanes of traffic and put two bike lanes it will cause more road rage and more frustration. As a pedestrian I am finding that a lot of cyclists like to cut in front of cars almost causing accidents.

As well I have been almost hit by bikes not following rules such as stopping at a cross walk, or waiting for me to finish crossing and even riding on the sidewalk instead of on the protected bike lane. I think we have enough and should focus on keeping everyone safe instead of just cyclists. It is more important to me to keep pedestrians with no vehicle safe then it is for the cyclists to get more bike lanes no one uses.

When are we going to do to regulate bikes? How are we going to make sure we keep people walking on the sidewalk safe? How are we going to get cyclists to stop cutting off cars at a stop light and not go in front of the line and cause road rage. Or tailgating cars. I would never think to do this when I ride my bike, but have seen more and more do it. I walk to work every morning and have been almost hit on crosswalks by cyclists who thought they had the right away to many times, and the only reason I dont is because I pay attention and move out of the way while the cyclists drive past in their protected bike lane.

Please consider this when you try to put in more bike lanes in. More bike lanes make it less safe for pedestrians and cause more road rage. Maybe we should focus more on piedestions and fixing up our side walks and getting side walks where we dont have them rather then dangerous bike lanes.

Thank you
[REDACTED]

Rob Gordon

From: Amelia Potvin
Sent: December 5, 2019 8:55 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson St. Bike Route

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for your email.

For the section of Richardson between Vancouver and Cook, the proposed design is in fact a shared-use road with no designated bike lane.

If you're interested in looking at the designs in more detail, they are available online at:
<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.victoria.ca%2FEN%2Fmain%2Fresidents%2Ftransportation%2Fcycling%2F2020-projects.html&data=02%7C01%7Cengage%40victoria.ca%7C413cb1d809024649d04108d779a3eb8e%7Cd7098116c6e84d2a89eedb15b6c23375%7C0%7C0%7C637111617249486880&sdata=5bnCTkQbY%2FLTdah51U2QjtdYNB6TO5ecS4wGlte5z7k%3D&reserved=0>

We are also inviting the public to come see the designs and meet with City staff to learn more about the proposed changes.

Thursday December 5, 4:00-7:30p.m. Bayview Place presentation centre (80 Saghale Road) Saturday December 7, 9a.m.-12:30p.m. Oaklands Community Centre (2827 Belmont Avenue)

Thanks again for getting in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

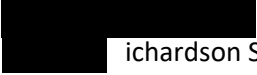
From: [REDACTED]
Sent: December 4, 2019 5:12 PM
To: Engagement <engage@victoria.ca>
Subject: Richardson St. Bike Route

I live on Richardson. The Richardson roadway between Cook and Vancouver is too narrow for painted bike lanes on either side.

As it is now, with cars parked on both sides, the roadway is barely wide enough for vehicles to pass. Painted bike lanes would give cyclists a false sense of security as cars would be forced to swerve into the bike lane to avoid approaching traffic.

A shared roadway with no designated bike lanes would make more sense.

Thank you,

 ichardson St.

Sent from my iPhone

Rob Gordon

From: Amelia Potvin
Sent: December 4, 2019 3:46 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Kimta bike lane feedback.

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email, we appreciate your support of the bicycle network improvements.

I have added your preference of the 2way protected concept and suggestions for safety improvements to the feedback for the Kimta Road project.

If you have any other questions or comments, don't hesitate to get in touch.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 8:28 AM
To: Engagement <engage@victoria.ca>
Subject: Kimta bike lane feedback.

Hello,

First of all, great job on the latest outreach event at the janion plaza!

Wanted to say that as a daily user of Kimta road (I tow a 2 and 4 year old in a chariot) I think a separated two way lane on the north side of the road would be the safest option. When the construction is going on, the dump truck traffic on Kimta is heavy and they drive quite fast, seeing as there is much more construction in that area to come, i would love a separated lane.

The other issue is the intersection of bay and esquimalt roads. As a predestination it is dangerous to cross. Vehicles coming off of Bay Street and turning right onto esquimalt do not stop. With the large building on the corner their visibility is bad. Ive seen and experienced lots of close calls. I think that prohibiting cars from turning right on a red would solve the problem.

Thanks so much for all your hard work. We use all the bike lanes in town and love them!

Best



Rob Gordon

From: Amelia Potvin
Sent: December 4, 2019 3:37 PM
To: [REDACTED]
Cc: [REDACTED]nt
Subject: RE: Kimta Road inaccuracies

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thanks for your email.

The numbers for Kimta are based on traffic counts from 2017, before the Bay Street Bridge closure.

If you have any other questions or comments don't hesitate to get in touch,

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 9:27 AM
To: Engagement <engage@victoria.ca>
Subject: Kimta Road inaccuracies

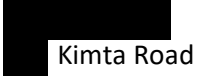
City staff

The assertion below, under design considerations, that Kimta Road is a collector road with 1800-2000 vehicles a day is highly questionable. These numbers were clearly gathered when the Bay Street bridge was closed and drivers tried to get around the long lines on Esquimalt.

I would ask/suggest that another 'count' be done, now that traffic has returned to normal. I'd venture to say that the vehicle count will be far, far less.

The old adage..measure twice, cut once..is very applicable in this situation.

Thank you



PRELIMINARY DESIGN CONCEPTS

KIMTA ROAD | AAA Connection to E&N r

Corridor Overview & Design Considerations | Robert Street to Johnson Street Bridge



All Ages and Abilities Network Connections:



What We've Heard So Far:

Early engagement activities including an on-line survey neighbourhood meetings have informed the design for this corridor. Key findings include the following:

- Support for two-way protected bike lanes (70%)
- Other design suggestions included advisory bike
- Support for long-term pursuit of rail corridor for
- Interest in retaining on-street parking
- Interest in improving existing multi-use pathway
- Interest in road crossing safety improvements at Catherine Street

* Ongoing engagement will continue to inform the design and will be shared with Council for consideration in early 2020.

Rob Gordon

From: Amelia Potvin
Sent: December 4, 2019 3:24 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Yes to Bike Lanes

[REDACTED]
Good afternoon

Thank you for your email.
We appreciate your support of the bicycle network.

Your email will be added to the correspondence package we share with council as part of the engagement findings.

Kind regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: December 4, 2019 2:59 PM
To: Engagement <engage@victoria.ca>
Subject: Yes to Bike Lanes

Hello,

Thank you for committing to new bike lanes. You will have a lot of negativity, but please put them in.

I want to bike more, my wife wants to bike more and my friends want to bike more.

The proposed single lane bike lanes always seem to be the safest. But, that is for the experts to decide.

Thank you for your time, and making Victoria/Vancouver Island greener.

Rob Gordon

From: Amelia Potvin
Sent: December 4, 2019 2:46 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Stop the impractical implementation of bike lanes on main roads. They are poorly thought out and poorly implemented. Your war on cars are destroying the town core.

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

We have added your email to the feedback we are collecting and will share it with Mayor and Council as a part of the engagement findings.

Regards,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6 T. 250-361-0300 ext.1751

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 1:47 PM
To: Engagement <engage@victoria.ca>
Subject: Stop the impractical implementation of bike lanes on main roads. They are poorly thought out and poorly implemented. Your war on cars are destroying the town core.

Sent from my iPhone

Rob Gordon

From: Sarah Webb
Sent: December 4, 2019 2:24 PM
To: Engagement
Subject: FW: Richardson Street

Categories: Tracked To Dynamics 365

Another

-----Original Message-----

From: Sarah Webb
Sent: December 4, 2019 2:24 PM
[REDACTED]
Subject: RE: Richardson Street

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

We have added your email to the feedback we are collecting and will share it with Mayor and Council as a part of the engagement findings,

Kind regards
Sarah

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

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 2:21 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Richardson Street

Sarah Webb,

Please do not change anything about Richardson Street. Vehicles and cyclists already coexist peacefully and safely on Richardson (I both drive and cycle on it). No changes are needed; no changes are desired.

Thank you, have a good day,
[REDACTED]

Rob Gordon

From: Sarah Webb
Sent: December 4, 2019 1:59 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Richardson Road Bike Route

Categories: Tracked To Dynamics 365

Dear [REDACTED],

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

We have added your email to the feedback we are collecting and will share it with Mayor and Council as a part of the engagement findings,

Kind regards
Sarah

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

-----Original Message-----

From: [REDACTED]
Sent: December 4, 2019 1:49 PM
To: Sarah Webb <swebb@victoria.ca>
Subject: Richardson Road Bike Route

I understand that you are the person to contact regarding the plan to close Richardson Road at Foul Bay Road for Richardson Bike Lane. Please tell the Mayor that this is something that is not needed or supported. As a bike commuter to work for the last 10 years (from Oak Bay to Downtown) - Richardson is fine as is. It is a pleasant bike ride with little traffic. It is already wide enough for parking, bikes and cars. This is not something that the City of Victoria needs to spend money on. The City's money can be better spent elsewhere - homeless etc. Please leave well-enough alone. The old adage of "if it ain't broke, don't fix it!". Thank you, [REDACTED]

Rob Gordon

From: Sarah Webb
Sent: December 4, 2019 12:59 PM
To: [REDACTED] Engagement
Cc: Amelia Potvin
Subject: RE: 2020 Bicycle Network Feedback

Categories: Tracked To Dynamics 365

Thanks [REDACTED]
Super awesome detailed comments. We will add them to the list
Sarah

From: [REDACTED]
Sent: December 4, 2019 12:45 PM
To: Engagement <engage@victoria.ca>
Cc: Sarah Webb <swebb@victoria.ca>
Subject: 2020 Bicycle Network Feedback

Hi there,

I have a bit of feedback after looking at the designs on the four bike routes for 2020. I'm very supportive of improved safe biking and walking on all these corridors and am grateful that there is some work being done but have some suggestions to hopefully improve the designs as I do think it was a fairly conservative approach taken that has prioritized parking in many places, whether intentionally or not, rather than improving walking and biking connections and safety as the priority for a wider demographic of vulnerable road users. Just a few more suggestions for your consideration:

Government (North)

- Suggest moving the bike turn boxes to be closer to the intersection so when biking on Pandora there isn't a need to cross over the pedestrian crossing and wait behind where cars often block the box when stopped at the intersection. I've seen a couple of disputes/incidents in the past year between cars and bikes who want in the bike box at Pandora and Vancouver or Pandora and Douglas due to a car being in the bike box. The latter case the police also attended as I think there was physical contact made. It is an unnecessary conflict zone that could be easily reduced by putting bike boxes in alignment with the concrete protection sections on Pandora like city of Vancouver does in some spots and with a small concrete projection to protect the waiting area for bike riders to turn from turning vehicles.

Haultain-Kings

- I think this route can be safer if some of the volumes were reduced with just a few adjustments. I would humbly suggest eliminating the left turn off of Haultain onto Shelbourne through the diverter completely, since the bus route is moving this turn shouldn't be as necessary, other vehicles can take Bay street and easily turn left onto Shelbourne. Haultain should be right exit only onto Shelbourne from either direction to reduce the cut through traffic.
- Belmont should have a traffic diverter so vehicles who are visiting the shops only go to there then back to Bay or Ryan, not the whole stretch between Fernwood road and Shelbourne. It is too long of a stretch

that doesn't encourage drivers to stay on Bay street to get to Shelbourne or Fernwood Road with no speed humps to slow movements and only traffic circles (which prioritize vehicle flow over pedestrians and cyclist safety).

- Suggest closing Queens at Chambers to extend the park by the school and improve the ramp for bikes (it is very narrow) over the sidewalk to pass through the bollards northward to Walnut. If it cannot be closed then please consider adding a yield sign or stop sign for cars on Queens turning onto Chambers as it is a blind corner with no traffic control and bikes cross straight across their path which people unfamiliar with the area would not realize. If we are increasing volumes of bikes here via Vancouver/Princess it really needs to be an easier transition onto Chambers/Walnut with fewer blind corners and vehicle interactions.
- All the pedestrian crossings on Haultain should be raised cross walks to further slow vehicle speeds (and not just raised for bikes as was done on Pandora, where vehicles have no speed hump at the crossing).
- The roundabouts/traffic circles at Haultain and Avebury/Shakespeare streets should have pedestrian crossings marked to indicated where they will cross on the roadway to make it safer and encourage yielding to pedestrians for vehicles and bikes. It isn't clear at many other circle roundabouts in the neighbourhood but it can be dicey as cars often misjudge bike speeds in roundabouts (particularly for e-bikes) and improperly yield or also misjudge where pedestrians need to cross and can improperly yield, creating conflicts. Shakespeare also connects to Oaklands park so having actual crosswalks marked for vehicles and bikes on Haultain to yield at Shakespeare could create a safe connection to the park for pedestrians. I would suggest that traffic circles don't slow traffic effectively enough and should be replaced with raised pedestrians crosswalks to slow vehicles whether pedestrians are present or not.
- Suggest adding a speed hump between Fifth and Blackwood on Kings as vehicle speeds can be pretty high here for such a small street (>30km/h is the norm in my experience biking and walking here)
- Curb bulb outs are nice for pedestrians crossing at Haultain and Belmont but just as on Richardson, they require bikes to zig and zag between the curb edge and the middle of the lane, creating conflicts with vehicles coming from behind if a less confident person biking doesn't shoulder check or the vehicle behind doesn't yield room or insists on passing despite the road narrowing and an oncoming vehicle closing the gap. The curb bulb outs force people on bikes to be the actual traffic calming tool and puts their safety at risk. A diverter here for cars would achieve I think better traffic calming results on the corridor if only bikes could continue straight on Haultain at Belmont.

Kimta

- Please consider raising all crosswalks/multi-use paths across all roadways in this segment (i.e. Tye, Catherine, etc.) to slow vehicle speeds and improve visibility of people crossing on foot or bikes for people in cars. Paint won't be enough to slow vehicle speeds across the path.

Richardson

- I've only ever seen advisory lanes like this used in the Netherlands on rural roadways with no parking where volumes were so low that it was rare for a car to have an oncoming vehicle at the same time that someone was in the bike lane. I don't think the current design will appeal to less confident bike riders or encourage new riders to ride here which to me is the whole intention behind providing AAA facilities to all neighbourhoods. The roadway is so wide on Richardson and the speeds so high with relatively high volumes still that people riding bikes will be inevitably passed at uncomfortably close distances that will scare them off ever riding this route again (especially as there is no space to get out of the way if you are pinched between a moving vehicle closing the gap between yourself and a parked vehicle).
- I would suggest that this segment should be parking protected bike lanes instead.
- I'm also concerned that the advisory bike lane zigs and zags from outside of parked cars (where people biking are being used to protect parked cars rather than the other way round to improve safety) to the

curb edge at existing medians, creating situations where people are going to have to constantly look back to be sure they can get back outside of the parked cars if there are vehicles behind them (regardless of whether there is an oncoming car as white paint is not enough of a barrier indication and there is nothing to encourage cars to stay out of the lane other than someone on a bike in it).

- It would be nice to have a bike turn box or shared ride/walk crosswalk at Lotbinere, while it is a narrow and steep street it does allow bikes and pedestrians to filter up it to the entrance of Government House and it would be nice to not have to walk only at the crosswalk to cross the street.
- I'm disappointed to see that it appears that no continuous sidewalk is being added on the North side of Richardson behind Government House.

By the way, if Pandora is going to be revisited at any time for minor adjustments I'd like to suggest closing Amelia street at Pandora. It is basically a little lane that is used by cut through traffic to bypass the lights on Quadra for getting onto Pandora and it is unnecessary since Mason is two way and Cormorant are two way for vehicles to enter and exit Amelia parking and businesses back to Quadra or Blanshard. I was nearly t-boned here last night in the bike lane on Pandora, fully lit up I should point out (wheel lights, front and back lights), and it has been a near miss hot spot since the lane opened.

Thanks, looking forward to all the corridors being built out.



Rob Gordon

From: Sarah Webb
Sent: November 29, 2019 11:53 AM
To: Victoria Mayor and Council
Cc: Amelia Potvin; Engagement
Subject: FW: Wharf Street Warm Up Event - November 30 11am-2pm

Categories: Tracked To Dynamics 365

Dear [REDACTED]

Thank you for getting in touch with the City of Victoria. Your email has been shared with Mayor and Council.

The design for Vancouver Street, which was approved in August 2019, is based on a traffic calmed, shared use road design between Park Boulevard and Meares Street. This approach is intended to reduce cut-through vehicle volumes and speeds, while adding on new pedestrian crossings, increasing on-street parking capacity and introducing a new pedestrian plaza space at McClure. Any non-local traffic can use Cook Street or Quadra Street for north / south travel – both of these roads have available capacity and signals are being upgraded to help facilitate left turns on to and off of these streets.

Bike lanes in the boulevards were not selected to avoid impacts to the large mature trees, which have extensive root systems. After factoring in the required space to accommodate a swing door buffer (from a parked car), installing lanes in this space would have negative impacts to both the health and lifespan of these trees. In addition, the bike lanes would have to be brought back in from the boulevard to the road at every single intersection, which would have resulted in loss of significant on-street parking.

Each project uses a road safety lens and goes through an iterative design process, evaluating different options and weighing technical requirements. Should you have any further questions, please do not hesitate to contact Philip Bellefontaine, Assistant Director, Transportation at 250-360-0300

From: [REDACTED]
Sent: November 26, 2019 4:40 PM
To: Engagement <engage@victoria.ca>; Victoria News Editor <editor@vicnews.com>; Steve Weatherbe <editor@businesssexaminer.net>; Duffy, Andrew (Times-Colonist) <aduffy@timescolonist.com>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Re: Wharf Street Warm Up Event - November 30 11am-2pm

To whom listens to no one,

You have less than 600 participants, less than 1% of Victoria's population, involved in this process to spend millions of dollars. Again, you are not in a collaborative process. You are ramming processes and costs down taxpayers throats. Wasteful.

Vancouver Street has ample room in the boulevards, between the curbs and trees or trees to sidewalks, for protected bike lanes from about Southgate to Pandora with a couple of

deveasions. Why upset traffic flows when the lanes can be in a more protected situation than on the actual road. Does nobody have any imagination or vision????

Sincerely,

This e-mail and any attachments are confidential. If you are not the intended recipient of this e-mail, please immediately delete its contents and notify us. This email was checked for virus contamination before being sent - nevertheless, it is advisable to check for any contamination occurring during transmission. We cannot accept any liability for virus contamination.

On Tue, Nov 26, 2019 at 4:23 PM Engagement <engage@victoria.ca> wrote:

Good afternoon,

You are receiving this email because you signed up for updates on active transportation and cycling projects.

This is a follow up to the November 20th email to remind you about the first opportunity to provide feedback on the full-length concepts and proposed designs for the Kings-Haultain corridor, Government Street North, Richardson Street, and Kimta Road. On Saturday November 30 from **11am – 2pm**, City staff will be at the **Janion Plaza** next to the Johnson Street Bridge collecting feedback from the public.

While this event includes the opportunity for engagement on the corridors, there's also a celebration taking place as we recognize the cycling and pedestrian improvements along Wharf Street. City staff have partnered with the Bike to Work Society of Greater Victoria to hold the "Wharf Street Warm Up"! This event will include live music, cargo bike rentals, hot chocolate and snacks, and gift giveaways for non-perishable food donations.

We hope you can join us to celebrate the new improvements along the Wharf Street corridor and provide your feedback on the upcoming 2020 projects!

Visit engage.victoria.ca to find the online survey link and more details about upcoming events including locations and times.

If you no longer wish to receive updates on active transportation and cycling projects, please reply to this email and we will remove you from our distribution list.

Rob Gordon

From: [REDACTED]
Sent: November 27, 2019 12:45 PM
To: Engagement
Subject: Re: Wharf Street Warm Up Event - November 30 11am-2pm
Categories: Amelia, Ryan

I hope you realize you are destroying our great city. The City's actions are so disgraceful, they should be criminal. Whomever reads this, know that its not just a job to destroy as city, you are part of the problem. Shame on you.

On Tue, Nov 26, 2019 at 4:23 PM Engagement <engage@victoria.ca> wrote:

Good afternoon,

You are receiving this email because you signed up for updates on active transportation and cycling projects.

This is a follow up to the November 20th email to remind you about the first opportunity to provide feedback on the full-length concepts and proposed designs for the Kings-Haultain corridor, Government Street North, Richardson Street, and Kimta Road. On Saturday November 30 from **11am – 2pm**, City staff will be at the **Janion Plaza** next to the Johnson Street Bridge collecting feedback from the public.

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We hope you can join us to celebrate the new improvements along the Wharf Street corridor and provide your feedback on the upcoming 2020 projects!

Visit engage.victoria.ca to find the online survey link and more details about upcoming events including locations and times.

If you no longer wish to receive updates on active transportation and cycling projects, please reply to this email and we will remove you from our distribution list.

Rob Gordon

From: Sarah Webb
Sent: November 20, 2019 8:54 AM
To: Victoria Mayor and Council; stwo.walk@gmail.com
Cc: Engagement
Subject: FW: 2020 Bicycle Network Improvements: Richardson Street

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email. We appreciate you taking the time to share your positive experience at the corridor tour and providing feedback on the preliminary designs. Staff have recorded your feedback on your support of reducing vehicle speeds to 30km/hr or below, adding green conflict paint at intersections, providing additional signage to signal the neighbourhood bikeway to motorists, and prioritizing enforcement along the corridor.

This feedback will be used to inform full-length corridor designs which will be ready for public comment and input in the first week of December at public open house events.

For details about these upcoming events, visit the engage portal at <https://engage.victoria.ca>

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

From: [REDACTED]
Sent: November 7, 2019 3:17 PM
To: Engagement <engage@victoria.ca>
Cc: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: 2020 Bicycle Network Improvements: Richardson Street

City of Victoria (Engage) Staff
Copy to: City of Victoria Major Lisa Helps
Copy to: City of Victoria Councillors

Nov 7, 2019

2020 Bicycle Network Improvements: Richardson Street

I am writing to express my appreciation for the November 3rd Richardson Corridor Tour and to offer in a few thoughts that came from that. I think the walking tour idea is

an excellent one though perhaps a bit of a challenge for the attending staff--they handled the diversity of questions and comments very well--I think most citizens came away with both a sense they were listened to and a better understanding of the needs and options.

As a resident on Richardson and as a user of the corridor as a motorist, a bicyclist and a pedestrian, here are a few observations and ideas:

- I came away with the sense that the roadway could be transformed into one that has the look and feel of a Neighbourhood Bikeway, a place where motor vehicle users would feel that its primary function is to serve bicycle (Little Vehicle) users and citizens on foot, that they (as a MV user) were the secondary user, guests as it were--the reverse of the way it appears now.
- I was at first skeptical that painted lines would be sufficient (rather than protected lanes). But once it was explained that Advisory Lines could be on both sides combined with car door buffers and the removal of the existing centre line, and with barrier limiting MV access, I am less so. I would like to see as a part of the paint treatment, green crossing lanes at the busier intersections such as Linden, Moss, St. Charles and Richmond.
- There were a lot of comments on reducing the speed throughout the corridor to 30/kmh. I agree this is a good idea but to help impress on MV drivers why this is the limit, speed signs should be combined (on the same pole) with a "Neighbourhood Bikeway" sign and something like a "Children on Bikes" sign. These should be at the beginning of each block.
- I would suggest too that the project budget should include funding for a first year extra policing presence along the corridor; both for speed control and visibility within the new Advisory Lanes by the Police Bicycle Patrol.
- Finally, I think included in this project should be completion of the Fort Street bi-directional Bikeway from Cook east to Linden with an upgrading of the Fort crossing at Linden. This would provide a good alternative to would-be bicyclists in the Fairfield-Gonzales area, particularly those living north of Richardson.

Again, thank you for the engagement process. I look forward with anticipation to the coming design input phases.

Rob Gordon

From: [REDACTED]
Sent: November 19, 2019 8:08 PM
To: Amelia Potvin
Cc: Engagement
Subject: Re: Route 22 - Victoria on Haultain

Categories: Tracked To Dynamics 365

Thanks for the response Amelia! Keep up the good work :)

On Mon, Nov 18, 2019 at 4:49 PM Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon [REDACTED]

Thanks for your email.

We appreciate you taking the time to share your support for moving the bus off Haultain as part of the 2020 Cycling Infrastructure improvement projects.

Discussions about removing the bus from Haultain street are ongoing between the City and BC Transit. We are working towards the goal of making Haultain a neighbourhood bikeway through traffic calming and ideally relocating that route from the 1300-1600 blocks of Haultain to Bay Street which is already a rapid-transit route.

Thanks again for providing feedback about the Kings-Haultain corridor. Do not hesitate to reach out should you have any other comments or questions.

Sincerely,

Amelia Potvin

Outreach Coordinator
Engineering and Public Works

City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: November 11, 2019 4:25 PM
To: [REDACTED]
Cc: Engagement <engage@victoria.ca>
Subject: Route 22 - Victoria on Haultain

To whom I hope it concerns,

Bus route 22 in Victoria travels along Haultain St between Shelbourne and Fernwood. I understand that there is ongoing discussion between the City of Victoria and BC transit to get this bus off of Haultain St which is to get further upgrades as a bicycle corridor in the next couple of years.

I was wondering why this bus is on Haultain in the first place and not on Bay St? Bay St is a major roadway and 1 block away and already has bus stops installed for the #10 bus. Haultain is a residential street that is supposed to already be a bike friendly route.

I am comfortable riding in high traffic conditions, however riding down Haultain with a bus coming in the opposite direction is terrifying as there is barely enough space for a car to pass with cars on either side of the road. The bus drivers clearly recognize this as it is usually the bus or the bike that has to pull over to let the other pass. Surely continuing one block south on fast Bay st would be more efficient for the bus and would ease noise concerns from residents on Haultain.

Please please please get this bus route off Haultain as soon as possible before someone gets injured.

Thank you for your time and consideration. I look forward to your response.



Rob Gordon

From: Amelia Potvin
Sent: November 19, 2019 9:17 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Shelbourne bike lane project

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.

Currently the Shelbourne route is not one of the corridors identified as a priority investment for completion by 2022. The Shelbourne corridor has been identified as a long-term network project but the City wants to ensure that the majority of the corridor, which is largely in the District of Saanich, is developed at the same time to create a continuous route.

The City is prioritizing investments on Shakespeare as a North-South connection through the Oaklands neighbourhood to existing cycling connections in the District of Saanich.

Thanks again for your email and do not hesitate to get in touch if you have any further questions or comments.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: November 5, 2019 9:55 AM
To: Engagement <engage@victoria.ca>
Subject: Shelbourne bike lane project

Hi,

I am a daily bike commuter and use the Shelbourne route regularly. What is the progress on the proposed Shelbourne bike lanes? When is the start and completion dates? I think this is a very important project to encourage biking on a flat straight corridor and to keep the regular commuters safe. The stretch from Shelbourne South to downtown is

particularly important for University students as well. Also, being forced to suck in exhaust fumes directly behind cars which are usually only carrying one person is not ideal.

Thank you,



Rob Gordon

From: Amelia Potvin
Sent: November 18, 2019 1:49 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Network Survey

Categories: Tracked To Dynamics 365

Good afternoon [REDACTED]

Thank you for your email.
I appreciate you taking the time to share your thoughts about the survey.

On potholes, we can appreciate that road surface does continue degrade over time and City Public Works staff works to maintain it.

Anytime you have a specific area of concern, please contact Public Works at pw@victoria.ca 250-361-0400 through the [City of Victoria request form](#) or the [ConnectVictoria App](#), and staff will respond to the issue as soon as possible.

On the crosswalk at the Tourist Info Centre, pedestrians have the right of way and people on bikes must yield to them – just like at all other pedestrian crossing. People on bikes should be travelling at a slow speed through this area, especially during high-traffic times. The City continues to invest in road user education and will continue to assess the need for additional education and enforcement at this particularly busy intersection.

Thanks again for getting in touch, do not hesitate to reach out should you have any other questions or comments.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: October 18, 2019 3:49 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Network Survey

Hello Folks,

Your Bike Network Survey ends rather abruptly - perhaps you could add an additional thoughts field?

I ride frequently (on the road and in bike lanes) and the biggest fear I have when riding is the number of killer potholes on the roads - Johnson at Quadra, Broughton Street (from Quadra to Wharf), Vancouver at Pandora - are especially bad. If someone were to hit one of those at 25kph on a bike it would be game over.

Finally, the bike lane crosswalk at the Tourism Info Centre has to be addressed - that is a major accident waiting to happen - the tourists and pedestrians are taking in the beauty of the city and they aren't clueing into the bike lanes.

Thanks,



Victoria

Rob Gordon

From: Amelia Potvin
Sent: November 18, 2019 1:21 PM
To: [REDACTED]
Cc: Engagement
Subject: RE: Update: 2020 Bicycle Network Improvements

Categories: Tracked To Dynamics 365

[REDACTED]
Good afternoon

Thank you for your email.
We appreciate you taking the time to share your suggestions with us.

Council has directed staff to build a 32km All Ages and Abilities (AAA) cycling network by the end of 2022. The purpose of this network is to improve road safety and encourage more people to ride bicycles more often. These investments:

- improve road safety for people riding bikes, and people walking
- offer an opportunity to support other goals around urban forests, place-making, and accessibility
- help us address impacts of population growth on our mobility systems
- contribute to climate action, affordability, equity, and community wellbeing goals

The City's commitment to increase the cycling mode share and prioritizing bike and pedestrian infrastructure is nested in the [Official Community Plan](#), [CRD Pedestrian and Cycling Master Plan](#), and the City's [Climate Leadership Plan](#).

The purpose of this engagement process is to hear how we can make these investments meet the priorities of the community, not whether we should be pursuing cycling infrastructure upgrades at all.

We recognize that separated off-street pathways are the safest and most comfortable kind of cycling infrastructure. However, building this type of infrastructure is not feasible when planning an entire network to help people reach destinations such as residential neighbourhoods, employment centres, shopping areas, recreation centres, and parks.

We encourage you to take the online survey to see the preliminary design concepts. Additionally, public open houses will be taking place during the first week of December where full-length corridor concepts will be ready for public comment and input. For more details, visit <https://engage.victoria.ca>

Thanks again for your email and don't hesitate to get in touch should you have any further comments or questions.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: October 23, 2019 2:12 PM
To: Engagement <engage@victoria.ca>
Subject: Re: Update: 2020 Bicycle Network Improvements

Quite frankly, I would like input, but can't navigate how to do that here. Main roads should be saved for cars and bikes should take over the less busy and healthier sideroads so they are not breathing in exhaust which kind of takes the health benefits of cycling away. Also, let traffic flow easily thru town to reduce pollution from stopping cars needlessly. bikes are safer on side roads both physically and for air quality. I have not heard anyone say how wonderful these bike lanes are? I do hear people saying that they just don't go downtown anymore. I also avoid downtown now at all costs. It's not worth the hassle anymore. It's too frustrating. The bikes don't even stay in those ill thought out lanes that have been so disruptive. When bikes start paying more taxes for taking over the roads then maybe? Bikes are far too entitled now and this is dangerous for all of us. The more bike lanes on main roads like you did with the others, the more you kill downtown as customers are not going there as much now? Where I see the most bikes is in places where the roads are too narrow and its dangerous and inconvenient. Basically it would make more sense to get lots of frequent running electric buses that are free to use and paid for by taxes and we all park our cars for good? The bikes on Douglas St just block the buses and cars. They think they get the whole road now! Motorists cannot help but see bikes as taking their roads because roads were built for cars and taking them over for bikes is a waste of money and space. Build bike lanes like the Galloping Goose that are better air quality and safer from accidents. Sharing the road with two types of vehicles as cars and bikes is going to lead to increased road rage, an avoidance of going downtown, increased stress, etc. Let's plan this in a way that makes us an example of success instead of aggravation. I'd be happy to have input on projects to get some more creative solutions.

Thank you.

On Mon, Oct 21, 2019 at 3:37 PM Engagement <engage@victoria.ca> wrote:

Good afternoon,

You are receiving this email because you opted in to receive information and updates about active transportation and cycling projects.

Latest News

Planning is now underway for the next All Ages and Abilities (AAA) cycling network improvements. In 2020, cycling and pedestrian infrastructure improvements are planned for the following corridors:

- Kings-Haultain
- Government Street
- Richardson Street
- Kimta Road

Public engagement activities for these projects has started. The purpose of this process is to gather public input and determine which AAA design concepts best meet the needs of the community to improve road safety.

Opportunities to get involved and provide your input:

- 2020 Bicycle Network Improvement Online Survey
- Public corridor tours
- Open house events (Planned for the end of November)

Your ideas and feedback will help inform the design of the improvements along these corridors.

Visit engage.victoria.ca to take the short online survey, for more details about the corridor tour, and to stay informed about upcoming events.

If you'd like to unsubscribe from these updates, respond to this email.

Engagement
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6



Rob Gordon

From: Amelia Potvin
Sent: October 31, 2019 11:50 AM
To: [REDACTED]
Cc: Engagement
Subject: RE: Bike Lane Survey

Categories: Tracked To Dynamics 365

Good morning [REDACTED]

Thank you for getting in touch with the City of Victoria and providing feedback on the survey.

The City of Victoria has approved these corridors as priority investments for walking and cycling safety improvements in 2019/2020. The intent of the survey is to gather input on design treatments and not whether the City should be pursuing road safety upgrades at all.

We have, however, noted your opposition to any investments on these corridors and will provide the feedback to Council as a part of the upcoming Committee Report.

Thanks again for providing your input.

Sincerely,

Amelia Potvin
Outreach Coordinator
Engineering and Public Works
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6
T. 250-361-0300 ext.1751



From: [REDACTED]
Sent: October 29, 2019 5:27 PM
To: Engagement <engage@victoria.ca>
Subject: Bike Lane Survey

I just took the the bike lane survey and was shocked it assumed everyone wants bike lanes in each of the proposed areas and didn't offer a selection to say no bike lane. Creating a biased survey to promote the views of the mayor and council is highly unethical, in fact it is the definition of corruption:

cor·rup·tion

/kə'repSH(ə)n/

Learn to pronounce

noun

1. 1. dishonest or fraudulent conduct by those in power
another unhappy city of victoria homeowner,



Rob Gordon

From: Victoria Mayor and Council
Sent: August 13, 2019 9:37 AM
To: [REDACTED]
Cc: Engagement
Subject: Mayor and Council email RE: Wharf St Bike Lane Bike Signals

Categories: Tracked To Dynamics 365

Dear [REDACTED],

Thank you for taking the time to write to the City of Victoria. Your email to Mayor and Council was shared with the transportation division. We are glad to hear you have been enjoying Wharf Street and the expanding bicycle network.

There are a number of factors at play when designing protected intersections, particularly in a location that is as complex as Pandora Ave and Store Street.

In reality, this intersection is actually run in conjunction with Wharf/Johnson intersection. Due to the close proximity of the two intersections they need to be closely coordinated to prevent conflicts. As you have noted there are many movements that need to occur at any given time (phase) within a complete cycle. Within the signal cycle at this location we have AAA cycling movement that needs to be separated in time from conflicting movements. Primarily we separate AAA cycling movement from crossing vehicle traffic but with this intersection having (2) two-way cycle tracks we also need to protect conflicting cycling movements (north/south vs. east/west). We did review the possibility of a bike scramble (where all movements are allowed at once) but the number of potential conflicts outweighed the benefit and it is not a generally accepted design standard.

Having the bicycle crossing done in two phases allows pedestrians to have their own dedicated crossing time and also accommodates motor vehicle movements on this dedicated truck route and frequent transit route.

Rest assured we are continuing to explore potential optimisations and intersection coordination offsets to find the "sweet spot" that ensures protection for all users while balancing delays for all users and ensures a safe streetscape.

We appreciate your commitment to safer cycling in the city and would be happy to add you to our distribution list to stay connected through upcoming design processes.

Kind regards
Sarah

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

From: [REDACTED]
Sent: August 8, 2019 1:40 PM
To: Victoria Mayor and Council <mayorandcouncil@victoria.ca>
Subject: Wharf St Bike Lane Bike Signals

Hello,

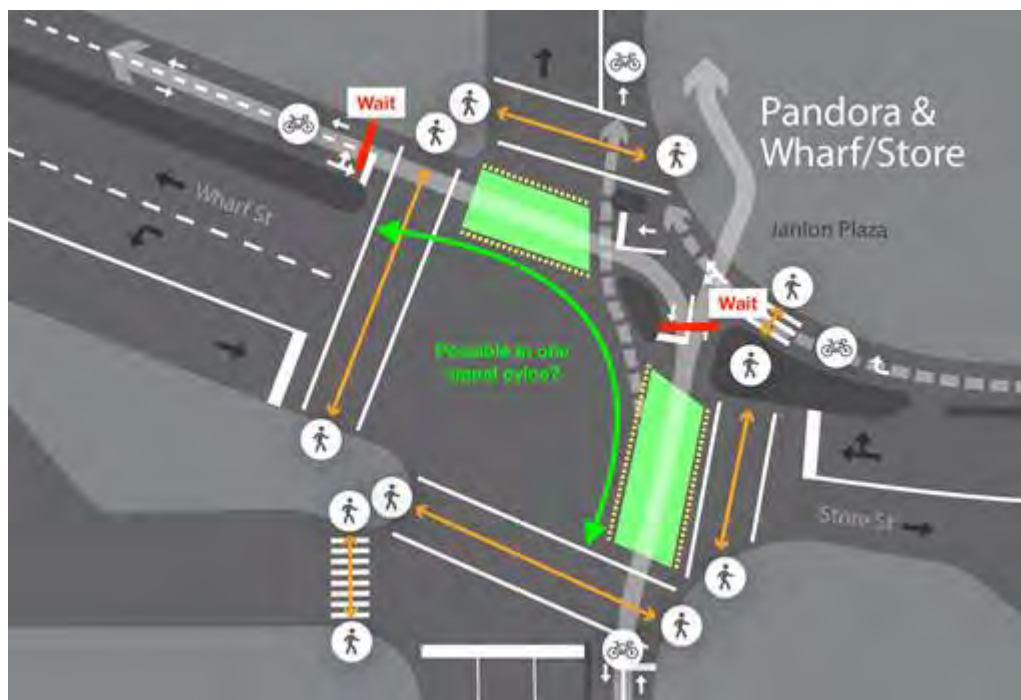
First of all, thank you for making cycling infrastructure a priority! The opening of the latest leg makes it feel like an actual network. With the new bike lane and the pedestrian improvements, downtown is feeling more and more like a modern human focused city.

Having used the new bike lanes a few times now, I do have a small gripe. Traveling north on Wharf St to get onto Pandora feels difficult currently because of all the signals that riders need to stop at. I'll say right away that this is clearly a very complicated set of intersections with traffic from the bridge, one way streets, and all the pedestrian and bike crossings. I don't know how someone goes about making that all run smoothly. I'm sure these intersections will evolve and adapt as it becomes clear how they are used. As of right now, waiting at two red lights just to make a left turn over a very short distance feels inconvenient, and I think it could discourage some use of the lanes.

All that to say, my one suggestion that might make things feel quicker for cyclists, and possibly all traffic, is to have a small window where all the cycle signals are green at the Pandora and Wharf intersection. That way bikes can make the turn onto or off of Pandora without waiting too full cycles. I have no idea if that's even possible but it feels like a quality of life improvement that could keep that corner running smoothly.

I've attached a quick diagram in case my description isn't clear.

Thanks for taking the time to listen.





Hello neighbour!

I wanted to make sure that you are aware that there is a proposal for bike lanes going through City Council right now and give you some information so you can express an opinion on it if you would like to (before the January Council meeting).

There are 2 proposals being put forward. The first would see car traffic reduced to one lane, alternating, with bike lanes along either side in both directions. Cars passing each other would need to pull into the bike lane to allow the other car to pass. Part of this proposal would include traffic calming along Richardson including diverting traffic to surrounding streets like Chandler, Brooke and Fairfield Road. This option of alternating and diverted traffic will mean longer response times from emergency vehicles and the loss of our Richardson Street bus route (Route #1 - how is losing public transit going to contribute to a lower carbon footprint?). It will mean putting bikes in danger by forcing cars to play chicken with each other then pull into a bike lane for passing.

The second proposal would see two lanes for cars with bike lanes in either direction along the sides. This proposal would eliminate street parking along Richardson. Losing street parking would be disastrous for Richardson Street residents and lower our property values. We don't have double driveways in this area. Where are visitors meant to park?

I personally bike, walk and drive along Richardson on a daily basis so am very familiar with the street. I have never felt unsafe on a bike along this stretch. I feel that we should leave Richardson Street out of the Mayor and Councils plans for bike lanes. As it is, cars and bikes co-exist just fine along Richardson (I'm sure with the odd mishap but incidences will increase rather than decrease with the addition of bike lanes). I strongly feel that building any kind of bike lane will be an expensive mistake for taxpayers and a major annoyance for residents of the area.

Feedback can be offered at engage@victoria.ca and at mayorandcouncil@victoria.ca. Please take a moment to research the proposed bike lanes and offer feedback to our Mayor and Council before the January Council meeting. Here is one of many news articles about the proposals: <https://www.cheknews.ca/victoria-public-concerned-about-richardson-street-proposed-bike-lane-design-628827/>

Thank you for reading!
A Concerned Neighbour

December 20, 2019

From: Fairfield Gonzales Cycling Task Force

To: Board, Fairfield Gonzales Community Association

The City of Victoria is seeking feedback on design options for the Richardson Street portion of the city's bike network, and after review by our neighbourhood task force, we strongly recommend that the route be **redesigned as a Neighbourhood Bikeway**.

Context

City Council has approved the creation of a AAA (All Ages and Abilities) cycling network. For 2020, four routes are being added, including Richardson Street as the principal east-west cycle route through Fairfield-Gonzales. The City recently conducted Open Houses, and two City Engineering staff met with our neighbourhood Cycling Task Force to thoroughly review design options.

The City's current proposal is for Advisory Bike Lanes with a single narrow vehicle lane between them, and parking on both sides. Traffic volumes and speeds would be lowered somewhat through vehicle diverters and speed humps.

Key Finding

The advisory bike lanes proposed for Richardson are unacceptable because they are not AAA (see *BC Active Transportation Design Guide*). At the proposed volume of vehicle traffic, they would not be safe for all ages and abilities (for example – children biking to neighbourhood schools), they would not encourage a significant increase in bike use, and they are an unproven and unfamiliar street design for both drivers and people on bike.

After discussion with staff, our Task Force agreed that Richardson will function best as a Neighbourhood Bikeway – a quiet, local, residential street, rather than what it has been evolving into – a higher speed commuter vehicle route with upwards of 5,000 vehicles/day in places. We recommend that Richardson return to serving the needs of the neighbourhood, rather than the needs of adjacent municipalities.

Background and Analysis

Among people who don't currently cycle regularly, 60% cite safety concerns as their primary reason. The goal of Victoria's emerging AAA network is to "...support and encourage more people who live, work, play and visit Victoria to ride bikes." Safety and perceived safety must be the primary design consideration.

Advisory Bike Lanes are a largely untested design, and are not recognized as AAA. Experience in the few North American cities where they are being tried, such as Ottawa, seem very mixed. Advisory Bike Lanes will be tested on a short section of Humboldt Street, part of which is in Fairfield. We encourage the City to thoroughly review experiences with that section before expanding the use of Advisory Bike Lanes.

The design that is planned for the north – south Vancouver St corridor is a Neighbourhood Bikeway – a shared street that uses frequent traffic diverters to keep vehicle speeds low and volumes below 1,000 per

day. We strongly believe that the design used on Vancouver should be continued to Richardson St, for multiple reasons:

- AAA safe design
- familiar and consistent
- best suited to residential neighbourhoods.

To achieve the lower vehicle volumes of a Neighbourhood Bikeway, Richardson would require a number of vehicle diverters (more than proposed for the Advisory Bike Lanes). In reviewing this, the Task Force believes that the result will be a smoothly functioning local street system, where most vehicles making longer trips through the neighbourhood will be diverted in small numbers at each diverter, onto north-south corridors, and onto east-west arterials such as Pandora / Oak Bay Avenue, Fort, and Fairfield.

The only alternative AAA design for Richardson, we heard from the City staff, would be physically separated bike lanes. That design would be more expensive, is best suited to higher speed vehicle arterials, and bike or motor vehicle lanes in some locations would have to be below minimum widths.

Addressing Potential Concerns

The Task Force knows that many people who drive in or through Fairfield Gonzales will be concerned about ease and speed of travel. Also, people on many streets are concerned about keeping traffic on their streets slow, safe, and low volume.

The Neighbourhood Bikeway design would divert a large proportion of Richardson traffic out of Fairfield Gonzales entirely, at Cook Street and Foul Bay Road. The intent is to stop the use of Richardson as a commuter route, and encourage commuters to use east-west arterials such as Pandora / Oak Bay Avenue, Fort, and Fairfield. The remaining lower volumes, which originate locally, would be diverted north-south at multiple points, so there would be no major impact on any one of the north-south routes. There would also be no incentive for drivers to take shortcuts through residential streets to get back to Richardson.

Furthermore, the City of Victoria is committed to reducing overall vehicle speeds throughout the City. We support slower vehicle speeds in Fairfield Gonzales. Travel times would only be a marginally longer for most drivers.

Benefits

Returning Richardson St to its role as a safe, inviting, neighbourhood connector that's attractive for trips to school, trips to neighbourhood shops, and as a bike connector to the downtown network, makes our wonderful neighbourhood even more inviting.

Recommendation

We therefore recommend that the Board of Fairfield Gonzales Community Association accept this report and forward it to The City of Victoria staff and elected officials.

GET READY!

Hundreds of more vehicle trips for Brooke, Stannard, Arnold and Kipling Streets

Follow the red arrows.

The proposed Richardson St. Bike Route means a vehicle travelling northbound on St. Charles cannot turn left (west) on to Richardson St. So the easiest vehicle route to get onto Richardson will then be for vehicles to turn left onto the Brooke St. Greenway then up Stannard, Arnold or Kipling to get to Richardson.

The proposed Richardson St. Bike Route has no traffic diverters on Richardson between St. Charles and Cook Street. Our quiet streets of Brooke, Stannard, Arnold and Kipling will become "drive throughs" for hundreds of vehicles wanting to travel west on Richardson.

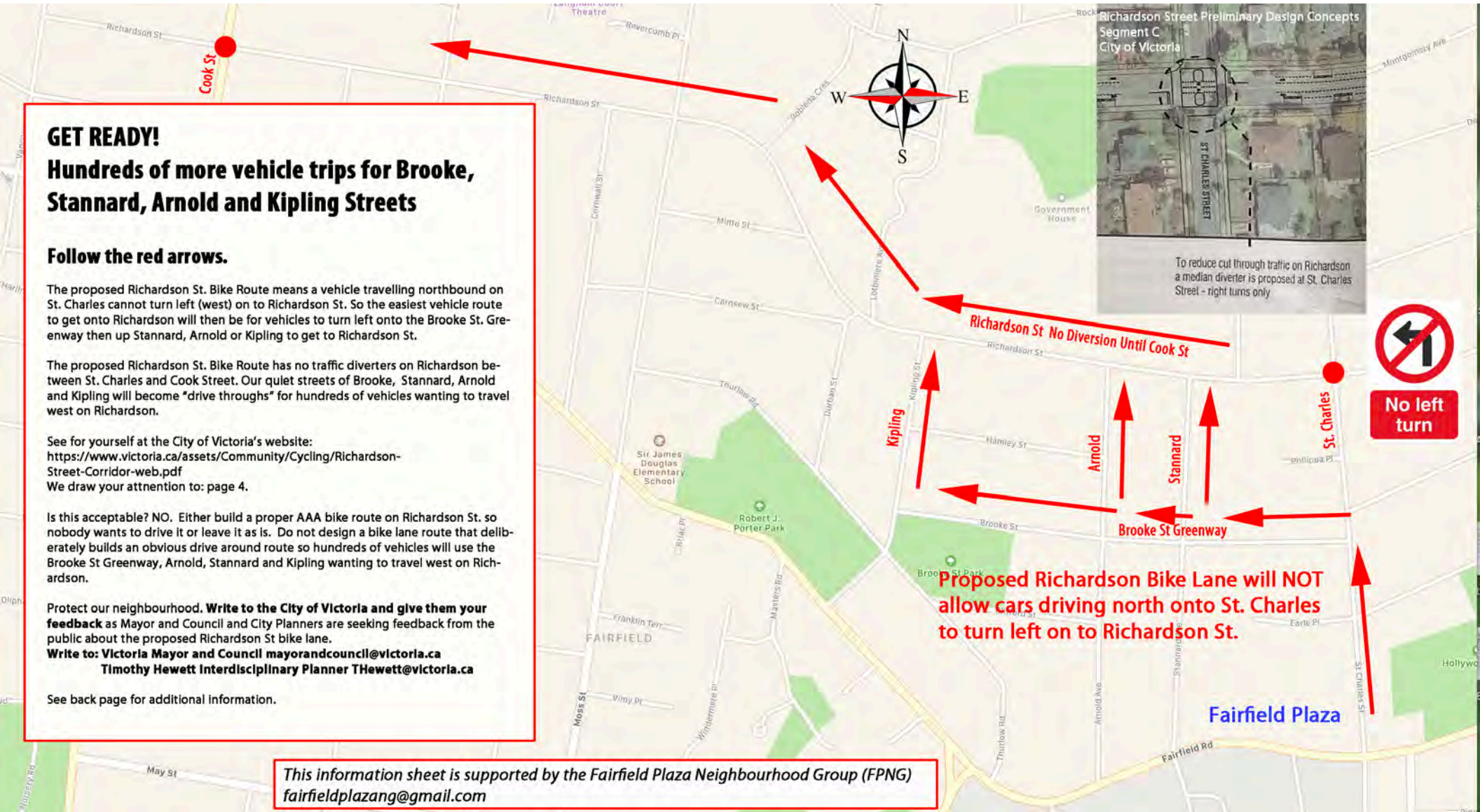
See for yourself at the City of Victoria's website:
<https://www.victoria.ca/assets/Community/Cycling/Richardson-Street-Corridor-web.pdf>
We draw your attention to: page 4.

Is this acceptable? NO. Either build a proper AAA bike route on Richardson St. so nobody wants to drive it or leave it as is. Do not design a bike lane route that deliberately builds an obvious drive around route so hundreds of vehicles will use the Brooke St Greenway, Arnold, Stannard and Kipling wanting to travel west on Richardson.

Protect our neighbourhood. **Write to the City of Victoria and give them your feedback** as Mayor and Council and City Planners are seeking feedback from the public about the proposed Richardson St bike lane.
Write to: Victoria Mayor and Council mayorandcouncil@victoria.ca
Timothy Hewett Interdisciplinary Planner THewett@victoria.ca

See back page for additional information.

This information sheet is supported by the Fairfield Plaza Neighbourhood Group (FPNG)
fairfieldplazang@gmail.com



Hundreds of vehicles will drive along the Brooke St. Greenway, Stannard, Arnold and Kipling Streets if the Richardson Bike Lane is built as proposed.

Protect our neighbourhood from hundreds of car drive throughs. Write:

Victoria Mayor and Council mayorandcouncil@victoria.ca

Timothy Hewett, Interdisciplinary Planner, City of Victoria THewett@victoria.ca

There aren't enough diversions and traffic controls on the proposed Richardson bike route to discourage vehicle traffic. Instead drivers will drive through our quiet neighbourhood streets and the Brooke St greenway to access Richardson.

The Richardson St. bike route plan must also include comprehensive traffic calming and diversions for neighbourhoods impacted by this bike route, so cars will not use neighbourhood streets as an alternate route.

OR

The other option is to leave Richardson as is.

Putting Our School Children at Risk

If the City of Victoria chooses to use this plan as proposed, our children who regularly ride to school and back along Brooke St and Chandler greenways will be put at risk of serious injuries because of increased traffic created by the current design of the Richardson bike route.

The proposed design of Richardson Bike Lane is in conflict with the Victoria's Official Community Plan (OCP) and Greenways Plan

Brooke St is classified as a greenway. Specifically a "people priority greenways" (2019 OCP P 63 MAP 6 Greenways Network & 2019 OCP Greenways Map 9 P. 80)

From the City of Victoria OCP Page 281 Greenways: A city-wide network of pathways and bikeways situated on streets, along shoreline areas and in natural corridors that link parks, employment district, urban village and other destination along routes **that give priority to walking and cycling...."**

Brooke Street's greenway designation means the City of Victoria should be improving and enhancing the experience of cyclists and pedestrians on Brooke St, not encouraging hundreds of vehicles to be diverted on to it.

2019 OCP P 62 Section Walking, Cycling and other Personal Mobility

7.15.2 People Priority Greenways are located on traffic calmed secondary collector and local roads and are design for pedestrians, bicycle and other non-motorized traffic...

7.16 ...consider opportunities to enhance the Greenways Plan and implementation by:

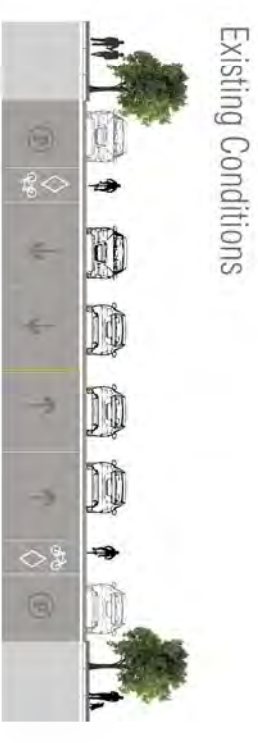
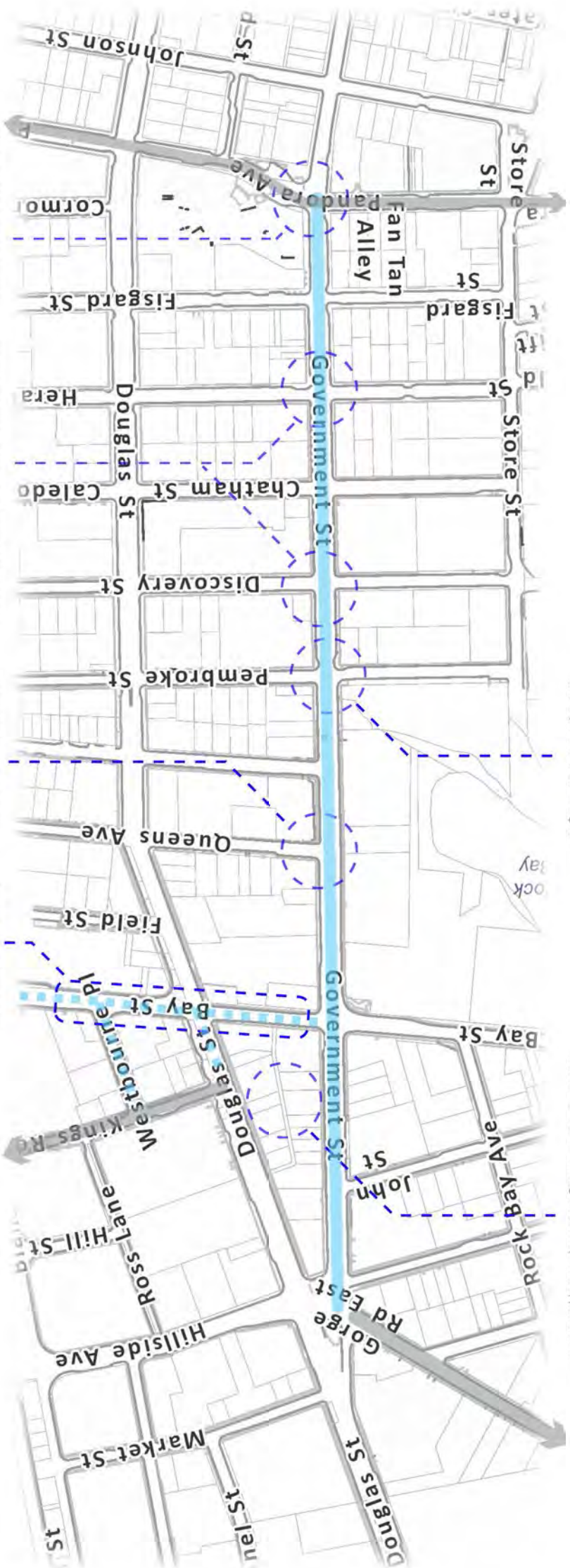
7.16.1 Undertaking right-of-way improvements that enhance pedestrian and cycling priority and comfort [Under the Greenways Plan <https://www.victoria.ca/assets/Departments/Sustainability/Documents/greenways-plan.pdf>]

2019 OCP P 78 "Greenways are envisioned to play a more prominent role in the city expanding on their functions as human-powered transportation corridors and to provide enhanced recreational experience.

PRELIMINARY DESIGN CONCEPTS

GOVERNMENT STREET NORTH | Complete Street Enhancements

Corridor Overview & Design Considerations | Pandora Avenue to Gorge Road



Improve pedestrian crossing and explore new traffic signal

Pursue long-term AAA connection between Douglas and Government Street through redevelopment opportunities

Explore interim connection to Kings Road AAA cycling facility

Explore feasibility and desire for a pedestrian crossing

Improve pedestrian crossing at Herald and Discovery Streets and explore landscaping opportunities

Connection to Pandora Avenue AAA cycling facility

All Ages and Abilities Network Connections:

What We've Heard So Far:

Design Considerations:

Early engagement activities including an on-line survey, corridor tours and neighbourhood meetings have informed the design concepts proposed for this corridor. Key findings include the following:

The design for Government Street North is proposing a 'road diet' design approach which would reconfigure the existing four lanes to three lanes with a dedicated left turn lane. This design can accommodate current and future vehicle volumes.

- Support for a one-way protected bike lanes (81%)
- Interest in improved pedestrian crossings
- Interest in retaining on-street parking & commercial loading
- Support for safer cycling facilities and road diet design approach
- Interest in public realm and landscaping enhancements

- Improved pedestrian crossings
- Additional space for protected bike lanes
- Landscape and public realm enhancements
- Additional on-street parking in select areas
- Improved left turns for vehicles
- A safer roadway for all users

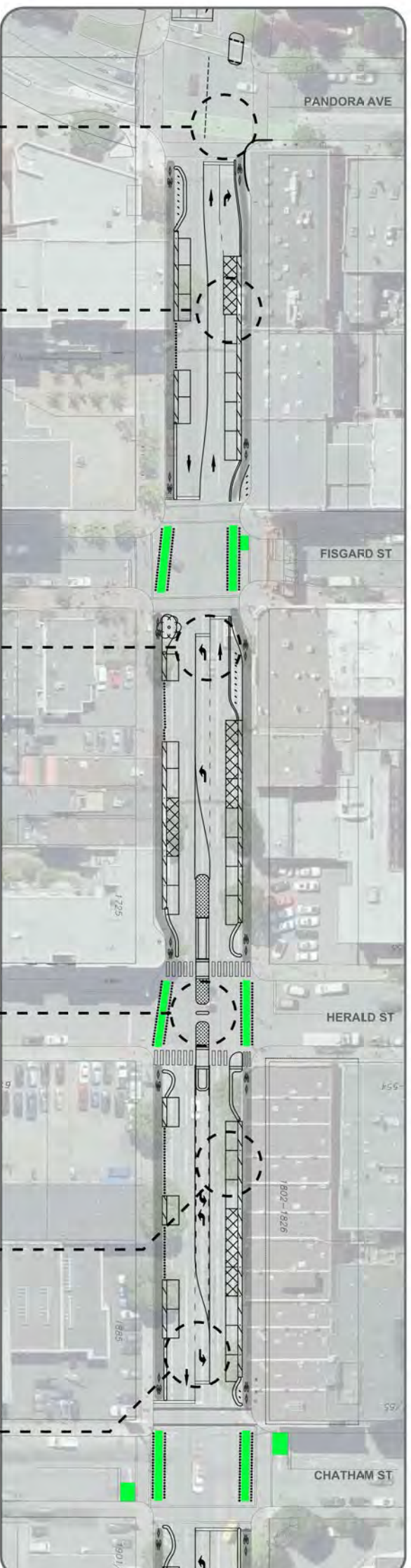
* Ongoing engagement will continue to inform the design concept which will be shared with Council for consideration in early 2020.

For more information:
victoria.ca/cycling



GOVERNMENT ST. NORTH | Segment A (Pandora Ave to Pembroke St)

Government Street | Pandora Avenue to Chatham Street - preliminary design concept for complete street enhancements



Connection to AAA cycling facilities on Pandora Avenue

Retain on-street parking and loading throughout the corridor and use parking as a buffer between cyclists and traffic

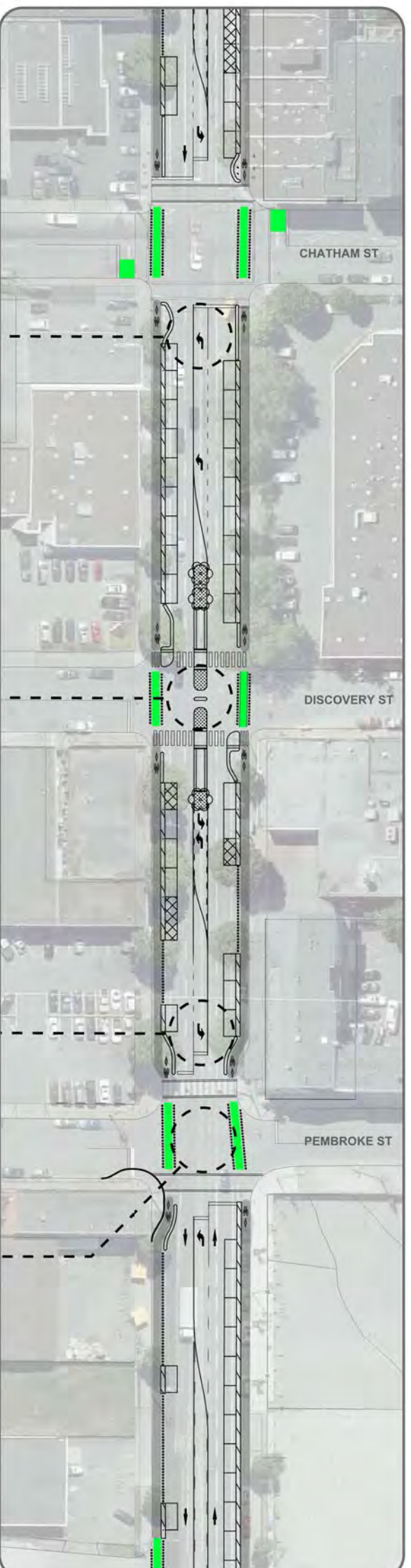
Provide a dedicated left turn to improve road user safety and enhance access to Fisgard Parade

Improve pedestrian crossing with median islands and explore opportunities for landscape and public realm enhancements

Explore opportunity for a parklet

Provide a dedicated left turn to improve road user safety and enhance access to Store Street

Government Street | Chatham Street to Pembroke Street - preliminary design concept for complete street enhancements



Provide a dedicated left turn to improve road user safety and enhance access to Chatham Street and Caledonia Avenue

Improve pedestrian crossing with median islands and explore landscaping opportunities - access for emergency vehicle to be maintained

Provide a dedicated left turn to improve road user safety and enhance access to Store Street

Improve pedestrian crossing and explore new traffic signal

SECTION LOCATION



TELL US WHAT YOU THINK
What do you like about this concept?

How could this design be improved?

SECTION LOCATION

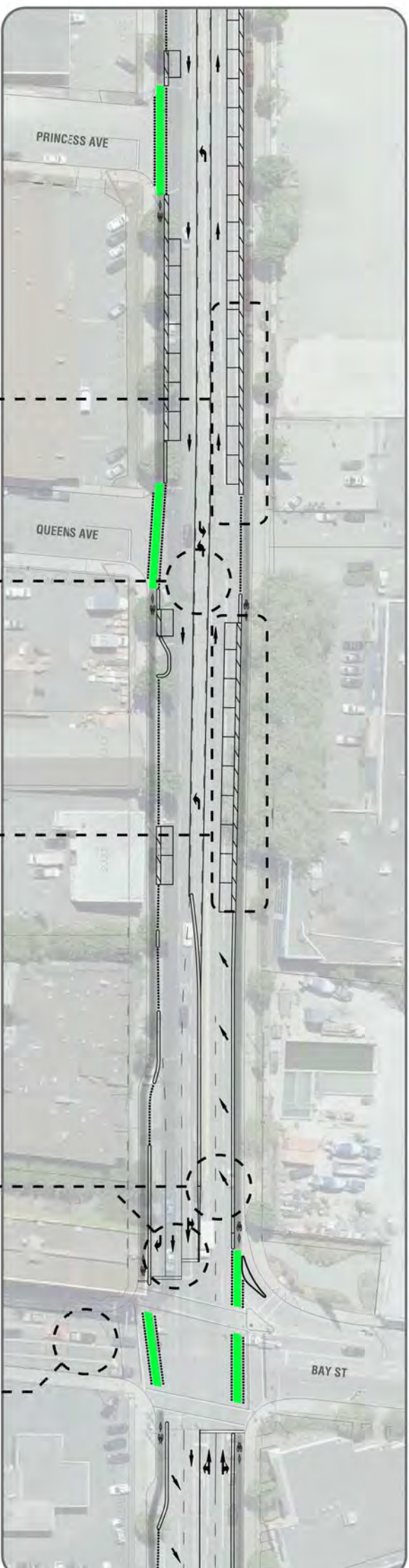


TELL US WHAT YOU THINK
What do you like about this concept?

How could this design be improved?

GOVERNMENT ST. NORTH | Segment B (Princess Ave to Gorge Rd)

Government Street | Princess Avenue to Bay Street - preliminary design concept for complete street enhancements



Opportunity for additional on-street parking

Explore feasibility and level of public interest in a pedestrian crossing

Opportunity for additional on-street parking

Accommodate existing and future traffic volumes along Government Street

Explore interim cycling connection on Bay Street to Kings Road AAA cycling facilities

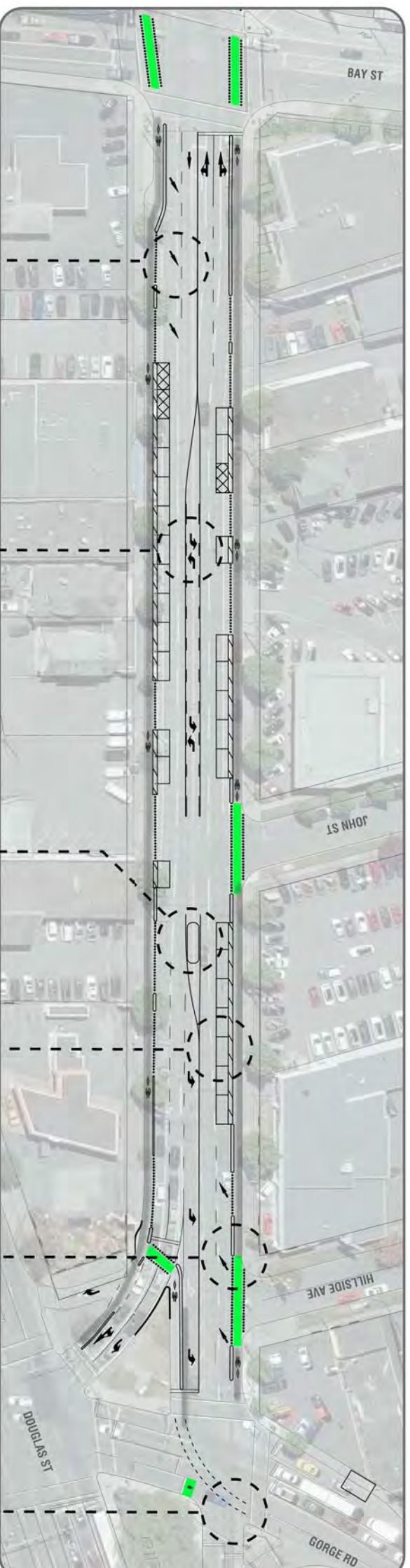
SECTION LOCATION



TELL US WHAT YOU THINK
What do you like about this concept?

How could this design be improved?

Government Street | Bay Street to Gorge Road - preliminary design concept for complete street enhancements



Accommodate existing traffic volumes and vehicle level of service along Government Street

Provide a dedicated dual left turn lane to improve road user safety and enhance access to businesses and side streets

Explore feasibility for pedestrian crossing improvements

Opportunity for additional on-street parking on west side of Government Street

Accommodate existing traffic volumes and vehicle level of service along Government Street

Future connection to AAA bike lane planned for Gorge Road (2022)

SECTION LOCATION



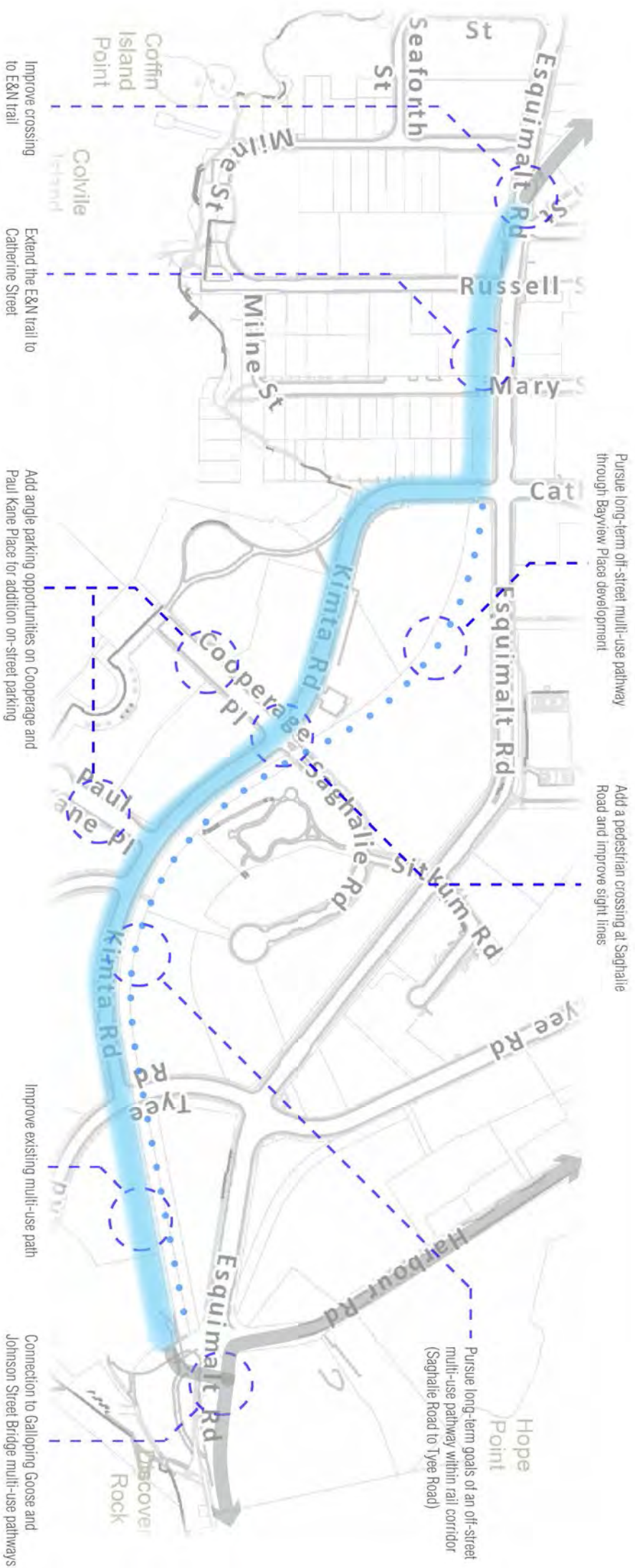
TELL US WHAT YOU THINK
What do you like about this concept?

How could this design be improved?

PRELIMINARY DESIGN CONCEPTS

KIMTA ROAD | AAA CONNECTION TO E&N MULTI-USE PATHWAY

Corridor Overview & Design Considerations | Robert Street to Johnson Street Bridge



All Ages and Abilities Network Connections:

What We've Heard So Far:

Design Considerations:

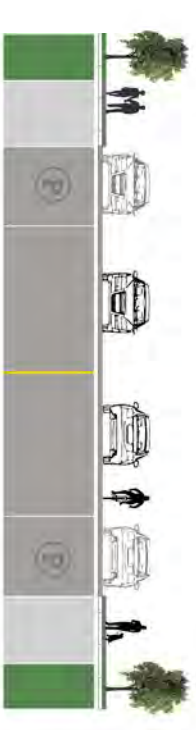
Early engagement activities including an on-line survey, corridor tours and neighbourhood meetings have informed the design concepts proposed for this corridor. Key findings include the following:

- Support for two-way protected bike lanes (70%)
- Other design suggestions included advisory bike lanes
- Support for long-term pursuit of rail corridor for walking & cycling
- Interest in retaining on-street parking
- Interest in improving existing multi-use pathway east of Tyee Road
- Interest in road crossing safety improvements at Tyee Road and Catherine Street



* Ongoing engagement will continue to inform the design concept which will be shared with Council for consideration in early 2020.

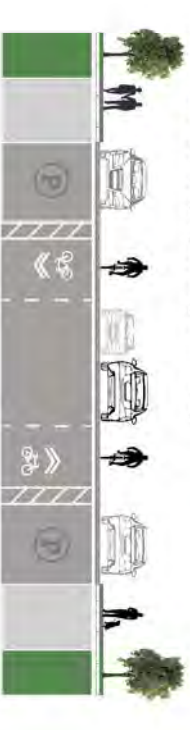
Existing Conditions



Proposed Conditions (two-way protected bike lane - northside)



Alternate Concept (advisory bike lanes)



The Kimta corridor is a collector road from Catherine Street to Tyee Road with traffic volumes ranging 1800 - 2000 vehicles per day and average vehicle speeds of 40-45 km/hr.

A two-way protected bike lane on the north side of Kimta Road is being proposed as an interim AAA facility with a long-term plan to provide an off-street pathway on the rail corridor.

An alternate AAA design includes advisory bike lanes, which could be suitable given the low traffic volumes but would require speed reduction measures to encourage vehicle speeds of less than 30 km/hr.

For more information:
victoria.ca/cycling



PRELIMINARY DESIGN CONCEPTS: TWO-WAY PROTECTED BIKE LANES CONCEPT KIMTA ROAD | Segment A (Robert Street to Saghalie Road)

E&N Multi-use Extension | Robert Street to Catherine Street - preliminary design concept for E&N multi-use trail extension



Improve road crossing for cyclists and connection to E&N Regional Trail

Provide a multi-use crossing on Russel Street and Mary Street

Separate cyclists and pedestrians where feasible

Connect to cycling facilities on Kimta Road and plan for long-term connection through Bayview Place development

SECTION LOCATION



TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

Kimta Road | Catherine Street to Saghalie Road - preliminary design concept for advisory bike lanes



Connect to planned extension of E&N multi-use trail

Retain on-street parking on both sides of the street where feasible

Opportunity for pedestrian crossing and curb bulbouts to improve sight lines

Opportunity for additional parking with angle parking on Cooperage Place

SECTION LOCATION



TELL US WHAT YOU THINK

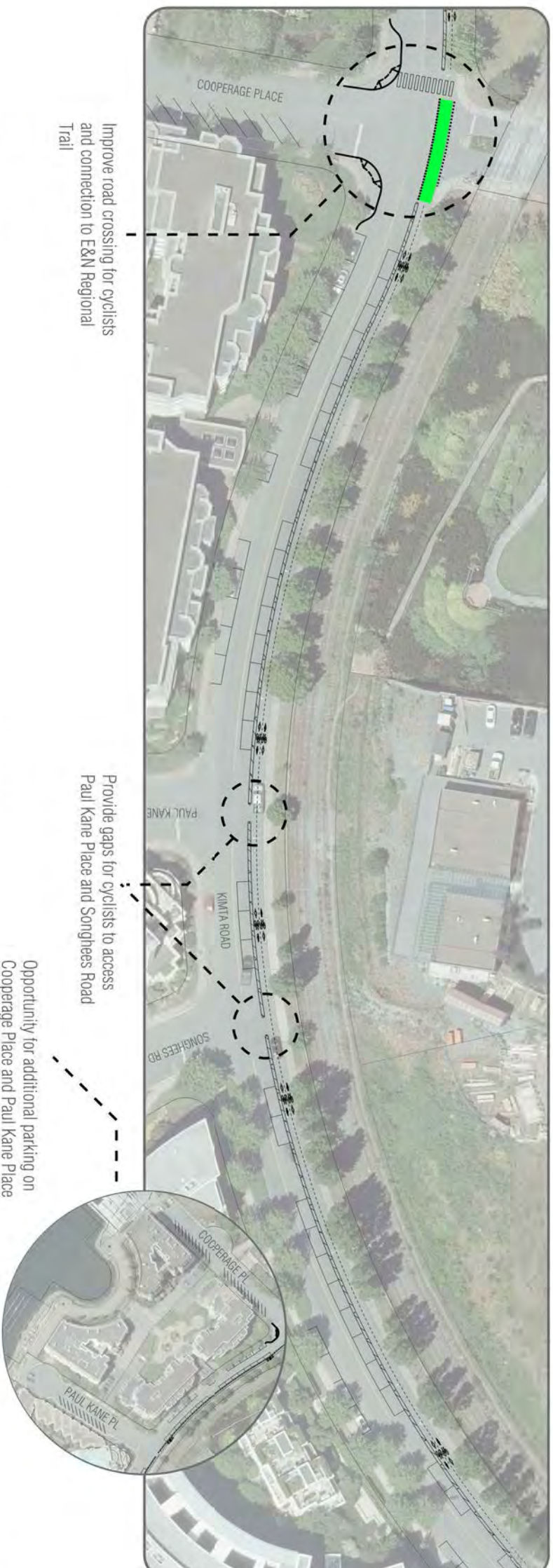
What do you like about this concept?

How could this design be improved?

PRELIMINARY DESIGN CONCEPTS: TWO-WAY PROTECTED BIKE LANES CONCEPT

KIMTA ROAD | Segment B (Saghalie Road to Johnson Street Bridge)

Kimta Road | Saghalie Road to Tye Road - preliminary design concept for two-way protected bike lanes



Kimta Road | Tye Road to Harbour Road - preliminary design concept for two-way protected bike lanes



SECTION LOCATION



TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

SECTION LOCATION



TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

PRELIMINARY DESIGN CONCEPTS: ADVISORY BIKE LANES CONCEPT

KIMTA ROAD | Segment A (Robert Street to Saghalie Road)

E&N Multi-use Extension | Robert Street to Catherine Street - preliminary design concept for E&N multi-use trail extension



Improve road crossing for cyclists and connection to E&N Regional Trail

Provide a multi-use crossing on Russel Street and Mary Street

Separate cyclists and pedestrians where feasible

Connect to cycling facilities on Kimta Road and plan for long-term connection through Bayview Place development

SECTION LOCATION

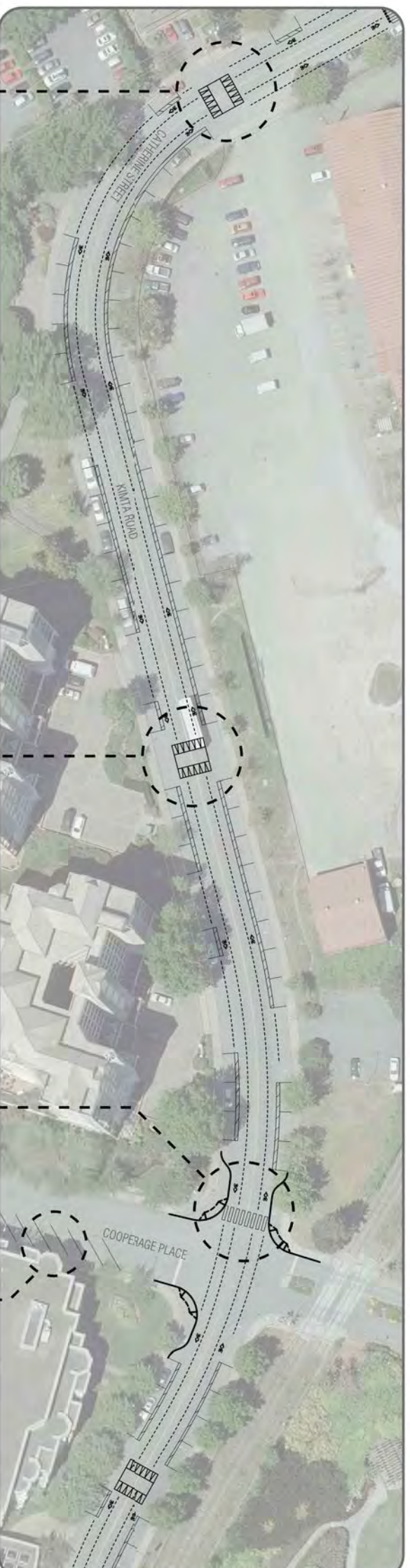


TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

Kimta Road | Catherine Street to Saghalie Road - preliminary design concept for advisory bike lanes



Reduce vehicle speeds with speed humps in select locations

Reduce vehicle speeds with speed humps in select locations

Opportunity for pedestrian crossing and curb bulbouts to improve sight lines

Opportunity for additional parking with angle parking on Cooperage Place

SECTION LOCATION



TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

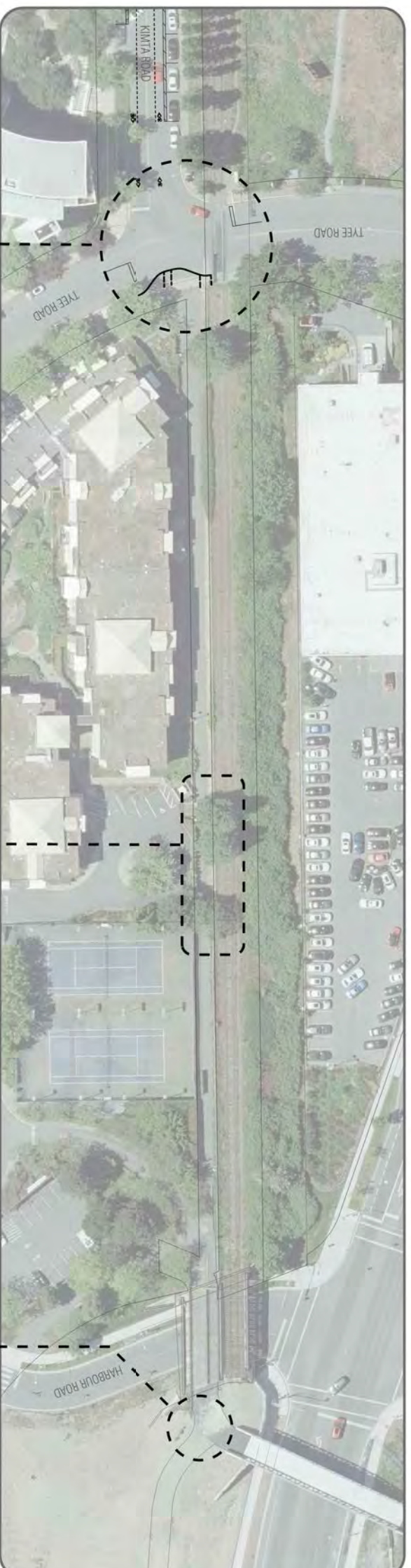
PRELIMINARY DESIGN CONCEPTS: ADVISORY BIKE LANES CONCEPT

KIMTA ROAD | Segment B (Saghalie Road to Johnson Street Bridge)

Kimta Road | Saghalie Road to Tye Road - preliminary design concept for advisory bike lanes



Kimta Road | Tye Road to Harbour Road - preliminary design concept for advisory bike lanes



SECTION LOCATION



TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

SECTION LOCATION



TELL US WHAT YOU THINK

What do you like about this concept?

How could this design be improved?

I am writing to express my strong disapproval of the proposed changes to traffic patterns in my Oaklands neighbourhood. I live on Asquith St near Ryan and already see cars speeding on Ryan in both directions, cutting through the neighbourhood and onto our quiet little street. There are many young families on Asquith and the children play out front on the sidewalks and yards and your changes will increase the traffic on this street as well as Ryan. I have lived here for 33 years and walk my dog several times a day throughout the neighbourhood so I am very familiar with the traffic patterns over the course of a day.

If your goal to reduce traffic volumes substantially on Haultain is successful, where do you think that traffic is going to go? When all the roads bordering Shelbourne were blocked, the cars etc went to Bay St and it is now a very busy road. Do you want the surplus traffic to go on Ryan, a street that passes 2 schools, one with after school care and a playing field and a major neighbourhood playground? Cars already speed down Ryan and are not slowed down by the gentle speed bumps. The after school care organizations and the schools use the paths and sidewalks on both sides on Ryan for long lines of kids and cross that street.

My small neighbourhood is bordered on all sides by very busy roads – Cook St, Bay St, Shelbourne St and Hillside Ave. Instead of addressing existing safety issues in this neighbourhood, you are proposing to fix what isn't broken. The four way stop at Fernwood and Haultain works perfectly both for pedestrians and vehicles. I have never had a problem there but I sure will if you install a traffic circle/diverter that restricts my ability to turn left off of Haultain and onto Fernwood Rd nor are traffic circles pedestrian friendly. Fernwood is an arterial road that allows safe access from my part of Oaklands to Fernwood, businesses on Cook St and downtown. Haultain is a shared use road that is working fine. There are vehicles parked on both sides of the road so you have to pull over to let other vehicles through, including buses and traffic moves slowly because of this and so cyclists are accommodated as well.

A goal on your plan is to reduce cut through traffic on Cedar Hill Rd. Cedar Hill Rd merges with Fernwood up near the intersection of Ryan. Traffic turns off Hillside or comes through on Cedar Hill and if it is diverted from Fernwood/Cedarhill then the only place to go will be down Ryan and chances are turn at Asquith and belt along a street that is unaccustomed to great volumes of traffic and has no traffic calming measures in its 3 blocks length from Ryan to Bay. There is a traffic circle on Belmont and you are now proposing to put one in at Haultain and Avebury. Traffic is like water and it will find a way to get around and so in implementing these unnecessary modifications of the local roadways, you will be creating different and maybe more hazardous situations.

The intersection of Ryan and Cedar Hill is dangerous as there is a tall hedge that completely blocks the visibility of oncoming traffic when turning off Ryan. The roads meet at an angle and this exacerbates the situation. I did talk to the Traffic dept about this problem and they said there was nothing they could do, as the hedge height was not contravening any bylaws. Most vehicles coming up and approaching Hillside on

Fernwood/Cedarhill Rd are probably unaware of the visibility issue at Ryan. If you can't fix a simple safety issue like this why are you doing all the rest of these changes!

There isn't a clear understanding in this plan of how the residents use the local roads. Take Kings Rd for example. A well used pedestrian walkway with no sidewalks and very little traffic. Stand at the top sometime and look down and you will see dog walkers, mums and kids and strollers and pedestrian commuters using it safely all the way along. Add the diverted traffic, build sidewalks, take down the large trees to make way for the traffic improvements and the quality of life in the neighbourhood is diminished.

On the traffic display at Oaklands Community Center, there was poster showing the priorities for traffic in Victoria with pedestrians at the top and cars at the bottom. I am both a pedestrian and a car driver and I find it ridiculous for the traffic department to say that the safe movement of cars is their lowest priority. I walk to as many places as I can in my neighbourhood but there are times when I must drive and I would like to be able to do this safely. As I said, busy streets border my neighbourhood and all vehicles must be able to come and go safely, this is the priority. The city has decided to place a concrete barrier on Haultain and Fernwood in the middle of my neighbourhood effectively dividing it. The proposed traffic changes will create hazardous situations for pedestrians, increased traffic on side streets and make it unsafe for residents leaving the neighbourhood.

██████████

January 7, 2020

From: Sir James Douglas (SJD) Elementary School Active Transportation Committee

To: City of Victoria Mayor and Council

The SJD Active Transportation Committee encourages students and families to use active travel when commuting to and from school. As the City considers options to expand the bike network, we wish to express support for all-ages-and-abilities cycling infrastructure on Richardson Street. This may include a Neighbourhood Bikeway, as is recommended by the Fairfield Gonzales Cycling Task Force (FGCTF). We are also supportive of improved pedestrian infrastructure on Richardson Street and throughout the Fairfield and Gonzales neighbourhoods.

Consistent with the recommendation of the FGCTF, we are supportive of cycling infrastructure designs that are:

- AAA and safe;
- Familiar and proven; and
- Suited to residential neighbourhoods

To ensure successful implementation of cycling infrastructure, such as a Neighbourhood Bikeway, we recommend that the City undertake the following along the entire length of Richardson Street:

1. Reduce the vehicle speed limit to 30 km per hour;
2. Reduce traffic volumes to <1000 vehicles per day; and
3. Monitor vehicle speeds and traffic volumes and make adjustments/increase enforcement as necessary.

Our committee also supports pedestrian improvements on Fairfield Road and, in particular, improvements around intersections that will enhance safety for kids travelling to and from school.

In 2019 SJD piloted a School Street on Thurlow Road between Moss Street and the staff parking lot (just before Durban Street). The road was closed to traffic around peak drop-off and pick-up times, and we experienced first-hand the positive impacts of traffic calming measures to redirect vehicles, reduce congestion, and create safe routes for kids to walk and cycle to school.

Making Richardson Street a safe and inviting neighbourhood connector will support students commuting to and from SJD, as well as other area schools including Margaret Jenkins Elementary, and Central and Monterey Middle Schools. Furthermore, the City's efforts to build supportive infrastructure for all ages and abilities is consistent with our committee's efforts to encourage a new generation of active urban commuters.

We appreciate the City's commitment to active transportation. Thank you for the opportunity to provide feedback.

Sincerely,

Sir James Douglas Elementary School Active Transportation Committee:

