

**Engagement Summary Report  
2021 Bicycle Network Projects**

**Fernwood Connector, Oaklands Connector, Fort  
Street Central, and Jubilee Route Options**

## **Executive Summary**

City staff conducted public engagement activities to inform the design of next phase of All Ages and Abilities Cycling Network including the Oaklands Connector, Fernwood Connector, Fort Street Central, and Jubilee route options.

Online public consultation activities took place in two phases from August 15 to November 30, 2020. More than 780 online surveys and 2,300 comments were collected which included feedback, comments, ideas, and suggestions on preliminary designs. This feedback provided key insights into public preferences on road safety improvement priorities. All feedback received was considered by staff and helped guide the recommended designs for each corridor presented to Council for consideration.

## **Introduction**

Engagement on the 2021 Cycling Network projects sought insights and feedback from the residents, businesses, commuters, and stakeholder groups on proposed design concepts to ensure proposed designs best meet the needs of the community while balancing road safety objectives. City staff conducted a suite of engagement activities through which comments, suggestions, and insights were collected. All public feedback received was considered, together with other technical inputs, in the preparation of recommended designs for Council's consideration. The engagement strategy, activity summary, and findings are shared in this engagement summary.

## **Engagement Strategy**

In February 2019, Council directed staff to streamline the engagement process for the remainder of the cycling network design and implementation to maintain project pace and increase the probability of completing the network by the end of 2022.

The COVID-19 pandemic necessitated a shift in the traditional public consultation approach for this phase of engagement. Though no feedback could be collected in person, new online tools and virtual events were deployed to encourage participation and keep the projects moving forward. Public consultation was conducted in two phases over more than three months (August 15 to November 30, 2020). City staff sought input on preliminary concepts and full-length corridor designs for each project through a variety of online tools and activities.

This engagement approach provided opportunities for public input at different stages of design detail. Responses to an online survey on preliminary design concepts informed the preparation of full-length corridor designs which were presented for public comment in the second phase of public consultation. During the second phase, an online survey, feedback mapping tool, online Q&A forum, and virtual stakeholder and community meetings provided the opportunity for public comment on the proposed full-length designs.

All public feedback that was submitted online, via email, at virtual meetings, over the phone, and by mail was recorded, compiled, and considered by staff to determine what design modifications could best address the needs and desires of the community while improving safety for all users. This approach aligns with the City's Engagement Framework allowing staff to consult the public

on how staff approach delivering on Council direction to build a AAA Cycling Network connecting all neighbourhoods in Victoria.

## **Engagement Activities**

The engagement process included public and targeted stakeholder consultation activities. The public engagement period opened August 15 and ended November 30, 2020. City staff shared a range of online tools and hosted or attended virtual consultation events which are outlined below.

Public activities:

- Online survey
- Online mapping tool
- Q&A forum
- Community meetings with Neighbourhood Associations (virtual)
- Stakeholder meetings (virtual)
- Design drawings posted online providing the opportunity to provide feedback via email

City staff also conducted consultation with targeted stakeholders and agency partners during and after the public consultation period.

Targeted consultation:

- Design review sessions with BC Transit, ICBC, Victoria Fire, and BC Emergency Health Services
- Stakeholder meetings with business and advocacy groups
- Consultation with the Districts of Saanich and Oak Bay

Copies of all survey and route map tool responses, emails received, and a table summarizing feedback recorded from virtual engagement events are included as Appendices in this summary report (Appendix 2 - 4).

## **Notice of Opportunity to Participate**

Opportunities for public participation were directly promoted through:

- City of Victoria website: [victoria.ca/aaa-cycling-network](https://victoria.ca/aaa-cycling-network)
- 'Have Your Say' engagement platform: [engage.victoria.ca](https://engage.victoria.ca)
- City E-News: September, October, and November editions
- Direct emails to the active transportation distribution list
- Notification letter mailed to all addresses along all six corridors
- Social media advertisements
- Advertisements in print media (Victoria News, Oak Bay News and Times Colonist)
- Notices shared with schools and PACs, neighbourhood associations, community centres, the Intercultural Association, and several other stakeholder groups to share with their members

- Media release promoting the opportunity for public input

Examples of promotional and advertising materials are included as appendices to this engagement summary report (Appendix 1).

### Engagement Activity Summary – all corridors

	Activity	Date	No. of participants
1	Meeting with North Jubilee Neighbourhood Association (NA)	Nov. 19	16
2	Meeting with South Jubilee NA	Nov. 21	8
3	Meeting with Oaklands NA	Nov. 24	12
4	Meeting with Fairfield-Gonzales NA	Nov. 25	7
5	Meeting with Fernwood NA	Dec. 3	10
6	Meeting with Jubilee business stakeholders group	Jan. 7	15
24	Public online surveys	Aug 15 – Nov 30	823*
25	Feedback via email, mail, and phone	Aug 15 – Jan 7	24

*\*unique participants, for total number of surveys completed for all corridors, see stats, below.*

#### 'Have Your Say' platform stats – September 16 – November 30, 2020

**6,400** visits to the project page

**2,700** informed visitors

**653** new participant registrations

**1,198** surveys completed (all corridors)\*

**2,100** downloads of the Corridor Design PDFs

**292** pins to the route map tool

**14** Publicly answered questions in the Q&A forum

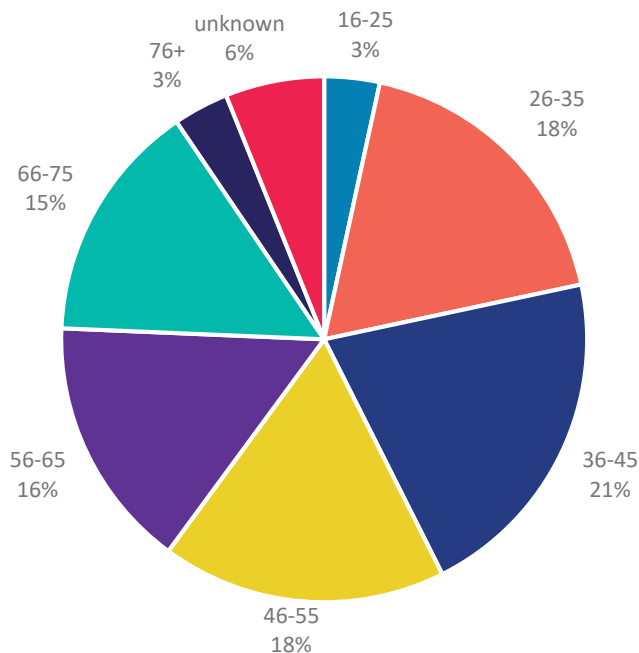


*\*Includes 423 surveys completed by 423 unique participants during the 1<sup>st</sup> phase for Jubilee route options, before 'Have Your Say' platform was launched (Aug 15-Sept 16, 2020)*

Demographics

Once the new engagement platform launched in September, we were able to track some basic demographics of our respondents.

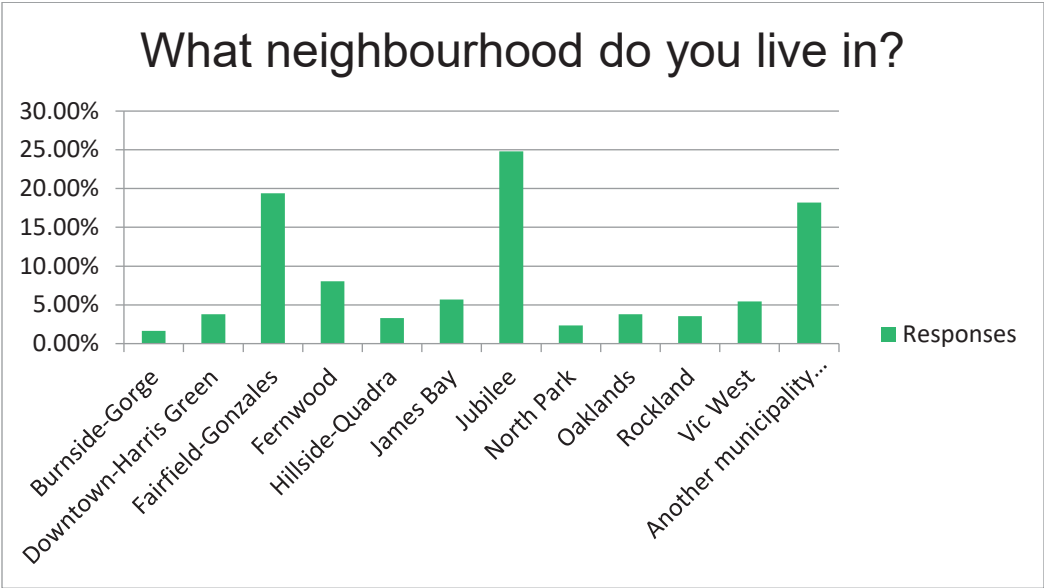
Respondent Age\*



*\*no age demographic data was collected through Survey Monkey results from the preliminary engagement on the Jubilee route options, before the City’s new engagement platform was launched (423 respondents).*

Respondent neighbourhood/municipality of residence

Respondents neighbourhood of residence from first phase of Jubilee engagement, on Survey Monkey platform.



Using postal code data collected, we also created an interactive map which allowed us to see response locations for each individual survey or map tool.

<https://vicmap.maps.arcgis.com/apps/View/index.html?appid=680b69ed2eb84505a4d6deded12626c4>

## Engagement Findings

More than 2,700 comments, suggestions, and ideas were submitted by residents, businesses, commuters, and stakeholders through virtual consultation tools and activities. Findings from those inputs were categorized and key insights are summarized for each of the corridors. Many specific suggestions and ideas were submitted through the consultation process. Staff took the time to review all feedback and assessed if and how it could be integrated into the design.

The survey was intentional in not seeking responses on whether or not road safety improvements should be made or if the City should be building a safer cycling network at all. Rather, the engagement process focused on collecting insights on how the designs can best meet the needs of the community while balancing road safety objectives.

There were some people who were not in favour of any changes or pedestrian and cyclist road safety improvements along some or all the corridors.

## Oaklands Connector

**Survey responses (both phases): 166 respondents**

**Phase 1 total comments/suggestions: 204**

**Phase 2 total comments/suggestions: 125**

Phase 1:

- 83% of respondents support investments in pedestrian and cyclist infrastructure along this corridor.

Phase 2:

- 90% of respondents support road safety improvements for pedestrians and cyclists, in general.
- 85% of respondents support road safety improvements along the Oaklands Connector corridor (Doncaster, Pearl, Shakespeare, and the existing multi-use path).
- 79% of respondents support the corridor designs, as presented in the full-length concepts.

Key findings from public consultation:

- Support for road safety improvements and shared-use neighbourhood bikeway design.
- Support for intersection improvements at Myrtle Street and Ryan Street.
- Desire for crossing enhancements at Hillside Avenue and future bike lane upgrades on Doncaster Drive.
- Comments about increased use of the existing multi-use pathway in Oaklands Park.
- Comments about broader improvements (widening and lighting) on the two existing multi-use pathways.
- Desire for road repaving on Doncaster and Pearl.

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	Consider alternate route alignment on Shelbourne Street	The Shelbourne route is part of a longer-term AAA network.
Corridor	Consider removing parking from one side to make more space for cars and bikes.	On-street parking supports traffic calming and slower vehicle speeds by narrowing the road and creating a yield condition for oncoming road users.
Doncaster Green	Consider widening existing multi-use path between Myrtle St and Hillside Rd	Limited by property boundaries; consider future plans for Bowker Creek as a part of Blue Print
Myrtle Street	Consider adding speed humps on Myrtle	Low traffic volumes and speeds do not warrant additional speed humps. Crossing enhancements (raised intersection) are being considered through detailed design which would provide additional traffic calming.
Ryan Street	Consider adding speed humps near crossing into park	Ryan Street is already traffic-calmed (speed humps) and new curb extensions at the crossing are proposed to further improve safety at this crossing.

**Fernwood Connector**

**Survey responses (both phases): 164 respondents**

**Phase 1 total comments/suggestions: 245**

**Phase 2 total comments/suggestions: 132**

Phase 1:

- 88% of respondents support investments in pedestrian and cyclist infrastructure along this corridor.

Phase 2:

- 94% of respondents support road safety improvements for pedestrians and cyclists, in general.
- 82% of respondents support road safety improvements along the Fernwood Connector corridor (Avebury, Oregon, and Stanley Avenues).
- 74% of respondents support the corridor designs, as presented in the full-length concepts.

Key findings from public consultation:

- Support for road safety improvements and shared-use bikeway design.
- Strong support for road crossing improvements at Bay Street.
- Support for intersection improvements at Gladstone Street and Walnut Street.

- Desire for enhanced wayfinding to Fernwood Village.
- Desire for a future AAA connection at Begbie Street / Pandora Avenue.

Suggestions/ideas that were not implemented:

Location	Description	Rationale for not including in recommended design
Corridor	<p>Consider alternate alignment</p> <ul style="list-style-type: none"> <li>- to avoid grade on Oregon St</li> <li>- be a more direct route downtown</li> <li>- to continue directly from Oaklands connector route (Shakespeare)</li> </ul>	<p>The planned connection off Haultain St bikeway (Cedar Hill to Princess) will provide a connection with less grade that is a more direct route downtown.</p> <p>For those not coming from the north and travelling downtown, there is no avoiding the topography in the area.</p> <p>During the network planning process, Shakespeare was not pursued as the Fernwood connector as it is further from destinations in Fernwood village. The Stanley route is only one block from VicHigh, shops, restaurants, and services in Fernwood village.</p>
Corridor	Consider alternate alignment on Fernwood Road	<p>Not enough available space to provide protected bike lanes - not even painted bike lanes in narrower sections of the road, even if all on-street parking was removed.</p> <p>Reducing traffic volumes and speeds isn't feasible along this corridor as it is a collector road serving commercial traffic and transit service.</p>
Corridor	Consider adding stop signs to all intersecting streets	Stop conditions are installed on streets with lower classification and/or vehicle volumes as a safer option.
Pembroke @ Stanley / Oregon	Consider adding stop signs at both intersections for traffic travelling on Pembroke	Pembroke has existing speed humps. New paint near intersections will support parking distanced from corners to improve visibility.



**Survey responses (both phases): 182 respondents**

**Phase 1 total comments/suggestions: 274**

**Phase 2 total comments/suggestions: 170**

**Phase 1:**

- 81% of respondents support investments in pedestrian and cyclist infrastructure along this corridor.


**Phase 2:**

- 72% of respondents support road safety improvements for pedestrians and cyclists, in general.
- 62% of respondents support road safety improvements along the Fort Street Central corridor.
- 62% of respondents support the corridor designs, as presented in the full-length concepts.

**Key findings from public and agency consultation:**

- Support for road safety improvements and protected bike lane treatments.
- Comments about on-street parking loss.
- Comments about south-bound vehicle restrictions on Fernwood Road and vehicle access to Ormond Street.
- Support for maintaining tour bus loading zone.
- Comments on visibility for vehicles exiting driveways on north side of road.
- Comments about curbside bus stops.
- Desire for landscaping, place-making features and wayfinding to popular destinations.

**Suggestions/ideas that were not implemented:**

Location	Description	Rationale for not including in recommended design
Corridor	Consider floating bus stops rather than bus/bike mixing zones	Lack of available road width.
Corridor	Consider keeping 2-way the whole way rather than transitioning	One-way lanes are preferred when there is available road space. Keeping a 2-way design would require several complex transitions and turning restrictions where Fort Street transitions back to two-way vehicle traffic.
Fort @ Stadacona Plaza	Consider adding a sidewalk 	This would be a substantial cost to the project as there is limited space and would result in tree loss. There is an existing sidewalk on the frontage of the Stadacona Centre. A new sidewalk configuration could be pursued as a part of corridor redevelopment.

Fort @ Stadacona Plaza	Consider adding bike parking near destinations at this shopping area	Potential locations for bike parking near destinations in this plaza are on private property.
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## Jubilee Route Options

**Survey responses (both phases): 686 respondents**

**Phase 1 total comments/suggestions: 1,009**

**Phase 2 total comments/suggestions: 554**

Phase 1:

- 80% of respondents support investments in pedestrian and cyclist infrastructure along one of the corridors.

**Phase 1:**

**Fort Street 1<sup>st</sup> choice: 54%**

Fort Street 1<sup>st</sup> or 2<sup>nd</sup> choice: 44%

**Oak Bay Ave 1<sup>st</sup> choice: 30%**

Oak Bay Ave 1<sup>st</sup> or 2<sup>nd</sup> choice: 32%

**Fort-Leighton 1<sup>st</sup> choice: 16%**

Fort-Leighton 1<sup>st</sup> or 2<sup>nd</sup> choice: 24%

**Phase 2:**

**Fort Street 1<sup>st</sup> choice: 39%**

Fort Street 1<sup>st</sup> or 2<sup>nd</sup> choice: 39%

**Oak Bay Ave 1<sup>st</sup> choice: 33%**

Oak Bay Ave 1<sup>st</sup> or 2<sup>nd</sup> choice: 38%

**Fort-Leighton 1<sup>st</sup> choice: 28%**

Fort-Leighton 1<sup>st</sup> or 2<sup>nd</sup> choice: 23%

### Key findings For Street East:

- Support for road safety improvements and one-way protected bike lanes.
- Interest in pedestrian safety improvements at Oak Bay Junction and Richmond Road.
- Strong support for new pedestrian crossing at Chestnut Street.
- Interest in transit shelter upgrades.
- Desire for landscaping and place-making features.
- Comments about curbside bus stops, compared to floating bus stops.
- Desire for AAA transition to existing cycling infrastructure on Foul Bay Road.

### Key findings Oak Bay Avenue:

- Support for protected bike lane design, greatest safety improvement
- Strong support for access to destinations along the corridor
- Strong support for pedestrian crossing improvements
- Concern about loss of on-street parking in Village Commercial area
- Concern about impact to parking on residential streets
- Concern about number of offset intersections/potential conflict zones
- Concern about cyclist safety/visibility when buffered by on-street parking
- Concern about network connectivity – no plans East of Foul Bay Road (Oak Bay border)

#### Key findings Fort-Leighton corridor:

- Support for proposed shared-use neighbourhood bikeway design including
  - Traffic calming measures: lower speed limit, speed humps
  - Low impact / light touch / low-cost approach
- Support for protected bike lane design on Fort Street
- Support for route that is off major streets
- Support for and concern about proposed traffic diversion at Richmond Road
- Support for intersection safety enhancements at Richmond Road regardless of chosen route
- Concern about inconvenience of proposed transition to Fort for westbound cyclists (required back-tracking)
- Concern about network connections at eastern extent (Foul Bay Road)
- Concern about lack of destinations along the corridor

#### **Additional Feedback: All corridors**

In addition to the corridor-specific feedback received, there were several comments, emails, and questions raised to related topics. The themes are identified below and content is included within this appendix.

- Continued focus on education and enforcement of all road users
- Concern that cycling infrastructure benefits few and ignores the needs of people who do not ride bicycles
- Desire for secure bike parking

#### **Conclusion**

COVID-19 pandemic necessitated a shift in the traditional public consultation approach for this phase of engagement. Though no feedback could be collected in person, new online tools and virtual events were deployed to encourage participation and keep the projects moving forward.

Consultation was conducted in two phases and garnered meaningful participation from the public. City staff received thousands of suggestions, ideas, and comments about proposed designs and potential routes. Input from residents, businesses, commuters, and various stakeholders provided valuable insights into priorities around road safety improvements and route preference in the Jubilee neighbourhood.

Staff reviewed and considered all feedback received. Wherever feasible and appropriate staff implemented changes, based on public feedback, to address concerns and suggested

improvements while developing recommended designs that improve road safety and comfort for all users.

## **APPENDIX 2-A: PHASE 1 SURVEY REPORTS**

# Oaklands Connector

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## **SURVEY RESPONSE REPORT**

16 September 2020 - 10 October 2020

### **PROJECT NAME:**

All Ages and Abilities Cycling Network

# SURVEY QUESTIONS

**Q1** Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?

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Screen Name Redacted 9/21/2020 05:22 PM	testing
Screen Name Redacted 9/21/2020 06:03 PM	Just make sure it's easy to cross intersections
Screen Name Redacted 9/21/2020 07:58 PM	No
Screen Name Redacted 9/21/2020 08:32 PM	crossings at Ryan and Myrtle are unsafe, it is hard to see oncoming cars with all the parked cars in the way, both crossings need crosswalks. The path in Oaklands park is too narrow for bikes and pedestrians and is too dark at night with zer park lighting. Cars driving too quickly on Shakespeare north of Oaklands park, into the parking lot for Oaklands park and on Pearl, more speed humps and stop signs are needed. Pearl needs a sidewalk. The bollard on the path for Oaklands park and Kings needs to be replaced with a narrower one and sidewalks need to be installed on Kings.
Screen Name Redacted 9/21/2020 09:35 PM	The roads themselves are not in great shape along some of the route
Screen Name Redacted 9/21/2020 11:40 PM	NO
Screen Name Redacted 9/21/2020 11:55 PM	Crossing the parking lot in oaklands park between the fields and the tennis courts. The visibility is poor between path users and cars.
Screen Name Redacted 9/22/2020 12:20 PM	No
Screen Name Redacted 9/22/2020 07:42 PM	Not really. It's not entirely clear to me what you were doing to make this more cycle friendly, or whether it already is basically cycle friendly. In that case it's not clear to me why were focussing on this particular route. I would actually probably prefer if there were some improvements done to Fernwood Road itself given it's a much more direct straight shot route that people use all the time and is often pretty dicey with cars
Screen Name Redacted 9/22/2020 08:56 PM	NA
Screen Name Redacted 9/23/2020 04:56 AM	Unaddressed speed of drivers due to lack of physical traffic calming elements.
Screen Name Redacted 9/23/2020 10:00 AM	No

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Screen Name Redacted 9/23/2020 10:06 AM	Crossing Bay st is an annoying wait, and pretty much the only challenge along this route for my family personally.
Screen Name Redacted 9/23/2020 03:49 PM	Safety concerns as a cyclist crossing kings road and Ryan street as cross traffic has the ROW. Adding stop signs on those cross streets would help.
Screen Name Redacted 9/23/2020 03:54 PM	No.
Screen Name Redacted 9/23/2020 06:27 PM	No particular concerns, and this preliminary plan is so vague as to defy detailed attempts at feedback, frankly.
Screen Name Redacted 9/24/2020 10:58 AM	Pathway through Oaklands park needs to be widened. Connection to Hillside at Doncaster needs to be widened and improved.
Screen Name Redacted 9/24/2020 12:00 PM	As a cyclist: Hillside at Doncaster and along Hillside Mall. Where Shakespeare meets Oaklands Park is also tricky when hauling trailer/cargo bike due to the bollards placed there between the basketball court and the cul-de-sac.
Screen Name Redacted 9/24/2020 12:19 PM	Can be busy on Shakespeare and Pearl during Oaklands School drop off and pick times.
Screen Name Redacted 9/24/2020 01:21 PM	No
Screen Name Redacted 9/24/2020 04:24 PM	no
Screen Name Redacted 9/25/2020 09:54 AM	None
Screen Name Redacted 9/25/2020 11:12 AM	Main roads for commuting
Screen Name Redacted 9/25/2020 11:24 AM	Doncaster is a bit of a concern for cyclists
Screen Name Redacted 9/25/2020 11:47 AM	No
Screen Name Redacted 9/25/2020 01:33 PM	No
Screen Name Redacted 9/25/2020 01:40 PM	no

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Screen Name Redacted

9/25/2020 02:54 PM

As a 5-day a week commuter cyclist travelling between my home in Fernwood and UVic, I frequently follow the planned Oaklands Connector route on my way home. In my experience, the locations I find tricky to navigate safely include: crossing Myrtle Street (vehicles travel above the speed limit and don't expect bikes), turning right from Doncaster onto Shakespeare (same comment), and crossing Ryan street to enter Oaklands Park (misalignment between start of pathway and Shakespeare Street).

Screen Name Redacted

9/25/2020 04:09 PM

I have seen drivers anxious to dodge Shelbourne traffic cut onto Shakespeare from time to time. It may be worth some intervention to prevent or limit through traffic in this manner.

Screen Name Redacted

9/25/2020 06:37 PM

N/A

Screen Name Redacted

9/26/2020 08:08 AM

The crossing at Hillside as a cyclist, including up Doncaster up to where traffic turns into Hillside mall parking.

Screen Name Redacted

9/26/2020 09:22 AM

Hillside Ave intersection - fast moving traffic, high traffic intersection is intimidating to cross for pedestrians/cycle traffic

Screen Name Redacted

9/26/2020 12:06 PM

I would like to have a AAA route connecting Lansdown Middle School. Maybe a two-way protected bike lane on the south side of Hillside from Doncaster to Shelbourne? Also, the intersection of Hillside and Shelbourne is dangerous and I am aware of at least one accident involving a cyclist there.

Screen Name Redacted

9/26/2020 03:39 PM

Both as a cyclist and as a pedestrian: The path in Oaklands park feels quite narrow for the usage of both pedestrians and cyclists. Widening it would allow for safer travel. Perhaps replicate the design used on the path beginning at Doncaster Dr and Myrtle Ave where each mode of travel has a separate side of the path. Sections of the Galloping Goose under the Bay St bridge also use this design well. Oaklands park also feels a bit dangerous at night due to a lack of pathway lighting. Higher risk of collisions between pedestrians and cyclists. As a pedestrian: Pearl St feels dangerous as a pedestrian because the sidewalk is missing from both sides of the road. I would think this could also be an accessibility issue for people in wheelchairs. As a cyclist Some of these roads need to be resurfaced or at least remove potholes. Replace the diamond shaped bollards with standard bollards to again allow easier access for cargo bikes and trailers. That said, the bollards are excellent to prevent cars from driving on the trail or in the park.

Screen Name Redacted

9/26/2020 11:14 PM

Crossing Ryan road to Oaklands park can be tricky to navigate during peak hours

Screen Name Redacted

9/27/2020 09:07 AM

30 km is too slow

Screen Name Redacted 9/27/2020 10:17 AM	No.
Screen Name Redacted 9/27/2020 10:40 AM	None
Screen Name Redacted 9/27/2020 11:07 PM	End of path onto hillside poor mixing zone end of path onto Pearl Proximity of Path through Oaklands park to playground Lack of clarity to right of way crossing kings
Screen Name Redacted 9/28/2020 06:58 AM	No
Screen Name Redacted 9/28/2020 02:05 PM	paint some sharrows it will fix everything
Screen Name Redacted 9/28/2020 02:38 PM	Crossing bay can feel dangerous as a pedestrian and cyclist
Screen Name Redacted 9/28/2020 04:59 PM	None
Screen Name Redacted 9/28/2020 05:36 PM	As a motorist, all of the corridor is a concern
Screen Name Redacted 9/28/2020 08:03 PM	As a pedestrian, and cyclist, I find vehicles travel too fast through this neighbourhood (specifically down Pearl as they attempt to bypass the speed bumps around Oaklands Elementary.
Screen Name Redacted 9/28/2020 08:16 PM	Crossing Haultain
Screen Name Redacted 9/28/2020 09:05 PM	I'm at 1560 Oakland, which is off of Doncaster on the other side of Hillside Ave. Love this connection route, and the plan to slow down the route and connect this area to the larger network. It's a neighbourhood that's full of families -- and if a missing middle strategy is successfully developed and properly rolled out, it could stay this way. The slower road and safer route will encourage kids to cycle again around the neighbourhood -- and provide more opportunities for people who work downtown to cycle to and from work from my neighbourhood. I would encourage you as you look at continuing to expand the network to also look at the section of Doncaster road on the other side of Hillside fairly quickly as this route is built. I use my bike as my primary mode of transportation -- and will ride pretty much anywhere -- but I am very concerned about my kids riding their bikes in this neighbourhood and even on Oakland Ave to get to the proposed new connection, as people are comfortable going high rates of speed. I encourage the city to expand this

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	route past Hillside mall and look at ways to slow down Doncaster road between Hillside and North Dairy as the road is very straight and its design encourages cars to travel very quickly along this route.
Screen Name Redacted 9/29/2020 09:56 AM	As a motorist turning onto Haultain from Shakespeare, it's VERY difficult to see around the cars parked on Haultain. It's hard to tell if a bike or car is coming from either direction on Haultain.
Screen Name Redacted 9/29/2020 03:47 PM	When I am riding with traffic that is always a concern. If the cars are going slow that might make me feel safer.
Screen Name Redacted 9/29/2020 09:26 PM	No
Screen Name Redacted 9/30/2020 06:31 PM	No
Screen Name Redacted 9/30/2020 07:09 PM	No
Screen Name Redacted 10/01/2020 05:07 PM	No, I haven't ever felt uncomfortable on these streets. If we really want to connect Oaklands, we should look at Bay street or Hillside
Screen Name Redacted 10/01/2020 05:20 PM	No.
Screen Name Redacted 10/01/2020 05:37 PM	As a pedestrian I am very concerned about the number of cyclists who ride on the sidewalk ignoring the bike lanes. This is dangerous to pedestrians and cyclists who do it seem to have absolute impunity.
Screen Name Redacted 10/01/2020 09:02 PM	No plan how to separate cyclists and pedestrians in the park and non-motorist paths.
Screen Name Redacted 10/01/2020 10:50 PM	No
Screen Name Redacted 10/02/2020 10:14 AM	<p>The corner of Doncaster and Myrtle is currently a significant safety concern. As I live on the corner, I have witnessed so many near misses between cars and cyclists that I fear a collision is imminent. Likely it will be one of the Romeos delivery cars that speed along Myrtle, which could be addressed by the City enforcing bylaws that don't permit commercial access from a residential street. The primary issue is that the intersection is uncontrolled, given that their isn't a stop sign in either direction. The cyclist travelling along Doncaster believe they have the ROW while the cars believe the same.</p> <p>Compounding the issue during the busiest times of the day is clients of the daycare, located on the NE corner, continually parking in residential parking. Further, they also park in the designated no-parking areas (highlighted in</p>

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yellow) and on the curve returns; all of which is against local bylaws. This leaves the sight lines for an intersection non-existent. Another fear is that one of the daycare kids, who run back and forth, gets hit by a car or a bike. To date, the City has turned a blind eye to this in the face of much neighborhood input. I appreciate the opportunity to express this safety concern, as a matter of record, if a collision occurs and someone is seriously injured or killed.

Screen Name Redacted

10/02/2020 04:29 PM

Crossing from Oaklands Park onto Shakespeare is dangerous - visibility towards Victor Street is usually obscured by parked cars. Shakespeare is currently a terrible street to bike and walk on between Ryan and Hillside - it is narrow, with cars always parked on both sides; even the sidewalks are too narrow for pedestrians to pass two ways because of poles. Traffic around elementary school drop off and pick up times is horrible with many drivers disrespecting signage re parking/stopping; not yielding to pedestrians or bikes; speeding in the school zones; blocking driveways, etc. Unless bikes are given absolute right of way when present it is not going to feel safe - a bike and car cannot fit side by side in most places but for sure, cars will still always try to pass a bike.

Screen Name Redacted

10/02/2020 08:24 PM

As a citizen, I am concerned that the typical cyclist fails to stop at stop signs, or heed for pedestrians. They often also fail to signal, or signal correctly. I don't feel safe getting out of my car, as I have always looked both ways, and then out of the backwards direction which I looked first! All of a sudden, there is a cyclist. Just an awareness from the cyclists that there may be pedestrians or dogs ,cats etc. It's important to me that cyclist pay attention ,and not act like they have the right of way all the time.

Screen Name Redacted

10/02/2020 08:27 PM

No, this area is fairly quiet and I have cycled it often.

Screen Name Redacted

10/03/2020 10:59 AM

Yes, 3: 1) On the corner of Shakespeare and Pearl, cars come around the corner from Shakespeare, onto Pearl very fast and without seeing pedestrians. As there are no sidewalks on Pearl, pedestrians walk on road and the corner is not calmed by a circle or any marking to be cautious of pedestrians and cyclists. This corner needs a physical traffic calmer if the trail will be along this corridor. 2) Also, kids play on the road on Pearl Street at Doncaster. Cyclists will need to be aware of neighbourhood, and yield to kids (and animals) on the road at Doncaster and Pearl. 3) Oaklands Park is a park where children play at the play structure and on field. Cyclists need to be made aware of the nature of mixed use trail and yield to younger users. I saw a woman yell at parents and children playing near the trail because she didn't want to slow down or dismount her bike to ensure the safety of playing children. Signage should make the necessity of yield to younger users very clear. This should be the same on all mixed use trails near playgrounds (same problem at Vic West, Bamfield park). Tickets should be issued to speeding cyclists through mix use trail near playgrounds. Please make bike bells mandatory, and if cyclists disregard make this a ticket-issuing offense as well.

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Screen Name Redacted 10/03/2020 11:10 AM	no
Screen Name Redacted 10/03/2020 11:50 AM	The roundabouts are great but many drivers, of both cars and bikes seem unaware of the yield to the person already in the circle. rule.
Screen Name Redacted 10/03/2020 02:18 PM	Crossing Hillside at Doncaster. There aren't signals for bikes, just for pedestrians (2 directions) and cars (1 direction). Neither signal is timed appropriately for the speed of a bike. The northbound bike crossing doesn't align, so a desire path has formed, but it get muddy and narrow and sometimes pedestrians walk on it and then you have to ride on the grass. The southbound bike crossing is... just weird? It's on a funny angle and you have to go into the crosswalk (???) in order to get onto the bike path, without any indicators (paint) that this is acceptable. It's nice that this exists, but it could use some tweaking now that it's been in place for a few years and we've had a chance to use it regularly.
Screen Name Redacted 10/03/2020 07:08 PM	I'm concerned people won't use it because it is not a main arterial like the one 2 blocks over
Screen Name Redacted 10/03/2020 09:41 PM	Oaklands Park to Shakespeare crossing at Ryan Street. Bike crossing needs to be straightened. Myrtle Ave crossing, no lines on road or other visual cues for drivers to watch for bikes.
Screen Name Redacted 10/04/2020 10:25 AM	Crossing of Kings at tennis courts, where motorists may not yield to trail traffic.
Screen Name Redacted 10/04/2020 04:08 PM	I don't currently cycle this corridor
Screen Name Redacted 10/04/2020 04:10 PM	No
Screen Name Redacted 10/04/2020 04:43 PM	No
Screen Name Redacted 10/04/2020 05:00 PM	no
Screen Name Redacted 10/05/2020 05:59 AM	in general - all along the route - parked cars pose a threat when they are pulling in/out and opening doors. The streets are narrow so when you have two cars passing each other plus a bicycle, the bicycle is usually forced to ride too close to a parked car to avoid being hit. This increases the chance of dooring. Inexperienced/young cyclists are not confident enough to take the lane; drivers become impatient and can pass unsafely and/or intimidate deliberately, people on bikes. pedestrian bulges at intersections, while good for pedestrians, are not good for cyclists because they force cyclists into the

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	main part of the lane. If a car is following a bike, and the bike is to the right, near the curb, they have to swing out to the left to get around the pedestrian bulge, putting them into the path of cars. Experienced cyclists might know to stay in the stream but young or inexperienced cyclists don't. if this is to be AAA this kind of thing needs to be changed. Better to use raised crosswalks - both slows down cars at intersections for pedestrian safety, and gives cyclists straight paths that don't direct them into the line of car travel.
Screen Name Redacted 10/05/2020 11:33 AM	Bay street needs a bike lane, from the bridge to the Jubilee hospital
Screen Name Redacted 10/06/2020 09:27 AM	This is a complete and utter waste of time and resources given the already low traffic volumes and residential nature of the streets. STOP BEING STUPID!
Screen Name Redacted 10/06/2020 11:21 AM	The only one I can think of is heading north through Oaklands Park coming out on to Ryan St. Might be hard for cars to see you.
Screen Name Redacted 10/06/2020 11:32 AM	No
Screen Name Redacted 10/06/2020 02:56 PM	None
Screen Name Redacted 10/06/2020 03:57 PM	It's a bad design, move it to Shelbourne. I strongly feel like nobody who designed this every rides this area. Having done this commute from Saanich to downtown Victoria for entire year a number of years ago I would never consider switching over to a side street for a 1.3km stretch. The city of Victoria has done some great routes, this one is genuinely bad and should be moved to Shelbourne.
Screen Name Redacted 10/06/2020 04:32 PM	without a plan / policy for boulevard plantings, corners of Asquith and Haultain have become overgrown causing sightline challenges for vehicles when dealing with traffic, pedestrians and cyclists. Most intersections on this route have the stop sign back considerably from Haultain meaning edging out into traffic and/or rolling stops into Haultain
Screen Name Redacted 10/06/2020 09:11 PM	No (other than I live on the north side of Hillside at Gosworth so crossing Hillside is difficult for me) - having the light automatic at Gosworth since COVID has helped a lot (to stop traffic once in a while for me to cross) - once the light is no longer automatic (once COVID is gone) it will be harder / concerning for me to cross Hillside to get to this connector. As cars are constantly turning right onto hillside from doncaster (from Thriftys)
Screen Name Redacted 10/07/2020 08:14 AM	Lowering traffic speeds to 30 km/hr over the entire route will enhance biking safety.
Screen Name Redacted 10/07/2020 05:04 PM	The Ryan, Shakespeare interjection, and the roads that lead to Oaklands School off Shakespeare. There are a lot of kids, many unsupervised, walking

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and parents cars driving quickly in and out of the aforementioned arteries to the school. Also it is a very narrow sideway on Shakespeare with lots of hedges that impose onto the sidewalk. There are often a lot of off leash dogs and toddling kids on the Oaklands Park path which sometimes makes it hard to navigate. The parking lot at Oaklands Tennis Courts is frequently pretty sketchy. The south side of the Hillside-Shakespeare intersection is crazy. Cars from both sides of the plaza block the Shakespeare, while waiting to navigate getting in or out, which can then block the intersection.

Screen Name Redacted

10/08/2020 11:02 AM

It's not a busy throughfare so no.

Screen Name Redacted

10/08/2020 09:06 PM

the route near the park - there are lots of kids who play there and I am concerned that some bikers may travel through there at higher speeds

Screen Name Redacted

10/08/2020 09:48 PM

Yes, as a pedestrian, I have concerns about increasing bike traffic through Oaklands park.

Screen Name Redacted

10/09/2020 02:26 PM

no

**Mandatory Question** (87 response(s))**Question type:** Essay Question

## Q2 What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?

Screen Name Redacted

9/21/2020 05:22 PM

testing

Screen Name Redacted

9/21/2020 06:03 PM

Make crossing junctions very easy and lots of markings along whole route

Screen Name Redacted

9/21/2020 07:58 PM

Clear, well marked intersections and signs, with properly painted lines.

Screen Name Redacted

9/21/2020 08:32 PM

Speed humps and crosswalks at Ryan and Myrtle. Repave Doncaster and Pearl, they are too bumpy. Sidewalks on Pearl and wider sidewalks on Shakespeare.

Screen Name Redacted

9/21/2020 09:35 PM

N/a

Screen Name Redacted

9/21/2020 11:40 PM

PLEASE MAKE IT SMOOTH, BUMPS HURT



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Screen Name Redacted 9/21/2020 11:55 PM	Make the streets alternative one-way.
Screen Name Redacted 9/22/2020 12:20 PM	N/A
Screen Name Redacted 9/22/2020 07:42 PM	Possibly either some blockages of car traffic going one way as you've done on Vancouver Street or Richardson. Alternatively or in addition you could put traffic coming speed bumps or other measures
Screen Name Redacted 9/22/2020 08:56 PM	More public seating, public art installation and better lighting features.
Screen Name Redacted 9/23/2020 04:56 AM	Traffic calming including diversions to limit cut thru traffic.
Screen Name Redacted 9/23/2020 10:00 AM	signage and crosswalks
Screen Name Redacted 9/23/2020 10:06 AM	The design shown for Bay St at 1:25 in the video is very poor. A facility like that just for one route, with it's 2-way design and curb adjustments, concretely eliminates any future potential for a Bay st corridor without demolition. The wise decision would be a protected lane on each side for that stretch, combined with a crossing where bicycles have right-of-way or a similar treatment that gives one time to make the crossing. A permanent channel is a silly idea.
Screen Name Redacted 9/23/2020 03:49 PM	Lighting the path through Oaklands Park for safety and to reduce bike-pedestrian collisions. I submitted a grant application for this and had a local solar company provide a design and estimate for solar lighting. I hope this can happen soon.
Screen Name Redacted 9/23/2020 03:54 PM	The condition for the pavement and/or sidewalks in some areas is in bad condition. Especially on Doncaster between Myrtle and Pearl, and on the Pearl section. Furthermore, there is no sidewalk on Pearl, making it unsafe for pedestrians. Having better quality pavement, especially on streets, makes it better for skateboards. Other than this zone, the quality of pavement is in pretty good shape. One other thing to consider is the width of sidewalks in this corridor, many are narrow and are dotted with telephone poles. It would be beneficial to widen sidewalks in this corridor.
Screen Name Redacted 9/23/2020 06:27 PM	Raised crosswalks (ie crosswalks that are also speed humps) at every side of all intersections. Mid-block speed bumps on every block. Start getting braver about banning street parking. Wayfinding on weird indirect twisty "bike routes" like this one can result in distracted cyclists giving up in disgust when they can't find where the supposed bike route actually goes.
Screen Name Redacted	Traffic diversion.

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9/24/2020 10:58 AM

Screen Name Redacted

Better integration of Shakespeare St into the Oaklands Park pathway.

9/24/2020 12:00 PM

Screen Name Redacted

obvious route signs

9/24/2020 12:19 PM

Screen Name Redacted

Looks good

9/24/2020 01:21 PM

Screen Name Redacted

ensure there are bicycle stencils on the pavement and also signs to indicate it's a cycling route.

9/24/2020 04:24 PM

Screen Name Redacted

Nothing

9/25/2020 09:54 AM

Screen Name Redacted

Put them on side streets

9/25/2020 11:12 AM

Screen Name Redacted

Additional traffic calming measures such as speed bumps

9/25/2020 11:24 AM

Screen Name Redacted

Better signage

9/25/2020 11:47 AM

Screen Name Redacted

Doesn't need anything - fine as is

9/25/2020 01:33 PM

Screen Name Redacted

no ideas

9/25/2020 01:40 PM

Screen Name Redacted

Create a four-way stop at the intersection of Shakespeare &amp; Doncaster, Align the start of the pathway across Oaklands Park with Shakespeare Street and/or install a crosswalk across Ryan Street

9/25/2020 02:54 PM

Screen Name Redacted

Traffic calming measures, crosswalks, etc. You don't need me to tell you how to do your jobs though!

9/25/2020 04:09 PM

Screen Name Redacted

N/A

9/25/2020 06:37 PM

Screen Name Redacted

More direct, smooth connection from the north of Oaklands Park onto Shakespeare. Stop signs on Myrtle where it meets Doncaster so cyclists can don't have to worry about speeding traffic as they come up to or down from Hillside. Smoother pavement in the area generally. Lots of cracked and

9/26/2020 08:08 AM

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	patchy spots.
Screen Name Redacted 9/26/2020 09:22 AM	separate bicycle infrastructure, bulbouts at intersection protected with bollards, curb extensions - see the City of San Jose California
Screen Name Redacted 9/26/2020 12:06 PM	I have no particular comments here...
Screen Name Redacted 9/26/2020 03:39 PM	Widen the path in Oaklands park with separated pedestrian and cycling zones as there is on the pathway between Myrtle and Hillside. Add more lighting to Oaklands park. Add sidewalks to Pearl St to improve accessibility for people in wheelchairs. Replace diamond bollards, will standard bollards to make it easier for wheelchairs and cargo bikes. Add a crosswalk at Belmont and Pearl to improve safe access to this corridor for pedestrians. Add fencing along the path to avoid collisions with off leash dogs.
Screen Name Redacted 9/26/2020 11:14 PM	How about lines on the path in the park? Signage to yield to pedestrians?
Screen Name Redacted 9/27/2020 09:07 AM	Looks fine the way it is.
Screen Name Redacted 9/27/2020 10:17 AM	remove parking spots
Screen Name Redacted 9/27/2020 10:40 AM	None
Screen Name Redacted 9/27/2020 11:07 PM	Clear right of way physical and spacial separation between playground and cycle path
Screen Name Redacted 9/28/2020 06:58 AM	Leave it as is
Screen Name Redacted 9/28/2020 02:05 PM	sharrows for sure
Screen Name Redacted 9/28/2020 02:38 PM	Safer ways to turn left on busy roads
Screen Name Redacted 9/28/2020 04:59 PM	Nothing. This corridor is already basically done in my opinion.
Screen Name Redacted 9/28/2020 05:36 PM	We have enough bike lanes in this area, as a senior, the money should be spent on something constructive, like fixing the streets which are in a terrible state

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Screen Name Redacted 9/28/2020 08:03 PM	Perhaps a traffic calming measure such as the roundabout features in the neighbourhood could be added where Doncaster meets Pearl.
Screen Name Redacted 9/28/2020 08:16 PM	As much traffic calming as possible
Screen Name Redacted 9/28/2020 09:05 PM	I'm not really sure, but without fully protected lanes, street parking and driveways will always create a threat for smaller cyclists, particularly children. Consider a mid-street park at the corner of Doncaster and Myrtle that dead ends these streets for cars. There is very limited local traffic that needs to go down this street, so closing it off might reduce the potential conflict and create more green/park space in a unique way.
Screen Name Redacted 9/29/2020 09:56 AM	A cross walk at the north end of Oaklands Park to cross Ryan would be great!
Screen Name Redacted 9/29/2020 03:47 PM	I've seen in some parts of Europe where they have a lot of cyclists that they will make road like this curve or turn, perhaps make it more narrow, in order to force drivers to slow down and pay attention. They have had success with this. So perhaps some "obstructions" that force vehicles to slow down and pay attention more.
Screen Name Redacted 9/29/2020 09:26 PM	Sufficient signage alerting cars about cyclists and more education for drivers
Screen Name Redacted 9/30/2020 06:31 PM	Let's not be so all inclusive. I owned a farm and local gov't wanted to put a foot path on "MY" property that would enable two horses to pass comfortably! Come on.
Screen Name Redacted 9/30/2020 07:09 PM	Plans for traffic calming sound reasonable, perhaps ensuring the cross traffic has stop signs.
Screen Name Redacted 10/01/2020 05:07 PM	Making a bike lane on Bay or Hillside
Screen Name Redacted 10/01/2020 05:20 PM	Wherever traffic volumes are greater, create segregated bike lanes.
Screen Name Redacted 10/01/2020 05:37 PM	Enforce the laws against riding bikes on the sidewalks.
Screen Name Redacted 10/01/2020 09:02 PM	Pedestrians and cyclists should be separated going from hillside to Doncaster street and through Oakland's Park. This is for both users' safety
Screen Name Redacted 10/01/2020 10:50 PM	Add divots to the speed bumps so bicyclists are not bounced around by them

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Screen Name Redacted 10/02/2020 10:14 AM	I reflect back on when the City successfully completed some storm drain work at this very intersection. For several weeks, the intersection was blocked to all vehicle traffic. I propose a permanent block of this intersection could be a excellent solution, as a traffic connection along Myrtle from Belmont to Shakespeare is not required. It would significantly improve the safety of the area and leave it available to the dozens of pedestrians and bicycles who use it daily. Barring that, I recommend controlling the intersection via stop signs and managing the parking issues through bylaw enforcement.
Screen Name Redacted 10/02/2020 04:29 PM	As both pedestrian and cyclist, crossing Ryan Street from Oaklands park to get onto Shakespeare needs markings that give people & bikes both the right of way and protection (i.e. flashing signals, lines for cars to stop at - even a 3-way stop for vehicles would be much better). It is going to take a lot of paint to make Shakespeare feel like a safe bike route. After living in this neighbourhood for over 15 years, I don't know how to envision Shakespeare making a safe choice as the corridor. It is too narrow with a very dense residential population.
Screen Name Redacted 10/02/2020 08:24 PM	Signs for cyclists to pay attention and watch out for cats etc, and opening car doors. To use their bells ahead of time.
Screen Name Redacted 10/02/2020 08:27 PM	Add a crossing light for cyclists at Fernwood and Bay which can be easily accessed by cyclists on the north side of Fernwood.
Screen Name Redacted 10/03/2020 10:59 AM	-a stop sign or yield sign on Doncaster, as traffic turns onto Pearl. In addition, a caution sign to watch for kids playing at this corner. -a wheel chair accessible route around a traffic calmer/or no thru traffic blockade on Shakespeare at Pearl. -Signage to indicate pedestrians and younger users have the right of way, especially at Oaklands Park and near school routes but along the entire route. -Local traffic only signage. -Deer and animal signage, like they have around the golf course in Oak Bay, (the little cute deer with spots). -Benches for the old folks (there is a good spot for one on our property at Pearl and Doncaster, we'd be happy to share). -A clearly marked cyclist route, that is not shared! so pedestrians and kids and cars have a clear indication of their use for the rest of the space, and where to yield etc.
Screen Name Redacted 10/03/2020 11:10 AM	It's fine the way it is.
Screen Name Redacted 10/03/2020 11:50 AM	It looks good. Not sure how it works yet but on Humbolt it seems okay as there is kittle traffic so far. Really, people stoping to let each other by is already happening, so signage/paint on the syreet would just help for more awareness and patience.
Screen Name Redacted 10/03/2020 02:18 PM	Personally, I'll only be using the top bit (the connector on Doncaster) by bicycle (to visit family and go to the mall). Since I'm coming from the southwest, I use Belmont and Asquith to get there. Using Shakespeare would be overshooting it, and unnecessary given the low traffic volumes of the entire neighbourhood. However, the area suffers from the same thing the

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	entire city (world?) does: cars rolling through stop signs without thoroughly looking in BOTH directions (including some sidewalks). You could ensure that there is LOTS of visibility at the corners. Putting a mini-speed-bump or rumble strip on the stop line (or just before it) could be a helpful way to remind drivers that they're moving through someone else's right-of-way space at that moment. This bad behavior would TERRIFY me if I had children.
Screen Name Redacted 10/03/2020 07:08 PM	you could add protected bike lanes to shelbourne as well, because that is a road that is used as a connector and makes it possible yo quickly commute on your bicycle
Screen Name Redacted 10/03/2020 09:41 PM	None
Screen Name Redacted 10/04/2020 10:25 AM	Emphasize bicycle, pedestrian priority at all crossroads
Screen Name Redacted 10/04/2020 04:08 PM	The cycle route you describe
Screen Name Redacted 10/04/2020 04:10 PM	Bike sensors at intersections
Screen Name Redacted 10/04/2020 04:43 PM	No comment
Screen Name Redacted 10/04/2020 05:00 PM	not sure
Screen Name Redacted 10/05/2020 05:59 AM	I like the 30 km/hr speed limit; raised crosswalks at intersections and mid-block. Drop the pedestrian bulges.
Screen Name Redacted 10/05/2020 11:33 AM	A crossing at Cedar Hill and Bay street.
Screen Name Redacted 10/06/2020 09:27 AM	This is a complete and utter waste of time and resources given the already low traffic volumes and residential nature of the streets. STOP BEING STUPID!
Screen Name Redacted 10/06/2020 11:21 AM	Would be nice for this to somehow connect with Saanich's planned bike lane on Shelbourne.
Screen Name Redacted 10/06/2020 11:32 AM	Not sure
Screen Name Redacted	Added signage for cars to watch for cyclists, especially in the fall with dark

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10/06/2020 02:56 PM

conditions

Screen Name Redacted

Move this to Shelbourne street and make a it a protected bike lane.

10/06/2020 03:57 PM

Screen Name Redacted

I have lived along this corridor for the majority of my 60 years. What you have now is succeeding as a cycling corridor (witness volumes of cyclists)

10/06/2020 04:32 PM

Screen Name Redacted

Looks like a good plan with no issues

10/06/2020 09:11 PM

Screen Name Redacted

Clear markings indicating the route is a bike network connector route (signage & painted markings on road surface).

10/07/2020 08:14 AM

Screen Name Redacted

Lots of upbeat signage, educating the local community, especially drivers, about new protocols, anything to try to cultivate a new accepting culture for our community, ie a path naming contest, advertising benefits of having this cycling route, ie more people therefore increasing security and safety? along the route, reflectors on path edges or poles, planters, more benches, more supervision/security of the Tennis parking lot bathroom, decreasing speed limit. (Lots of people from outside the neighbourhood leaving Hillside Mall use Shakespeare to cross town to avoid busyness of Shelbourne, Fernwood or Cook.)

10/07/2020 05:04 PM

Screen Name Redacted

Speed bumps to slow car traffic.

10/08/2020 11:02 AM

Screen Name Redacted

ensuring the bike path has some barriers between itself and the park

10/08/2020 09:06 PM

Screen Name Redacted

Cyclists should be routed down Belmont/Forbes/ or Victor St to protect pedestrians in Oaklands park. The path in Oaklands park is used by children, families and dogs everyday, I've seen several collisions and near misses with cyclists and people and pets on this pathway. Keep bikes on the roads, and off sidewalks in parks

10/08/2020 09:48 PM

Screen Name Redacted

nothing

10/09/2020 02:26 PM

**Mandatory Question** (87 response(s))**Question type:** Essay Question**Q3** What general ideas, comments, or suggestions do you have for this corridor?

Screen Name Redacted

testing

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9/21/2020 05:22 PM

Screen Name Redacted

Lots of markings around the route

9/21/2020 06:03 PM

Screen Name Redacted

None

9/21/2020 07:58 PM

Screen Name Redacted

make it easier to get to Oaklands school and the Oaklands community centre from this route. The path needs to be wider and have some lighting in the park, lots of people walk their dogs and ride bikess here, more room would be safer.

9/21/2020 08:32 PM

Screen Name Redacted

Make wayfinding very clear. Consider those moving onto and from the corridor. Often while over design is good, it seems like the wayfinding is not fully thought out from a user perspective

9/21/2020 09:35 PM

Screen Name Redacted

Think of a fast power wheelchair on the route when you design, we'll be there

9/21/2020 11:40 PM

Screen Name Redacted

Road diversions so that cars couldn't travel multiple blocks.

9/21/2020 11:55 PM

Screen Name Redacted

N/A

9/22/2020 12:20 PM

Screen Name Redacted

N/A

9/22/2020 07:42 PM

Screen Name Redacted

I think this is much needed and will be great for the community.

9/22/2020 08:56 PM

Screen Name Redacted

Lots of speed bumps

9/23/2020 04:56 AM

Screen Name Redacted

promote using these roads over shelbourne to keep bikers safe

9/23/2020 10:00 AM

Screen Name Redacted

Whatever is done, I think most people don't want to see an abundance of bright paint and signs on their streets. Haultain could benefit from it's project and this one, but only if it keeps things simple.

9/23/2020 10:06 AM

Screen Name Redacted

Need to do more traffic calming than what is currently on Scott Street. A few traffic circles don't seem to stop people from using it as a shortcut and residents are worried about the speed of traffic.

9/23/2020 03:49 PM

Screen Name Redacted

Consider skateboarding in planning. Within that, the condition of the pavement is an important aspect of the corridor. From my own personal

9/23/2020 03:54 PM



	experience, I know that several section of pavement along this connector are in such poor shape that its very difficult to skateboard, so I get off and walk.
Screen Name Redacted 9/23/2020 06:27 PM	Add the PDF project materials as a direct link on these survey pages. Just the video is NOT good enough. Your old survey platform was much better, had more information readily at hand, and did not require registration. Stop throwing up barriers to engagement, disable your registration requirement immediately. See previous reply for actual ideas, comments, and suggestions. This question is pointlessly repetitive.
Screen Name Redacted 9/24/2020 10:58 AM	Need traffic diversion.
Screen Name Redacted 9/24/2020 12:00 PM	The proposed design is good. No need for major infrastructure upgrades. Please enforce the proposed 30 km/h limit along the corridor.
Screen Name Redacted 9/24/2020 12:19 PM	Adding left hand turn green bike box for left turn onto Pearl from Shakespeare
Screen Name Redacted 9/24/2020 01:21 PM	None
Screen Name Redacted 9/24/2020 04:24 PM	same as above
Screen Name Redacted 9/25/2020 09:54 AM	Support simple solution. Good route
Screen Name Redacted 9/25/2020 11:12 AM	Side streets
Screen Name Redacted 9/25/2020 11:24 AM	Please proceed
Screen Name Redacted 9/25/2020 11:47 AM	Parking one side only
Screen Name Redacted 9/25/2020 01:33 PM	Pave these roads - nothing is worse than cycling on a bumpy road - and sign it as a cycle route. Then, ban all cycle traffic along the parts of Shelbourne that parallel this new route, and divert that traffic here: efficiency all round.
Screen Name Redacted 9/25/2020 01:40 PM	good idea so far
Screen Name Redacted 9/25/2020 02:54 PM	I am really excited about the creation of this corridor as I am already a frequent user! However, I would prefer if the pathway through Oaklands Park aligned with Shakespeare Street - there is frequently congestion on the

	pathway near the playground, which would avoid that.
Screen Name Redacted 9/25/2020 04:09 PM	-
Screen Name Redacted 9/25/2020 06:37 PM	N/A
Screen Name Redacted 9/26/2020 08:08 AM	This is an important corridor for the area and the route looks well thought out.
Screen Name Redacted 9/26/2020 09:22 AM	Separate bicycle infrastructure first, sharrows are lazy and don't improve conditions. Sharrows in fact could increase the risk of accidents encouraging riders to ride on a street they normally would avoid. Studies you should review: <a href="https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/">https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/</a> <a href="https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?via%3Dihub">https://www.sciencedirect.com/science/article/abs/pii/S2214140518301488?</a> <a href="https://usa.streetsblog.org/2016/01/14/study-sharrows-dont-make-streets-safer-for-cycling/">https://usa.streetsblog.org/2016/01/14/study-sharrows-dont-make-streets-safer-for-cycling/</a>
Screen Name Redacted 9/26/2020 12:06 PM	No comment
Screen Name Redacted 9/26/2020 03:39 PM	Repaving, widen pathways, add sidewalks, more lighting.
Screen Name Redacted 9/26/2020 11:14 PM	This is a great corridor! Would also love to see safe ways for cyclists to access hillside mall through this route
Screen Name Redacted 9/27/2020 09:07 AM	30 km is too slow. It should be 50 which is an acceptable standard
Screen Name Redacted 9/27/2020 10:17 AM	can the corridor streets have only one side parking?
Screen Name Redacted 9/27/2020 10:40 AM	Straight routes are better. Scott street is just East and it is straight, so bikes can accomplish the route faster. Bikes are already slow. Adding turns/corners slow them down more.
Screen Name Redacted 9/27/2020 11:07 PM	Ensure clear logical connection to future Saanich AAA route on shelbourne
Screen Name Redacted 9/28/2020 06:58 AM	The city's approach to bike lanes is a disaster. Vehicle traffic is badly congested and getting worse, while these expensive, over-designed are scarcely used. Bike lanes should be made of paint and reflectors. They shouldn't be Massey Tunnel-esque capital infrastructure projects.
Screen Name Redacted	build protected bikeways

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9/28/2020 02:05 PM

Screen Name Redacted

It will be very pleasant to ride on

9/28/2020 02:38 PM

Screen Name Redacted

Signage at Pearl and Shakespeare to mark the bike route would be good. I sometimes miss the turn.

9/28/2020 04:59 PM

Screen Name Redacted

Don't waste money on this,

9/28/2020 05:36 PM

Screen Name Redacted

Based on the density of street parked cars, and the bushes/trees along the roads, I think the speed signs may be lost in 'backscatter' but hopefully the on-street painted signs in the diagram will clue drivers in.

9/28/2020 08:03 PM

Screen Name Redacted

Parklets would be amazing where possible

9/28/2020 08:16 PM

Screen Name Redacted

Seems like a pretty low cost, low issue plan.

9/28/2020 09:05 PM

Screen Name Redacted

N/A

9/29/2020 09:56 AM

Screen Name Redacted

See answer to question 2. Anywhere that cyclists are on the same road as a car is dangerous. Make it harder for cars to drive here so traffic is limited or they are forced to pay attention more.

9/29/2020 03:47 PM

Screen Name Redacted

I don't think this area really needs any changes, it is not a high risk area as long as drivers getting into parked cars have good education as they are the biggest risk to cyclists.

9/29/2020 09:26 PM

Screen Name Redacted

It is a bike path not a wheelchair freeway!

9/30/2020 06:31 PM

Screen Name Redacted

We Would use this route for commuting, but it is currently slow through the park, etc. The route should permit commuter traffic where it is currently slow through the park.

9/30/2020 07:09 PM

Screen Name Redacted

Making a bike lane on Bay or Hillside

10/01/2020 05:07 PM

Screen Name Redacted

A terrific initiative. I am in support of creating an integrated grid of cycle infrastructure that makes commuting possible from any point to any point.

10/01/2020 05:20 PM

Screen Name Redacted

Separate bikes and pedestrians, and enforce laws against riding on the sidewalk.

10/01/2020 05:37 PM

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Screen Name Redacted 10/01/2020 09:02 PM	Above
Screen Name Redacted 10/01/2020 10:50 PM	Bicycles should have use of full lane
Screen Name Redacted 10/02/2020 10:14 AM	See above. For below, I don't support the investment in cycling infrastructure over many of the other issues the City faces, most notably the homeless. I'm disappointed that question 4 doesn't include the opportunity for commentary, as it's not a check box type question. The design of the question requires me to answer as opposed, which is 100% representative of my opinion.
Screen Name Redacted 10/02/2020 04:29 PM	It is desperately needed but I am having trouble envisioning how Shakespeare can be made safe. Traffic action around the school is already problematic and it just is a sad truth that a lot of drivers either don't know how or are unwilling to share the road. Maybe the idea is that converting Shakespeare more clearly to shared use will help calm and slow traffic, but it is a risky proposition that could easily have the opposite effect of making drivers impatient. (Nothing like parents rushing because they are late for school drop off or pick up.)
Screen Name Redacted 10/02/2020 08:24 PM	This aspect seems ok. I HATE THE 2WAY BIKE LANES AND NARROWING OF MANY STREETS. HOW MANY BIKE LANES DO WE NEED COMING INTO TOWN AND OUT? There are more seniors that don't ride bikes than there are that do. We need much better signage on Humbolt. In fact ditch the 2 way one lane . Make it one way. I have seen so much confusion by car drivers. And the signage is deplorable.
Screen Name Redacted 10/02/2020 08:27 PM	No others
Screen Name Redacted 10/03/2020 10:59 AM	It sounds like a great and natural/intuitive idea for this area, I hope it works out. Please make it accessible for all users, not just bikes.
Screen Name Redacted 10/03/2020 11:10 AM	Please leave it alone. Do not change it.
Screen Name Redacted 10/03/2020 11:50 AM	Plan looks good
Screen Name Redacted 10/03/2020 02:18 PM	Other than cross Hillside and maybe getting on/off Haultain, it doesn't feel particularly necessary. There are so many areas of town that are so much worse. I'd prefer if you would save a little money here and spend it on the more dangerous areas.
Screen Name Redacted 10/03/2020 07:08 PM	I suggest you make a protected bike lane on Shelbourne

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Screen Name Redacted 10/03/2020 09:41 PM	Provide some separation, physical or visual, to the bike paths from park areas, to discourage people from obstructing the path.
Screen Name Redacted 10/04/2020 10:25 AM	Keep it simple
Screen Name Redacted 10/04/2020 04:08 PM	As it runs from Hillside Mall to Haultain, the corridor provides a relatively flat link that could be extended to Bay St. and linked along Bay St. to the Galloping Goose Trail. This would open up excellent access for cyclists far and wide to Hillside businesses from the corridor to Shelbourne St.
Screen Name Redacted 10/04/2020 04:10 PM	Bike sensors at intersections
Screen Name Redacted 10/04/2020 04:43 PM	Minimal changes
Screen Name Redacted 10/04/2020 05:00 PM	none
Screen Name Redacted 10/05/2020 05:59 AM	I like that the route selected is an existing quiet/low volume route given Shelbourne's narrowness and difficulty parallel to the route. I'm not sure that the added 'treatment' other than better control at intersections will make much difference.
Screen Name Redacted 10/05/2020 11:33 AM	Protected bike lanes are not needed on quiet residential streets that people already ride on, a simple painted lane is sufficient. Bay street needs a protected bike lane, as it is busier.
Screen Name Redacted 10/06/2020 09:27 AM	This is a complete and utter waste of time and resources given the already low traffic volumes and residential nature of the streets. STOP BEING STUPID!
Screen Name Redacted 10/06/2020 11:21 AM	I think this route should be on Shelbourne, rather than wind through Oaklands. Shelbourne is a straight, direct North South route helping cyclists get to Saanich, UVic and other destinations up north. Having this wind through Oaklands goes way out of the way, and takes longer. Why couldn't cyclists going north turn right on Haultain, and left on Shelbourne, and have a bike lane constructed there. It would connect perfectly with Saanich's planned bike lane, and provide a direct route.
Screen Name Redacted 10/06/2020 11:32 AM	None
Screen Name Redacted 10/06/2020 02:56 PM	None
Screen Name Redacted	This is a bad design, there's a perfectly good bike lane along Shelbourne St.

10/06/2020 03:57 PM

that directly connects to the Pandora bike lane as well as the future bike lane on Shelbourne street that Saanich is planning to develop. Put a proper protected bike lane on Shelbourne from Bay to Hillside instead of this mess.

Screen Name Redacted

10/06/2020 04:32 PM

need to patrol speeds. The onset of electric bikes means the corridor is a speedway for cyclists easily going above the posted limits. Vehicles move slowly given the crowded nature of the street already

Screen Name Redacted

10/06/2020 09:11 PM

Looks like a good plan with no issues other than it's hard for me to cross Hillside to get to it

Screen Name Redacted

10/07/2020 08:14 AM

Traffic calming features and supports to enhance bikes safely crossing intersections.

Screen Name Redacted

10/07/2020 05:04 PM

More controlled and planned bike corridors the better. Good for the planet, community and safety! Engage and get support from families with young children, young people without cars and the people who would benefit most from having safe cycling routes. Neighbourhood folks who commute locally by bike. Go to school, PAC, community centre, neighbourhood association etc. Also get them involved in some of the aesthetic elements to allow them to have ownership over the routes and make them feel welcome to use them. Slower users, like families with kids and people using scooters or wheelchairs, often feel pressured or unwelcome on some of the main routes by some of the more "high performance" and faster cyclists.

Screen Name Redacted

10/08/2020 11:02 AM

I would prefer a separate bike lane.

Screen Name Redacted

10/08/2020 09:06 PM

have decent lighting to make it usable all year round and times. It would also add safety for walkers etc

Screen Name Redacted

10/08/2020 09:48 PM

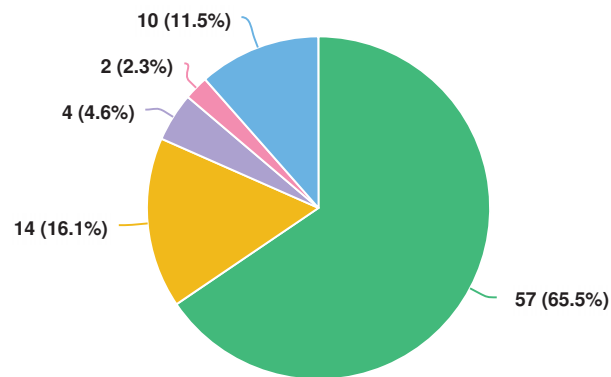
Keep bikes on the roads, not on pedestrian pathways please.

Screen Name Redacted

10/09/2020 02:26 PM

none

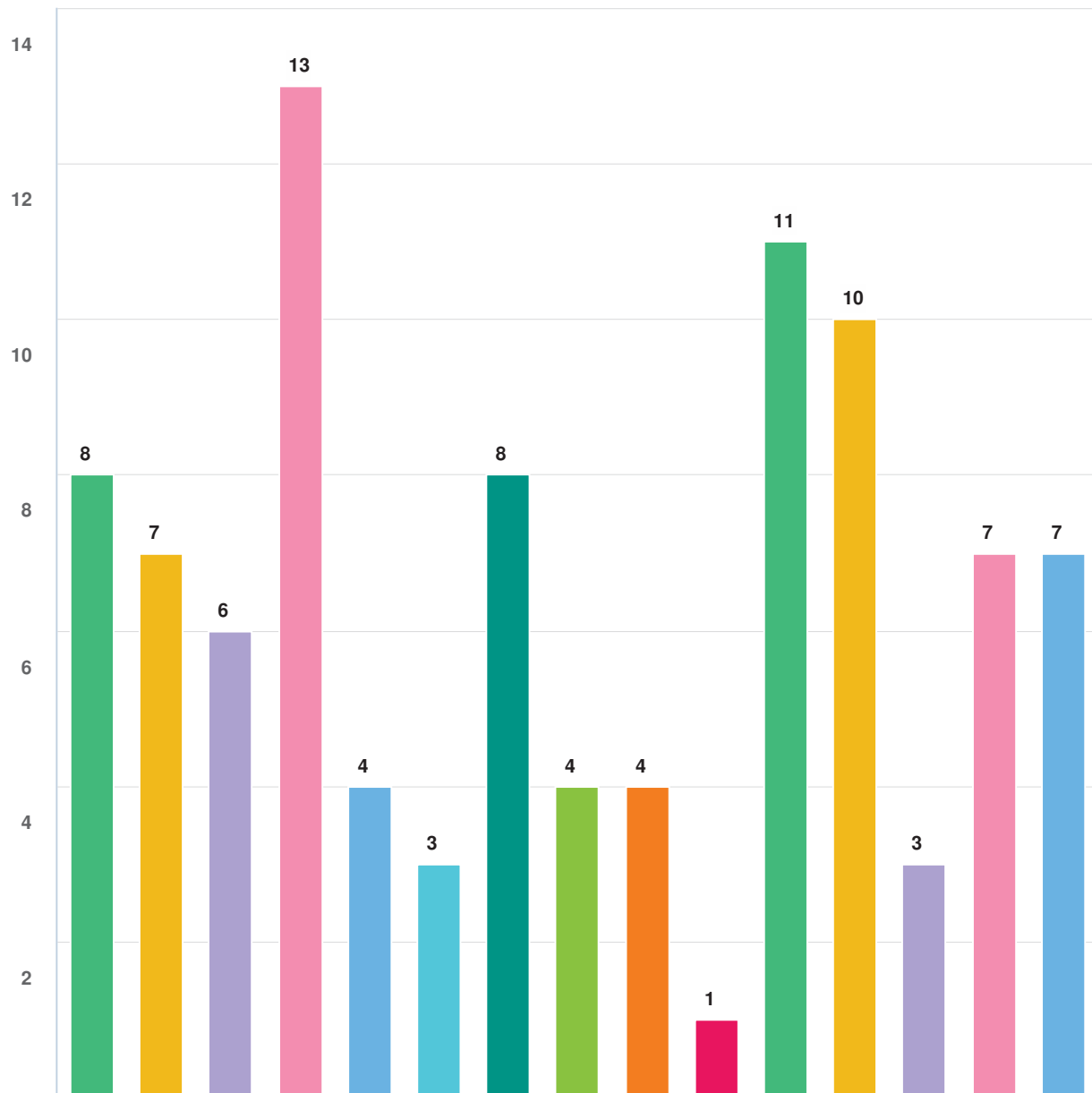
**Mandatory Question** (87 response(s))**Question type:** Essay Question

**Q4 Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.****Question options**

☒ strongly support ☐ somewhat support ☐ indifferent ☐ somewhat oppose ☐ strongly oppose

Mandatory Question (87 response(s))

Question type: Radio Button Question

**Q5 How did you hear about the opportunity to provide input?****Question options**

- Newspaper advertisement (Times Colonist)
 ● Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
 ● Email from the City
 ● Email from neighbourhood association
 ● City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
 ● Friend/neighbour/family member/colleague
- Email from a stakeholder group
 ● City E-News
 ● City Twitter
 ● City Facebook
 ● City Instagram
- Letter from the City in the mail
 ● Other (please specify)

Mandatory Question (87 response(s))

Question type: Checkbox Question



# Fernwood Connector

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## **SURVEY RESPONSE REPORT**

16 September 2020 - 10 October 2020

### **PROJECT NAME:**

All Ages and Abilities Cycling Network

# SURVEY QUESTIONS

**Q1** Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?

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Screen Name Redacted 9/21/2020 05:54 PM	Pembroke is narrow; the corners there could use extra calming or controls to limit interactions with vehicle traffic.
Screen Name Redacted 9/21/2020 05:59 PM	Using Pandora to get to Stanley st - awkward left turn on complex intersection All of Bay street
Screen Name Redacted 9/21/2020 06:08 PM	Nope
Screen Name Redacted 9/21/2020 08:41 PM	no
Screen Name Redacted 9/21/2020 09:40 PM	Speeds of cars turning onto Avebury from Bay. Crossing Bay street is very dangerous at Avebury whether walking or biking, the crosswalk goes unnoticed by drivers a lot, it is too dark to see pedestrians at night or in the rain and there is no safe bike crossing across Bay street there. Crossing Walnut street, while not as busy is also dangerous because there are no stop signs or roundabouts where Walnut crosses Oregon and car speeds can be high. Crossing Pembroke has a similar problem, high car speeds on Pembroke and no stop signs or roundabouts at Oregon to make crossing on foot or bike easier. The painted bike lane on Begbie to connect to Pandora has no protection.
Screen Name Redacted 9/21/2020 09:51 PM	No.
Screen Name Redacted 9/21/2020 10:37 PM	YES!!! A big concern about Stanley and Gladstone corner. In working from home and living at that corner, I regularly hear screeching of tires in near-accidents between cars, or cars with bikes/pedestrians. Often people either assume it's a 4-way and then drive out in front of another car driving quickly down Gladstone, or people speed along Gladstone and almost hit cyclists / pedestrians crossing. I strongly feel a roundabout would be the best thing there.
Screen Name Redacted 9/21/2020 11:37 PM	No
Screen Name Redacted 9/22/2020 07:13 AM	Crossing bay street may require a lighted crosswalk
Screen Name Redacted 9/22/2020 08:19 AM	Crossing Bay St. The speed of cars on Walnut St. crossing Oregon
Screen Name Redacted 9/22/2020 08:21 AM	The intersections with the route at Bay St and at Haultain St.
Screen Name Redacted	Yes, as a pedestrian and cyclist, I have concerns about crossing Bay Street

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9/22/2020 08:49 AM	and connecting to Pandora.
Screen Name Redacted 9/22/2020 05:54 PM	The Traffic circles at Belmont and Denman are unsafe/unsuitable as people tend to increase speed or 'commit' to going through/around these traffic circles without slowing or giving much consideration to cross traffic - Also despite density speeds on denman tend to be higher than other streets because of the straight uncalmed design
Screen Name Redacted 9/22/2020 07:55 PM	Crossing Bay Street, and, in general terms, rush hour vehicle traffic interacting with cycling traffic.
Screen Name Redacted 9/22/2020 08:13 PM	Sharing steers with cars if you are a pedestrian or a bicyclist is always dangerous unless you have the absolute right of way as is common in some countries in Europe like Germany.
Screen Name Redacted 9/22/2020 08:45 PM	No
Screen Name Redacted 9/22/2020 08:58 PM	NA
Screen Name Redacted 9/22/2020 09:35 PM	Bay & Begbie St. vehicle traffic... Roundabout - Oregon & Denman
Screen Name Redacted 9/23/2020 04:58 AM	Unaddressed speed of drivers due to lack of physical traffic calming elements.
Screen Name Redacted 9/23/2020 10:09 AM	lack of crosswalks/bike safety to get from the end of stanley to pandora going east
Screen Name Redacted 9/23/2020 06:36 PM	Please explain how paint on a few random residential streets will improve access to the businesses, services, schools, and community amenities that are along Fernwood Avenue. If this "design" is just paint and speed limit signs, in what ways is it at all AAA?
Screen Name Redacted 9/23/2020 08:05 PM	Crosswalk by Vic high
Screen Name Redacted 9/23/2020 09:39 PM	Yes, the intersection of Avebury and Bay St.
Screen Name Redacted 9/24/2020 11:52 AM	Haultain street and Cedar Hill Cross
Screen Name Redacted 9/24/2020 12:15 PM	Riding a bike along Bay St. never feels safe. Between impatient drivers and buses pulling in and out of bus stops, the whole route feels tight, too fast and unnerving. People speed up after the lights, so it is difficult to gauge when it

	is safe to cross Bay St.
Screen Name Redacted 9/24/2020 12:25 PM	Crossing Bay St at most times of the day can be busy as a pedestrian and cyclist.
Screen Name Redacted 9/24/2020 01:25 PM	No
Screen Name Redacted 9/24/2020 03:05 PM	1. Crossing Bay St 2. Accessing Connector from Pandora end: is it assumed that access will be via Fernwood and Balmoral? Seems awkward. 3. How is the jog at Pembroke to be handled?
Screen Name Redacted 9/24/2020 04:28 PM	nope
Screen Name Redacted 9/24/2020 04:55 PM	None
Screen Name Redacted 9/24/2020 09:43 PM	I usually take Fernwood Road - lots of caution needed.
Screen Name Redacted 9/25/2020 09:58 AM	None
Screen Name Redacted 9/25/2020 11:27 AM	As a cyclist, I am concerned about getting doored.
Screen Name Redacted 9/25/2020 12:00 PM	No
Screen Name Redacted 9/25/2020 01:19 PM	Stanley @ Gladstone when cycling is a concern - some vehicles speed excessively
Screen Name Redacted 9/25/2020 01:36 PM	No
Screen Name Redacted 9/25/2020 03:01 PM	Crossing Bay Street on Avebury (vehicles frequently speed along Bay Street even though the speed limit is 40km/hour), Intersection of Stanley & Gladstone
Screen Name Redacted 9/25/2020 06:43 PM	No
Screen Name Redacted 9/26/2020 09:33 AM	All major crossings and intersections
Screen Name Redacted	Exiting Johnston st onto stanley ave.

9/26/2020 12:13 PM

Screen Name Redacted

9/26/2020 03:57 PM

Avebury and Bay: Although Avebury is a very popular cycling and walking road since it has a crosswalk and is a popular route to take to Fernwood and downtown, there is a problem with fast drivers. Consider keeping Avebury and Haultain as a 2-way road, but make Avebury and Bay a 1-way (exit only) to improve safety. It appears that drivers travelling south on Avebury drive at a reasonable speed, but drivers coming off of Bay (having just come off a small highway) travel at insane speeds. Examples of an excellent re-design can be found at Lansdowne Rd & Aldridge St. Or completely close it off and make it a bus stop as seen at Lansdowne Rd and Frechette St. Oregon between Walnut and Denman: There are no lights on this block which makes it quite dark to cycle at night. Oregon and Denman: It feels awkward crossing the road at a roundabout as a pedestrian. Without crossing lines I worry that cars will try to squeeze thorough or not see me. Oregon and Walnut: This really should have a stop sign as traffic calming. Gladstone and Stanley: People drive way too fast along this stretch of Gladstone. Please add a stop sign as traffic calming. Or a diversion for cars to prevent through traffic. Grant and Stanley: Similar to Gladstone and Stanley, this intersection needs a stop sign to slow down the cars which otherwise drive fast due to the fact that the road is wide and straight. Begbie and Stanley: The bike lane is on the wrong side of the parked cars which creates an unnecessary mixing zone. Perhaps this is an old lane? Please adopt the standard pattern of Sidewalk, then Bike lane, then Car zone. This is also a busy road which I would avoid as a cyclist (and I ride to work everyday). If there was a protected bike lane I would use it.

Screen Name Redacted

9/26/2020 11:24 PM

Crossing Bay Street is a nightmare for families - a dedicated light and or traffic calming is needed. Currently, pedestrians need to use Fernwood or Forbes to cross...

Screen Name Redacted

9/27/2020 10:22 AM

parking in both sides of the street does increase the stress to bikers. Parking cars and opening doors can be stressful.

Screen Name Redacted

9/27/2020 10:41 AM

None

Screen Name Redacted

9/27/2020 02:53 PM

No

Screen Name Redacted

9/27/2020 11:12 PM

Connection from Stanley to Begbie

Screen Name Redacted

9/28/2020 02:03 PM

Cyclists prefer Fernwood Road

Screen Name Redacted

Crossing Bay street is a challenge as both a pedestrian and cyclist. As a

9/28/2020 05:06 PM	cyclist the offset intersections mean you often need to turn left across multiple lanes of traffic. Additionally as a pedestrian there are very few marked crosswalks along the whole length of Bay St.
Screen Name Redacted 9/28/2020 08:07 PM	Crossing Bay St is my biggest concern here.
Screen Name Redacted 9/28/2020 08:18 PM	Crossing Bay
Screen Name Redacted 9/28/2020 08:24 PM	nothing significant.
Screen Name Redacted 9/28/2020 09:09 PM	Big fan.... let's connect the city. Start with this and as we see more cyclists, make the route safer.
Screen Name Redacted 9/29/2020 06:16 AM	video has addressed these
Screen Name Redacted 9/29/2020 12:15 PM	Not on this projected route
Screen Name Redacted 9/29/2020 03:55 PM	Anywhere that I am forced to ride in traffic is a big safety concern. If I get hit its likely to be a life altering or ending event.
Screen Name Redacted 9/29/2020 06:33 PM	No
Screen Name Redacted 9/29/2020 09:29 PM	No
Screen Name Redacted 9/30/2020 09:50 AM	Dont use the street but it is worthwhile. If choices had to made, I would definitely favour building out Vancouver street from Southgate at Beacon Hill Park all the way Hillside.
Screen Name Redacted 9/30/2020 11:51 AM	1. The intersection of Oregon and Walnut is dangerous for pedestrians, cyclists and motorists! There are stop signs on Oregon, but frequently people blow through these without stopping. There are no stop signs on Walnut. Either a traffic calming circle or 4-way stop signs are needed. There is a child's playground and frequently used leash-option park in this area. 2. The intersection of Stanley and Gladstone also needs four stop signs -- cars on Stanley cannot see up and down Gladstone due to the parked vehicles on the latter. The stop signs currently are only on Stanley, and cars and bicycles are cautiously sticking their noses out to see if anything is coming.
Screen Name Redacted 9/30/2020 01:00 PM	Stanley and Gladstone would benefit from switching the stop sign so that Stanley has right of way, or by installing a traffic circle. I have nearly biked

through this stop sign a few times, likely because I don't expect it so soon after Pembroke. Stanley and Pembroke would benefit from a traffic circle. I seen a few near-accidents with bikes and cars at this corner likely because of reduced visibility turning left on Pembroke from Stanley. Walnut and Oregon would benefit from reversing the stop signs, so Oregon has right of way. Or by installing a traffic circle as there are a lot of pedestrians crossing here with children and dogs going to the park. Also, you really pick up speed going downhill on Oregon towards Walnut on a bike (or toboggan in winter - it's a neighbourhood spot for play on snow days), and I hear a lot of stressed parents calling on their children to "Stop! Stop! Stop!" before the stop sign at Walnut.

Screen Name Redacted

9/30/2020 06:36 PM

No

Screen Name Redacted

9/30/2020 07:18 PM

I have not ridden this route. I ride Fernwood St. as it is a direct route to and from my destinations, although it is narrow and busy. I am therefore unable to say much about the proposed route, other than to question if it is the best long term choice.

Screen Name Redacted

9/30/2020 09:27 PM

As a cyclist, the connection to Bay Street.

Screen Name Redacted

10/01/2020 07:29 AM

very narrow along Fernwood road, lots of school kids

Screen Name Redacted

10/01/2020 11:58 AM

Very narrow street. lots of foot traffic all over the street especially near the square.

Screen Name Redacted

10/01/2020 03:16 PM

No

Screen Name Redacted

10/01/2020 05:22 PM

No.

Screen Name Redacted

10/01/2020 08:41 PM

The corners of Bay Street.

Screen Name Redacted

10/02/2020 04:46 PM

Crossing Bay Street (as both pedestrian and cyclist).

Screen Name Redacted

10/02/2020 08:38 PM

Only crossing Bay St.

Screen Name Redacted

10/03/2020 07:47 AM

As a cyclist connecting to/from the Pandora/Begbie side may be difficult due to the traffic volume.



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Screen Name Redacted 10/03/2020 08:02 AM	Yes crossing Bay street
Screen Name Redacted 10/03/2020 11:12 AM	no
Screen Name Redacted 10/03/2020 02:33 PM	1) Crossing Bay St!!! (I cannot put enough exclamation marks there without seeming a little wild.) There needs to be lights that you can RIDE a bike across to (not just the flashing pedestrian signals, which... I don't *think* apply to bikes?). I never take this route, but use Fernwood Rd to get to Haultain, more than anything because it has lights to cross Yates, Johnson, AND Bay. 2) That wacky Johnson/Stanley intersection. Can you even GET to Stanley right now from the Johnson St bike lane?
Screen Name Redacted 10/04/2020 08:28 AM	As a pedestrian I feel unsafe when there are no crosswalks
Screen Name Redacted 10/04/2020 10:29 AM	Crossing Begbie at Stanley, is not intuitive for pedestrians or cyclists
Screen Name Redacted 10/04/2020 04:16 PM	No
Screen Name Redacted 10/04/2020 04:26 PM	I currently do not cycle along this route
Screen Name Redacted 10/04/2020 04:47 PM	NO
Screen Name Redacted 10/04/2020 05:02 PM	no
Screen Name Redacted 10/05/2020 06:05 AM	same as for the Oaklands connector - parked cars; pedestrian bulges at intersections.
Screen Name Redacted 10/05/2020 07:44 AM	All
Screen Name Redacted 10/05/2020 12:12 PM	Stanley Avenue. People on-street park cars on Stanley too close to the cross roads (eg. Grant St.) for drivers crossing Stanley to clearly see if a bike is coming. There should be some yellow curbs to provide better sight lines at the intersections.
Screen Name Redacted 10/05/2020 01:32 PM	Most crossings at Bay Street are precarious. Needs to be safe

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Screen Name Redacted 10/06/2020 11:07 AM	The Bay St. crossing is quite nerve-wracking, and if I am heading South on Stanley, I will always turn left on Begbie, as my residence is that direction. However, it can be dangerous, since left turns are not permitted there.
Screen Name Redacted 10/06/2020 11:43 AM	Appreciate any safety improvements. I will be more likely to take this route as a cyclist riding with my kids.
Screen Name Redacted 10/06/2020 02:54 PM	None
Screen Name Redacted 10/06/2020 04:00 PM	This seems fine, it's a good idea but shouldn't think that it removes the idea of putting proper protection on the Shelbourne St bike lanes.
Screen Name Redacted 10/06/2020 10:10 PM	Yes crossing Bay street is extremely difficult as a cyclist
Screen Name Redacted 10/07/2020 08:10 AM	Vehicle speed reduction would help enhance safety over the entire corridor.
Screen Name Redacted 10/07/2020 10:56 AM	Connecting through from south of Fort Street north into Fernwood is tricky on a bicycle due to the one way systems and disjunct street connections. Fernwood is currently the most useful street as it is continuous from fort through to Bay St, but it is very narrow.
Screen Name Redacted 10/07/2020 12:54 PM	Crossings at Stanley/Begbie are currently inadequate for a bike route, encouraging crossing Begbie in an unsafe manner as a pedestrian or cyclist.
Screen Name Redacted 10/07/2020 07:49 PM	Greatest areas of traffic are Gladstone and Bay St- these would be the areas of greatest concern as a motorist and a cyclist
Screen Name Redacted 10/08/2020 11:14 AM	No.
Screen Name Redacted 10/08/2020 09:02 PM	Going across Bay street will be the most hazardous spot
Screen Name Redacted 10/08/2020 09:41 PM	As a pedestrian, crossing Oregon at Bay, I have had some near misses. Motorists turning left onto Oregon from Bay have almost hit me and my dog walking into Alexander park a couple times. Otherwise, no problems as motorist.

**Mandatory Question** (96 response(s))

**Question type:** Essay Question

**Q2** What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?

Screen Name Redacted

9/21/2020 05:54 PM

Corner widening at key intersections (pedestrian 'bumps' or whatever they are called where the corner is expanded out to the width of the parked cars)

Screen Name Redacted

9/21/2020 05:59 PM

Why is this not on Fernwood road? That's the neighbourhood connector street. Why are cyclists pushed off of Fernwood road? This should be a road that follows OCP road user hierarchy, if there is a conflict. i.e. Put cycling routes on roads with destinations.

Screen Name Redacted

9/21/2020 06:08 PM

Well marked with very safe crossing at intersections

Screen Name Redacted

9/21/2020 08:41 PM

divots in the speed bumps so bicycles are not bumped like cars are

Screen Name Redacted

9/21/2020 09:40 PM

Pembroke has too much parking next to the sidewalks, it needs greenery on the boulevards instead of cars parked on the dirt. Traffic lights at Avebury and Bay street to make it crossable by bike and foot to get over to Oregon safely. Close down a lane on Avebury at Bay to reduce the traffic turning off of Bay street. Install a crosswalk or stop signs on Gladstone at Stanley. Install roundabouts at Walnut and Pembroke at Oregon. Make the bike lane on Begbie protected by the parked cars. Improve bike safety on Chambers, it is already an alright walking and biking route that could use some improvement to slow and reduce car traffic (Caledonia is an overflowing traffic sewer). Install a crosswalk across Fernwood road on Walnut, many people cross there already to get to the park and would link to the route on Oregon. Ditto for adding a crosswalk across Fernwood at Pembroke, connects to the route and the small Gower park that pedestrians and cyclists cross through along Pembroke. Make it so cars cannot be parked in front of the gate into Alexander park on Oregon, its annoying for pedestrians to have to go around vehicles to walk through the park gate. Widen sidewalks on Oregon, they are too narrow with poles in them. Also add street lights along Oregon, the block between Denman and Walnut is too dark. Also add more drainage at Oregon and Walnut, it gets massive puddles in the winter where the curb cuts are to cross that are difficult to cross. Add speed humps along Stanley and Oregon to slow vehicles. Wider sidewalk on Bay street between Avebury at Oregon, its too narrow but needs to be separated from bikes also crossing there.

Screen Name Redacted

9/21/2020 09:51 PM

I would like to see roundabout rather than stop signs along this route.

Screen Name Redacted

9/21/2020 10:37 PM

Roundabouts at all intersections of similar sized smaller streets, with gardens in middle

Screen Name Redacted

9/21/2020 11:37 PM

smooth

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Screen Name Redacted 9/22/2020 07:13 AM	I don't know
Screen Name Redacted 9/22/2020 08:19 AM	Bulges at intersections so prevent cars from parking and blocking the view of traffic from the side
Screen Name Redacted 9/22/2020 08:21 AM	slightly wider paved sidewalks in certain areas (eg. Pembroke, hill on Belmont) would be nice
Screen Name Redacted 9/22/2020 08:49 AM	Traffic calming areas to naturally slow down cars, lighting (some parts of route can be quite dark after dusk), something to encourage drivers not to drive through crosswalks (an issue all along Bay St)
Screen Name Redacted 9/22/2020 05:54 PM	upgrade existing facilities on both Denman and Belmont as to lower the speed of cross traffic
Screen Name Redacted 9/22/2020 07:55 PM	Speed humps prior to crosswalks in any main crossings on the 30KPH zones.
Screen Name Redacted 9/22/2020 08:13 PM	Right of way would make it safer for pedestrians and cyclists that means not having to give way or move over for automobiles.
Screen Name Redacted 9/22/2020 08:45 PM	Remove vehicle traffic
Screen Name Redacted 9/22/2020 08:58 PM	More public seating, possibly an art installation and more lighting options/features.
Screen Name Redacted 9/22/2020 09:35 PM	Flashing light xwalk similar to Begbie & Belmont? Speed bump(s)? Visibility? I'm not sure how to make it safer... as long as everyone slows down it'll be fine.
Screen Name Redacted 9/23/2020 04:58 AM	Speed bumps to slow drivers
Screen Name Redacted 9/23/2020 10:09 AM	bike signage, crosswalks for pedestrians and through lanes for bikes
Screen Name Redacted 9/23/2020 06:36 PM	Move this off random residential streets and right onto Fernwood Avenue itself where the schools, businesses, and services of this neighbourhood are located. Your cute little video and one page PDF have no mention of actual traffic calming, traffic diversion of motor vehicles, or anything actually REAL that will protect people and provide the AAA network you're supposedly promising. Add speed humps, raised crosswalks, concrete traffic diverters, and real actual infrastructure on Fernwood Avenue that will let people get to actual destinations safely and comfortably. Do better.

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Screen Name Redacted 9/23/2020 08:05 PM	Crosswalks!
Screen Name Redacted 9/23/2020 09:39 PM	Something to facilitate the crossing of Bay St. at Avery. Maybe a pedestrian/cyclist-activated button? And paint on the road to indicate a ped/cyclist crossing. Or a crosswalk like there is at Chambers and Bay St.
Screen Name Redacted 9/24/2020 11:52 AM	Forced speed control and inability to use as a cut through
Screen Name Redacted 9/24/2020 12:15 PM	Again, limit time spent along Bay St. Shifting the whole route over 2 blocks to Belmont would eliminate the need to stop traffic for the whole block between Oregon and Avebury Sts.
Screen Name Redacted 9/24/2020 12:25 PM	Easier crossing at Bay, green painted sharrows at the round about on Denman and Belmont.
Screen Name Redacted 9/24/2020 01:25 PM	Looks good
Screen Name Redacted 9/24/2020 03:05 PM	Crossing Bay St in either direction looks difficult - needs clarification
Screen Name Redacted 9/24/2020 04:28 PM	none
Screen Name Redacted 9/24/2020 04:55 PM	None
Screen Name Redacted 9/24/2020 09:43 PM	Remove parking at corners where it limits visibility. (Can add bulb-outs for green space). Consider separated bicycle lanes where cyclists have to go uphill (e.g. slower than cars). Or, consider a single lane of traffic (one way) with a "contraflow" bicycle lane design.
Screen Name Redacted 9/25/2020 09:58 AM	Nothing
Screen Name Redacted 9/25/2020 11:27 AM	Move the lane to Fernwood Road where people actually travel.
Screen Name Redacted 9/25/2020 12:00 PM	Use painted bike lanes, parking one side only
Screen Name Redacted 9/25/2020 01:19 PM	Make Gladstone one-way traffic for vehicles going east and include a stop sign at Stanley/Gladstone on Gladstone
Screen Name Redacted	None

9/25/2020 01:36 PM

Screen Name Redacted

9/25/2020 03:01 PM

Absolutely need a crosswalk and cyclist/pedestrian-controlled light where Avebury crosses Bay Street, prefer creation of 4-way stop at Stanley & Gladstone

Screen Name Redacted

9/25/2020 06:43 PM

None

Screen Name Redacted

9/26/2020 09:33 AM

Adding bulb-outs to all intersections to shorten crossings, include island curbs, consider round-about with bicycle pass-throughs, reduce traffic speeds to 30km/h, separate bicycle infrastructure

Screen Name Redacted

9/26/2020 12:13 PM

Make it easy and safe to get onto Stanley Ave from eastbound Johnston or Fort

Screen Name Redacted

9/26/2020 03:57 PM

Protected bike lane on Pandora, add a street light to Oregon between Walnut and Denman, more traffic calming or diversions, close off Avebury and Bay (or make it exit only for cars).

Screen Name Redacted

9/26/2020 11:24 PM

None at this time

Screen Name Redacted

9/27/2020 10:22 AM

Parking on one side of the street only, like oscar st.

Screen Name Redacted

9/27/2020 10:41 AM

None

Screen Name Redacted

9/27/2020 02:53 PM

Blinking crosswalks at key intersections.

Screen Name Redacted

9/27/2020 11:12 PM

Clarity of right of way

Screen Name Redacted

9/28/2020 02:03 PM

Make it a protected bike lane?

Screen Name Redacted

9/28/2020 05:06 PM

And improved crossing at Bay St. Ideally a pedestrian/cyclist controlled intersection.

Screen Name Redacted

9/28/2020 08:07 PM

Clear marking of the Bay st crossing. Even the crosswalks are not enough for many vehicles on this stretch of roadway, they routinely ignore them.

Screen Name Redacted

9/28/2020 08:18 PM

As much traffic calming as possible

Screen Name Redacted 9/28/2020 08:24 PM	maybe traffic calming measures.
Screen Name Redacted 9/28/2020 09:09 PM	Fewer car parking spots would make the route safer. Expanded boulevards too, to create pinch points that actually slow cars down and create more green space. Turning more of the concrete into greenspace and wider pathways generally would make the corridor more pleasant, comfortable and safer for all users.
Screen Name Redacted 9/29/2020 06:16 AM	I like all of your plans in the video
Screen Name Redacted 9/29/2020 12:15 PM	Ensure any busy intersections have flashing light controls.
Screen Name Redacted 9/29/2020 03:55 PM	Obstructions to force vehicles to slow down and pay attention. It's fine to post a speed limit of 30kmh but how will we guarantee they will be going that fast? Make the road curve of have pedestrian crossing areas that extend out into the road perhaps alternating one side of the street to the other for the next crossing. Force vehicles to pay attention.
Screen Name Redacted 9/29/2020 06:33 PM	Abandon the design and leave the route as is.
Screen Name Redacted 9/29/2020 09:29 PM	signage and driver education are very important, mostly for the parked cars - dooring cyclists.
Screen Name Redacted 9/30/2020 09:50 AM	Consider replacing parking on both sides of street to one side at angle rather than in line with roadway.
Screen Name Redacted 9/30/2020 11:51 AM	As noted in #1, something needs to be done about the intersection of Oregon and Walnut. Four stop signs would probably be the least expensive.
Screen Name Redacted 9/30/2020 01:00 PM	Traffic circle or marked pedestrian crosswalks at Walnut and Oregon where the children's playground and dog park is
Screen Name Redacted 9/30/2020 06:36 PM	Remember - this is for bikes! What about horses? - I am kidding.
Screen Name Redacted 9/30/2020 07:18 PM	No comment
Screen Name Redacted 9/30/2020 09:27 PM	Somehow being able to cross Bay on bike without having to stop and walk your bike or get mixed into the fast traffic on Bay. Perhaps a short protected bike lane on the short stretch of Bay between Avebury and Oregon.
Screen Name Redacted	lower speeds, fewer places for motorists to turn across cyclists and

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10/01/2020 07:29 AM	pedestrians
Screen Name Redacted 10/01/2020 11:58 AM	Don't know how you are going to do this one as the #22 bus goes back and forth on this road to and from Hillside Mall. People stepping off a bus should not step into a bike lane.
Screen Name Redacted 10/01/2020 03:16 PM	I'm not sure
Screen Name Redacted 10/01/2020 05:22 PM	Wherever traffic volume is higher, segregate bike lanes. Wherever crossing are difficult, create controlled crossings (lights).
Screen Name Redacted 10/01/2020 08:41 PM	Putting a bike path crossing Bay Street without lights, signs or stops is irresponsible and defeats the purpose of a safe bike path. Especially if cyclist are expected to turn ONTO Bay rather than simply crossing it. This will frustrate motorists at rush hour and make it unsafe for novice or young cyclist. Unless there is a light or painted green path to make the crossing go safe. It would just be best if the crossing at Bay Street was at a cross in the road not an S like the current plan.
Screen Name Redacted 10/02/2020 04:46 PM	Getting from Oregon to Avebury and vice versa is not a 'friendly' bike option unless you are riding alone and comfortable being a 'vehicle' in the road while doing so. On family bike rides we have to dismount and cross as pedestrians. It needs a light - pedestrian/cyclist controlled - to stop traffic before Avebury for traffic heading west and before Oregon for traffic heading east (as in my very frequent crossing of that street, I know that traffic rarely voluntarily stops on Bay, not at Forbes, not at Chambers, and not at Avebury either!) It would also help to permit cyclists to remain riding (i.e. like at Richmond & Lansdowne, or Doncaster at Hillside) over the crosswalks. I think there might be sidewalks on this route missing lowered curbs which should be fixed for people who use mobility aids.
Screen Name Redacted 10/02/2020 08:38 PM	I haven't cycled on these streets but it looks like a better route than the one I presently take which cuts over to Vancouver Street
Screen Name Redacted 10/03/2020 07:47 AM	As part of traffic calming measures near parks, having a place to lock a bicycle would be helpful.
Screen Name Redacted 10/03/2020 08:02 AM	Traffic lights
Screen Name Redacted 10/03/2020 11:12 AM	nothing, it's a good cycling area already.
Screen Name Redacted 10/03/2020 02:33 PM	1) Wayfinding on that jog to Oregon that makes it 100% clear which direction to go and that it is *just* a tiny little jog and the route continues to take you north. Meaning not just an arrow that says "go left", but a literal "jogged"

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	arrow that indicates "go left and then immediately right again". Some bikes routes in some cities I'm been in do this badly, and it makes it hard to stay on the route if you aren't familiar with the area. 2) The area suffers from the same thing the entire city (world?) does: cars rolling through stop signs without thoroughly looking in BOTH directions (including some sidewalks). You could ensure that there is LOTS of visibility at the corners. Putting a mini-speed-bump or rumble strip on the stop line (or just before it) could be a helpful way to remind drivers that they're moving through someone else's right-of-way space at that moment. This bad behavior would TERRIFY me if I had children.
Screen Name Redacted 10/04/2020 08:28 AM	Crosswalks. Also making the sidewalks less of an obstacle course would be more pleasant and comfortable, especially for people in wheelchairs. Maneuvering around telephone poles, fire hydrants, trees, etc is something i hate about being a pedestrian in victoria.
Screen Name Redacted 10/04/2020 10:29 AM	Not sure
Screen Name Redacted 10/04/2020 04:16 PM	Bike sensors at key intersections crossing major routes
Screen Name Redacted 10/04/2020 04:26 PM	See comment below re. linking this discrete route to a broader cycling network. Unless there is linking between sections each section alone is of little value. Gorge Rd. is a good example of a bike lane that simply stops at the end of a block. The argument against extending the Gorge Rd. lane is that the road is too narrow. But what is a cyclist to do, get off their bike and walk? a Hodge Podge of discontinuous bike lanes is counterproductive, almost as much as discontinuous roads would be for cars.
Screen Name Redacted 10/04/2020 04:47 PM	No comment
Screen Name Redacted 10/04/2020 05:02 PM	not sure
Screen Name Redacted 10/05/2020 06:05 AM	raised crosswalks at intersections and mid-block crossings - not pedestrian bulges that direct bikes into the path of cars.
Screen Name Redacted 10/05/2020 07:44 AM	Keep bike lanes to a minimum
Screen Name Redacted 10/05/2020 12:12 PM	yellow curbs at the intersections to keep parked cars from being too close.
Screen Name Redacted 10/05/2020 01:32 PM	More letdowns, boulevard space, street trees, etc.

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Screen Name Redacted 10/06/2020 11:07 AM	Make sure bikes can safely turn left from Stanley to Begbie. Increased traffic calming on the three streets.
Screen Name Redacted 10/06/2020 11:43 AM	Safety improvements are appreciated and will increase my use of this route with my family.
Screen Name Redacted 10/06/2020 02:54 PM	Warning signs for parked cars to look for cyclists before opening doors
Screen Name Redacted 10/06/2020 04:00 PM	The Shelbourne St bike lanes should be made up to AAA standards. There should also be more car filters on this road.
Screen Name Redacted 10/06/2020 10:10 PM	If there is a way for cyclists to easily cross Bay street, then it would definitely make it more comfortable & I would likely use this route to bike to work (instead of my current route)
Screen Name Redacted 10/07/2020 08:10 AM	Provide clear street markings (signage, painted markings on road surface) to indicate to vehicles that this is a bike route.
Screen Name Redacted 10/07/2020 10:56 AM	Separated bike lanes (rather than the suggested plan of shared bike-and-car streets) is necessary to be a real difference: low traffic volumes don't eliminate safety problems for bicyclists (even one resentful car driver can create a dangerous or fatal situation on shared pavement). This corridor also needs to connect through to Fort Street.
Screen Name Redacted 10/07/2020 12:54 PM	New bike route with dedicated crossings through the Begbie/Pandora/Johnson junction allowing the use of the Pandora Westbound and Johnson Eastbound bike lanes
Screen Name Redacted 10/07/2020 07:49 PM	I would recommend a cyclist-controlled light in addition to the crosswalk in place on Bay St and Avesbury. As well, I would recommend permanently making the portion of Gladstone between Stanley and Fernwood a one way street off of Fernwood, or at the very least turning that intersection into a 4 way stop.
Screen Name Redacted 10/08/2020 11:14 AM	Speed bumps.
Screen Name Redacted 10/08/2020 09:02 PM	an activated cross walk with lighting at Bay St, similar to what is at haultain and cook would help to increase safety
Screen Name Redacted 10/08/2020 09:41 PM	No left turn onto Oregon from Bay st?
<b>Mandatory Question</b> (96 response(s)) <b>Question type:</b> Essay Question	

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### Q3 What general ideas, comments, or suggestions do you have for this corridor?

Screen Name Redacted 9/21/2020 05:54 PM	Bike racks at key points (near ammenities) and a bench or two would be great!
Screen Name Redacted 9/21/2020 05:59 PM	Move it to Fernwood road. Stop through traffic for motor vehicles on Fernwood road Make the intersections at Begbie and Bay safer by removing turning and travel lanes, adding curb bulbs. As for my rating, I strongly support a corridor in this neighbourhood, just not this one. Maybe provide a why or specify what question 4 is referring to.
Screen Name Redacted 9/21/2020 06:08 PM	Reflective Beams along the road to direct bikes
Screen Name Redacted 9/21/2020 08:41 PM	no right now
Screen Name Redacted 9/21/2020 09:40 PM	Treat it more like a spine network that needs feeder routes with crossings for cyclists and pedestrians to connect to it, otherwise it isn't going to get enough use from people wanting to just exit Haultain and go to Pandora via Stanley. It needs crossings along Fernwood road to connect across the neighbourhood easily to the route (e.g. Walnut, Pembroke) and to encourage the use of this route to connect Fernwood.
Screen Name Redacted 9/21/2020 09:51 PM	This seems like a waste of money. It is hard for me to imagine that cyclists will not take the perfectly straight and more gently graded ute right up Fernwood. Furthermore, there are large stretches of Fernwood that have very little parking--so there is little parking to lose. Most homes have driveways and other off-street parking. So, just tear the band-aid off and put the bike route on Fernwood.
Screen Name Redacted 9/21/2020 10:37 PM	Improvement of sidewalks and road surface. It's quite pothole-y or uneven at times.
Screen Name Redacted 9/21/2020 11:37 PM	Think of a fast power wheelchair on the route when you design, we'll be there
Screen Name Redacted 9/22/2020 07:13 AM	Looks great
Screen Name Redacted 9/22/2020 08:19 AM	Additional infrastructure on Walnut st as it is a good, flat east-west connector
Screen Name Redacted 9/22/2020 08:21 AM	I like that is using a route that is already a common biking route (and keeps it relatively flat!). However, I worry about the number of parked vehicles pulling out, and the number of driveways where people can't see bikes coming due

	to parked cars. Parking is already busy along these streets, and there are no other options for parking.
Screen Name Redacted 9/22/2020 08:49 AM	Really excited to see this happen. I don't currently ride my bike to work due to safety concerns, especially when days are shorter.
Screen Name Redacted 9/22/2020 05:54 PM	remove some parking and create garden box peninsulas or islands to further narrow both denman and Belmont before implimentation/upgrading existing facilities
Screen Name Redacted 9/22/2020 07:55 PM	As regards the point at which Shakespeare Street meets Oaklands Tennis Courts: when approaching from the south, that is, heading to Hillside, there's a tricky and hard right turn onto the path, and some metal bollards to avoid. This chokepoint could use a rethink, to allow for a shallower turn and safer approach and exit. This path gets a little icy in the winter (shaded), so the hard turn is dangerous. Could be a relatively cheap fix. Generally, car and cyclist interactions are tricky in shared spaces, mostly due to differences in speed. Signs are not enough: please consider aggressive speed humps where feasible.
Screen Name Redacted 9/22/2020 08:13 PM	Speed limit so alone are insufficient in Victoria. This is clear if one rides a bicycle on the so-called 30 km zone on fern wood ave. speeding is very common and there is ample traffic coming in the form of a narrow street. This makes the street feel somewhat dangerous at times especially at rush-hour. However, the connector route proposed is at least a step in the right direction and I support it.
Screen Name Redacted 9/22/2020 08:45 PM	Remove vehicle traffic
Screen Name Redacted 9/22/2020 08:58 PM	Greta for the community!
Screen Name Redacted 9/22/2020 09:35 PM	Design ideas? See #2
Screen Name Redacted 9/23/2020 04:58 AM	Add wayfinding signage as this isn't a common route or well known by people living outside of this neighborhood
Screen Name Redacted 9/23/2020 10:09 AM	Better bike connections at the intersection of stanley, begbie, pandora and johnson.
Screen Name Redacted 9/23/2020 06:36 PM	This should be a protected bike lane up and down Fernwood Avenue itself, not a random cowpath wandering waste of time on random residential streets.
Screen Name Redacted 9/23/2020 08:05 PM	Make sure it's well segregated since there are so many parked cars

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Screen Name Redacted 9/23/2020 09:39 PM	As a cyclist, I would still take Fernwood Rd. The grade of Oregon St. is too steep for a cycling route. Although I strongly support the AAA Network, I don't like the City spending money on this particular connector route.
Screen Name Redacted 9/24/2020 11:52 AM	Speed slowing measures
Screen Name Redacted 9/24/2020 12:15 PM	Move the entire route over to Belmont. This would aide people going from Oaklands & Fernwood towards Oak Bay. The Belmont connection to Pandora & Fort would be much more straightforward than the jumble at the Begbie-Pandora-Johnson-Stanley intersection. That intersection is a nightmare for cyclists in the best of times. Moving over to Belmont would mean less lateral movement along Pembroke & Bay
Screen Name Redacted 9/24/2020 12:25 PM	The more green painted boxes for bikes, the better.
Screen Name Redacted 9/24/2020 01:25 PM	Add this and other corridors to the Google Maps bike network so they show up when planning a route
Screen Name Redacted 9/24/2020 03:05 PM	I can understand the route using Stanley southbound onto Pandora, but I cannot see how to get onto Stanley northbound. The intersection with Begbie where it joins Pandora is complex.
Screen Name Redacted 9/24/2020 04:28 PM	I'm concerned more impatient drivers will short-cut down my street, which is Cedar Hill Rd. While I completely support this proposal, I'd like some traffic calming on Cedar Hill Rd as well to deter people from short-cutting and speeding on it.
Screen Name Redacted 9/24/2020 04:55 PM	None
Screen Name Redacted 9/24/2020 09:43 PM	Connect the two Fernwood routes east-west using Pembroke Street (with a crossing at Gower Park).
Screen Name Redacted 9/25/2020 09:58 AM	Supportive of relatively economical solutions and route
Screen Name Redacted 9/25/2020 11:27 AM	Better than nothing
Screen Name Redacted 9/25/2020 12:00 PM	Painted lines only!
Screen Name Redacted 9/25/2020 01:19 PM	Add stop signs going east-west for all intersections.
Screen Name Redacted	None

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9/25/2020 01:36 PM

Screen Name Redacted

Great choice - it's a lovely connector!

9/25/2020 03:01 PM

Screen Name Redacted

None

9/25/2020 06:43 PM

Screen Name Redacted

You're PDF document is disappointing, unattractive, and low quality. I would suggest help to provide improved quality diagrams/images. The document looks like something I made in undergrad. Also consider adding a map image to view and easily reference the questions. I shouldn't have to download the map on my own, this is cumbersome and makes for a poor UI/UX experience.

9/26/2020 09:33 AM

Screen Name Redacted

Traffic calming on Bay St and Begbie St where route intersects.

9/26/2020 12:13 PM

Screen Name Redacted

More traffic calming, stop signs for all roads at intersections, close off Avebury and Bay (or make it exit only for cars), protected bike lane on Pandora.

9/26/2020 03:57 PM

Screen Name Redacted

Note / not at this time

9/26/2020 11:24 PM

Screen Name Redacted

parking on one side only

9/27/2020 10:22 AM

Screen Name Redacted

Great route

9/27/2020 10:41 AM

Screen Name Redacted

Good idea.

9/27/2020 02:53 PM

Screen Name Redacted

Clear signage at pembroke

9/27/2020 11:12 PM

Screen Name Redacted

Why engage if you're just going to put some paint on the street. Just paint it already and everyone will keep using Fernwood anyways

9/28/2020 02:03 PM

Screen Name Redacted

Otherwise I think this corridor is good currently and likely requires little additional improvements.

9/28/2020 05:06 PM

Screen Name Redacted

On street painting to bring attention to the nature of the shared laneway.

9/28/2020 08:07 PM

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Screen Name Redacted 9/28/2020 08:18 PM	Parklets are great
Screen Name Redacted 9/28/2020 08:24 PM	markings at intersections to increase visibility of cyclists if they're not all-way stops.
Screen Name Redacted 9/28/2020 09:09 PM	Needs to be done. Let's connect the city! :)
Screen Name Redacted 9/29/2020 06:16 AM	looks like a great plan
Screen Name Redacted 9/29/2020 12:15 PM	Make sure that any street crossings or darker areas are well lit. Enforce helmets and safety gear on bikes and riders.
Screen Name Redacted 9/29/2020 03:55 PM	If cars are going 30kmh that is way faster than many cyclists can move. It is intimidating to be on the road with a car trying to go twice your speed right behind you. This will prevent some slower rider from using cycling routes like this. In order for areas like this to truly be inclusive the speed limit should maybe be dropped further or make the road less attractive for vehicles through things like my suggestions in the last question.
Screen Name Redacted 9/29/2020 06:33 PM	Stop wasting time and taxpayer resources on this foolishness
Screen Name Redacted 9/29/2020 09:29 PM	none
Screen Name Redacted 9/30/2020 09:50 AM	none really I dont use it as much as Vancouver street.
Screen Name Redacted 9/30/2020 11:51 AM	The 1300 block of Pembroke is narrow, with parking on both sides. Vehicles have to wind in and out of spaces to permit two-way traffic, and visibility of oncoming traffic can be challenging. The corridor will have bicycles and cars making the turn from Oregon onto the relatively short length of Pembroke before turning onto Stanley. I'm not sure how you can fix this visibility issue, but attention should be given to it. [Note, I live just at this intersection and watch close calls all the time.]
Screen Name Redacted 9/30/2020 01:00 PM	This is a route I have often taken when biking, and that I recommended to my teens when they were younger. Having it be a designated corridor with some intersection enhancements will be great.
Screen Name Redacted 9/30/2020 06:36 PM	None
Screen Name Redacted	None, other than above

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9/30/2020 07:18 PM

Screen Name Redacted

Seems like good placement and well designed for this corridor.

9/30/2020 09:27 PM

Screen Name Redacted

maybe on a minor road rather than Fernwood rd

10/01/2020 07:29 AM

Screen Name Redacted

If you take away the street parking Fernwood will howl. do another street this one is too narrow and busy!

10/01/2020 11:58 AM

Screen Name Redacted

Clear markings on the pavement and on signs that it is a bike corridor

10/01/2020 03:16 PM

Screen Name Redacted

See comment above.

10/01/2020 05:22 PM

Screen Name Redacted

Cross Bay elsewhere where the two cross street aren't so far apart (Belmont, Forbes)

10/01/2020 08:41 PM

Screen Name Redacted

This is the route we always ride anyways to get from Oaklands to Fairfield. However, if the goal is just to get from Haultain to Begbie, assuming bikes and pedestrians are coming from the new Oaklands connection on Shakespeare, why go all the way to Avebury along Haultain? Forbes is a better place to cross Bay and then going west up Pembroke from Shakespeare to Stanley is mostly a more gradual uphill grade than Oregon between Walnut and Pembroke.

10/02/2020 04:46 PM

Screen Name Redacted

None, sorry

10/02/2020 08:38 PM

Screen Name Redacted

Please place share the road signs with the speed limits

10/03/2020 07:47 AM

Screen Name Redacted

The corridor sounds good

10/03/2020 08:02 AM

Screen Name Redacted

Please leave it alone. People have been cycling this neighbourhood for years.

10/03/2020 11:12 AM

Screen Name Redacted

I'll probably stick to using Fernwood Rd rather than this, because of what I said about there being lights on Yates/Johnson/Bay. And it's already 30km/h anyway (so if I hold up any cars by being slow I'm actually helping enforce the speed limit). The fact that this doesn't connect to anything else north/south is somewhat inconvenient.

10/03/2020 02:33 PM



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Screen Name Redacted 10/04/2020 08:28 AM	More crosswalks. Also making the sidewalks less of an obstacle course would be more pleasant and comfortable, especially for people in wheelchairs. Maneuvering around telephone poles, fire hydrants, trees, etc is something i hate about being a pedestrian in victoria.
Screen Name Redacted 10/04/2020 10:29 AM	Good though crossing at major road intersection a concern
Screen Name Redacted 10/04/2020 04:16 PM	No ideas
Screen Name Redacted 10/04/2020 04:26 PM	A bicycle lane from the Fernwood route along Bay Street to the Bay St. Bridge would facilitate access to this north/south route. I believe also extending the lane to Fort St. would allow better access to the route along Fort St. to the Jubilee Hospital. Not sure you have to reduce vehicle speeds to below 30 kmh to achieve adequate safety. 40 kmh would also work, with less complaint from vehicle drivers.
Screen Name Redacted 10/04/2020 04:47 PM	Minimal changes
Screen Name Redacted 10/04/2020 05:02 PM	none
Screen Name Redacted 10/05/2020 06:05 AM	raised crosswalks slow cars down which would help enforce the 30 km/hr zone.
Screen Name Redacted 10/05/2020 07:44 AM	Already congested area for traffic- keep bikes out of this area
Screen Name Redacted 10/05/2020 12:12 PM	remove some on-street parking near the intersections.
Screen Name Redacted 10/05/2020 01:32 PM	I think a connection via Belmont makes more sense as it connects to Haultain corners, Oaklands Elementary, and Doncaster connection better than Avebury.
Screen Name Redacted 10/06/2020 11:07 AM	Generally, it is a good idea. Not a fan of the parking staying there, as that increases the likelihood of being door'd.
Screen Name Redacted 10/06/2020 11:43 AM	Appreciate that the City is investing in safety improvements.
Screen Name Redacted 10/06/2020 02:54 PM	The streets can get pretty narrow so maybe some areas where there's no Parking so bikes can pull over and let cars by
Screen Name Redacted	It's a good route to connect people that live in Fernwood but doesn't connect

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10/06/2020 04:00 PM

people that live in Saanich. I think it should go ahead but shouldn't be considered a finished job when looking at a complete AAA network.

Screen Name Redacted

None

10/06/2020 10:10 PM

Screen Name Redacted

Traffic calming features and a shared roadway.

10/07/2020 08:10 AM

Screen Name Redacted

This corridor would be most useful as part of a continuous north-south route. A major reworking of the Pandora-Begbie-Johnson interchange is needed to make the area friendly for bikes and pedestrians. Pandora as a continuous two-way street and returning Johnson to the local street it was previously would be the ideal solution. Two way streets are more legible, better for transit, and support calmer traffic; one way systems are exclusively beneficial to car drivers and introduce a freeway-like element into the urban environment.

10/07/2020 10:56 AM

Screen Name Redacted

Improve signage and route-directions, and improve major junctions with priority for pedestrians and cyclists

10/07/2020 12:54 PM

Screen Name Redacted

Highly support the proposed route, along with the traffic changes. Those streets should realistically be 30 km/hr with the number of cars parked on the street, cyclists already using the route, and pedestrians.

10/07/2020 07:49 PM

Screen Name Redacted

None.

10/08/2020 11:14 AM

Screen Name Redacted

adding some speed bumps along the route would help to slow vehicle traffic.

10/08/2020 09:02 PM

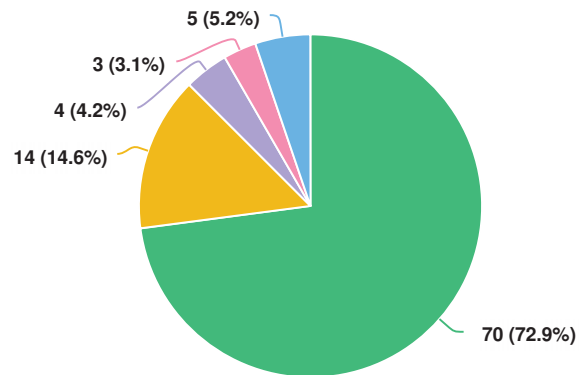
Screen Name Redacted

none, everything seems to be working well

10/08/2020 09:41 PM

**Mandatory Question** (96 response(s))**Question type:** Essay Question

**Q4 Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.**



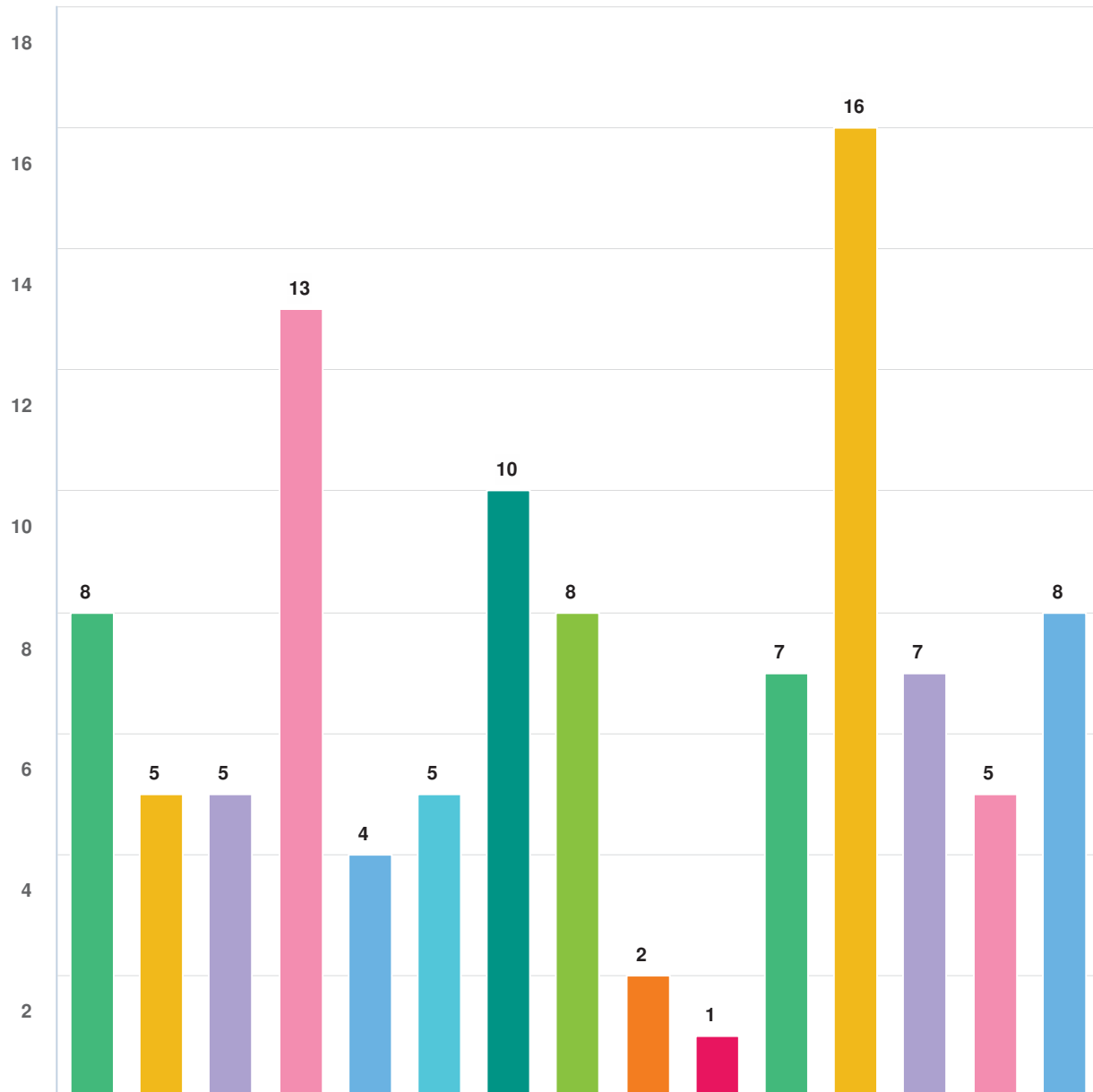
**Question options**

● strongly support
 ● somewhat support
 ● indifferent
 ● somewhat oppose
 ● strongly oppose

*Mandatory Question (96 response(s))*

*Question type: Radio Button Question*

**Q5 How did you hear about the opportunity to provide input?**



**Question options**

- Newspaper advertisement (Times Colonist) ● Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement ● Email from the City ● Email from neighbourhood association ● City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca) ● Friend/ neighbour/ family member/ colleague
- Email from a stakeholder group ● City E-News ● City Twitter ● City Facebook ● City Instagram
- Letter from the City in the mail ● Other (please specify)

Mandatory Question (96 response(s))

Question type: Checkbox Question

# Fernorddw dCrct

oSURVEVVoYP OoVwVYPUN

T1w d6rdp mdrw2b2wT2wP - re mdrw2b2

YUPJV NwAMV:

AttvAl dgwCswAmadgw i - taCl wdry erk

# SURVEY QUESTIONS

QT vArdwdrdwCt we- cræCgwtel whdwerræryw hdrdwewurrdCrti vncvdgcfdr weC- drCgwtæg  
c0dsdgrræC,wi - taghervp ereragr?

Screen Name Redacted 9/21/2020 06:05 PM	Cook to Yates it too wide and straight. Cars race up the hill at unsafe speeds. Traffic calming and lane narrowing/reductions are required. Also the Fort/Yates intersection is confusing and unsafe.
Screen Name Redacted 9/21/2020 08:15 PM	Crossing Fort street from the north side to the south side of the street after Cook St while traveling east.
Screen Name Redacted 9/21/2020 09:41 PM	Crossing intersections
Screen Name Redacted 9/21/2020 10:13 PM	Crossings at Pandora, and Yates. The amount of traffic and few safe crossings on Fort between Moss and Yates.
Screen Name Redacted 9/21/2020 11:33 PM	Fort Oak Bay junction
Screen Name Redacted 9/22/2020 10:29 AM	The transition from the north side of Fort Street to the south side after the protected bike facility ends at Cook Street is a significant safety concern, particularly given the fact that the bike lane immediately before is presented as AAA.
Screen Name Redacted 9/22/2020 11:33 AM	Fort and Pandora/Oak Bay Ave
Screen Name Redacted 9/22/2020 02:57 PM	Having to cross Fort street to get to the right bike lane after cook St. The oak Bay junction right turn lane from Fort to Oak Bay is unsafe for bikes and pedestrians
Screen Name Redacted 9/22/2020 05:57 PM	Currently having to cross the road is both dangerous and nerve racking for cyclists. please commit to extending the cooridor up the north side of fort street.
Screen Name Redacted 9/22/2020 07:39 PM	The whole Corridor is for a cyclist. I'm especially concerned for how the two way lane switches to a one way at yates. It could be great if done well and if privileges bikes ease and safety but may be awkward if done wrong. The key issue here is switching from the north side of the road to the south after yates.
Screen Name Redacted 9/22/2020 08:59 PM	NA
Screen Name Redacted 9/23/2020 05:05 AM	Transition from left side of street to right. No real great method of doing so for unconfident cyclists. Not enough midblock crosswalks. SPEED of drivers is outrageous as Fort is essentially a highway out of downtown.
Screen Name Redacted 9/23/2020 09:55 AM	I cycle along Fort St nearly every day to school. I feel very comfortable on the roads but not everyone does. Going straight is easy enough but there are plenty of side streets that can't be accessed without riding in the middle of the road.

Screen Name Redacted 9/23/2020 10:13 AM	crossing from the bike lane on the left side of the road to the right side of the road near moss street
Screen Name Redacted 9/23/2020 06:41 PM	The current transition off the protected Fort bike lanes, all the way across Fort and into the unprotected paint only lane is awkward and hazardous. Very glad to see it vanishing.
Screen Name Redacted 9/24/2020 01:02 PM	Crossing at Fort/Yates/Harrison as a pedestrian and cyclist.
Screen Name Redacted 9/24/2020 01:07 PM	The left turn from Ferwood onto Fort, behind Central Middle School is difficult. There is pedestrian traffic crossing towards the school, and it is difficult to see the eastbound traffic on Fort without getting far out into the intersection - blocking the pedestrian traffic, and making it difficult for vehicles turning onto Fernwood from Fort. Even once you turn out onto Fort, the lane then turns immediately left again, around the gas station. Most traffic coming from Fernwood actually wants to continue east along Fort it seems, which basically requires two clear lanes (difficult to see!).
Screen Name Redacted 9/24/2020 01:34 PM	The portion from Cook to Yeates has an area where cyclists have to cross from the north side of the street to the South side. It's difficult when there is traffic.
Screen Name Redacted 9/24/2020 01:52 PM	The current location where cyclists are required to yield to car traffic to cross the road while climbing a hill to get to the bike lane on the south side of the street is incredibly poorly designed. Either there should be a green light for just the cyclists to cross Cook, then cross Fort (while all other traffic is stopped at red lights) in one go, or the protected bike lane should extend all the way up the hill to the point where stopping and starting again is not as physically demanding (i.e., on a flat section or on a downhill slope).
Screen Name Redacted 9/24/2020 03:19 PM	AS A MOTORIST and CYCLIST 1. Access to Central Middle School across bicycle lanes 2. Access to Fernwood Road northbound across bicycle lanes 3. Access to the Shell gas station at Fort and Yates 4. Transfer point at Fort and Yates from/to north side of Fort St AS A PEDESTRIAN 1. Awareness of westbound bike traffic at all three intersections above 2. Tangle of traffic at Fort and Yates
Screen Name Redacted 9/24/2020 04:58 PM	None
Screen Name Redacted 9/24/2020 09:48 PM	Sections where there is no protected bike lane.
Screen Name Redacted 9/25/2020 10:48 AM	At the intersection of Fort Street and Oak Bay Avenue.
Screen Name Redacted 9/25/2020 11:31 AM	Very happy with these safety upgrades



Screen Name Redacted 9/25/2020 11:58 AM	No
Screen Name Redacted 9/25/2020 01:50 PM	1. The existing two-way bike lane is already a serious safety hazard for its entire length; thus extending the two-way section is foolish. It's a one-way street, the cycle lane should also be one-way; and the cycle lane should be on the right side of the street, not the left, so cyclists don't have to cross the street to continue up Fort. 2. The Yates-Pandora part of this corridor is a mess for motorists - narrowing each side to one lane (done some years ago to accommodate the painted bike lanes) spreads traffic out making it much more difficult for traffic from side streets to enter Fort as there are fewer gaps. This tempts people into making unsafe turns into too-small gaps. (and that section is also in very sad need of repaving)
Screen Name Redacted 9/25/2020 04:04 PM	Climbing Fort St. by bike from downtown is a relatively slow process because of the hill. I often find myself competing with buses. I also see many drivers make unsafe maneuvers when surprised by the leftmost lane ending. Fort St. seems a lot wider in general than it needs to be, especially since the cut down to a single lane at the top of the hill.
Screen Name Redacted 9/25/2020 04:49 PM	No
Screen Name Redacted 9/25/2020 06:53 PM	It would be great to extend the protected bike lanes on Fort as the transition once you cross over Cook Street is confusing. The traffic on Yates is also too much and having a protected bike lane would be great.
Screen Name Redacted 9/25/2020 11:07 PM	I have safety concerns at the Fort/Fernwood intersection as a cycling and concerns at the Fort/Pandora intersection as both a cyclist, pedestrian and motorist. I also note that several of the cross walks along this route can be difficult to safely cross.
Screen Name Redacted 9/26/2020 09:28 AM	All major intersections and crossings for pedestrians and cyclists. Also, if this is about improving safety for AAA networks, then why are you asking about the safety of motorists?
Screen Name Redacted 9/26/2020 10:00 AM	Yes, As a cyclist, when the bike lane ends at one Intersection and starts again on the other side of Fort Street.
Screen Name Redacted 9/26/2020 11:52 AM	Cyclists are on their own to transfer across all lanes of traffic to reach bike lane on other side at Yates street. Not safe during high traffic volumes.
Screen Name Redacted 9/26/2020 04:17 PM	Cyclist: At Fort and Yates how will I safely transition from the two way protected bike lane to the 2x one-way bike lanes. Otherwise, this looks fantastic and if the lanes are protected I have no concerns. Opens up a whole new area of the city to me. Pedestrian: Fernwood and Fort: Often people run across the road here. Perhaps there is a need for a controlled crosswalk? Moss and Fort: Update this to create an audible cross walk.

	Yates and Fort: I don't know what this used to be, but it's not an intersection. Very scary. Please re-do. Belmont and Fort: Consider closing this section of Begbie by the park and re-claim the space (placemaking opportunity). Begbie and Pandora: Add a crosswalk. Often people run across here as its a natural walking corridor. Fort and Pandora - pedestrian: Keep the Covid-19 programming. Permanently remove beg buttons from all intersections. When the light is green and there is sufficient time there should always be a walking symbol to remind drivers to look. Cyclist and Pedestrian: Fort and Pandora - both pedestrian and cyclist: Due to the large size of the intersection and volume of cars add a leading cyclist and pedestrian interval.
Screen Name Redacted 9/26/2020 05:46 PM	Crossing Cook St on Fort (from protected to unprotected lane). Bike lane ends on one side of the road and begins on another part way up to corridor.
Screen Name Redacted 9/27/2020 10:25 AM	no
Screen Name Redacted 9/27/2020 10:45 AM	None
Screen Name Redacted 9/27/2020 02:21 PM	Yes - with the proposed Richardson St changes not yet in place, the traffic patterns/load on Ft Street are not well understood. I am assuming that car traffic will increase and several intersections will get very complex - Fort/Oak Bay, Johnson/begbie/shelbourne and yates/fernwood.
Screen Name Redacted 9/27/2020 10:47 PM	This is an extremely wide one-way road between Cook and Yates, yet the number of traffic lanes is inconsistent. It's confusing for motorists as well as cyclists as the cycle lanes are actually too wide and can be mistaken for vehicle lanes. Between Yates and Pandora - very tricky as the roadway is already very narrow - see suggestion below
Screen Name Redacted 9/27/2020 11:17 PM	Bus interactions throughout RT on red vehicles at Pandora as a cyclist
Screen Name Redacted 9/28/2020 02:10 PM	The safe navigation of vehicles turning left off Fort onto Fernwood through the proposed, protected two-way bike lane at that section
Screen Name Redacted 9/28/2020 02:34 PM	Around the Shell station
Screen Name Redacted 9/28/2020 03:30 PM	1. The area from Cook to Yates, which seems to invite motor vehicles to go quickly (perhaps because it is so wide). 2. The transition onto the eastbound bike lane at or after Cook, which means coming across traffic.
Screen Name Redacted 9/28/2020 05:15 PM	It is currently awkward to have to cross Fort St at Linden to continue on the bike lanes.
Screen Name Redacted	No

9/28/2020 08:05 PM

Screen Name Redacted

The whole corridor

9/28/2020 08:21 PM

Screen Name Redacted

as a cyclist, I would worry about the streets around the Shell gas station where Yates and Fort connect. That's already a stressful area as a driver and I would worry about the traffic from the gas station and the school. As someone who also drives, but less frequently (care share), it's a little confusing around there.

9/28/2020 08:34 PM

Screen Name Redacted

Great to connect protected bike lanes up to Yates, as that's one of the more challenging areas for cyclists to travel from the existing protected lanes (having to cross three lanes twice)

9/28/2020 09:20 PM

Screen Name Redacted

As a cyclist, the largest safety concern is crossing the road during a break in traffic to get to the bike lane on the right side of the road from the protected bike lane on Cook Street. As a pedestrian, I have no concerns walking in this area. As a motorist, I have no concerns in this area.

9/29/2020 02:51 PM

Screen Name Redacted

Crossing the street heading toward oak bay in order to get on the bike lane on the other side of the road. Its awkward.

9/29/2020 04:00 PM

Screen Name Redacted

No

9/29/2020 06:31 PM

Screen Name Redacted

No

9/29/2020 09:37 PM

Screen Name Redacted

The change over from the Fort Street protected lane ending at Cook 2 way up Fort to OB Junction is priority. Bike lane ends and need to Cross over to other side of Fort. a continuous protected lane from Wharf to OakBay at foul Bay would be excellent over the various lanes and no lanes now there.

9/30/2020 09:41 AM

Screen Name Redacted

My god, right now I drive downtown and think the bikelanes have created a confusing and dangerous shifts how!

9/30/2020 06:55 PM

Screen Name Redacted

I won't cycle on this corridor as it is today. Painted lanes are not safe. It's also an uncomfortable area to walk or cross Fort street. An area you cross through if you have to but not a place anyone would want to spend any time. Need more buffer from cars and perhaps slower speeds.

9/30/2020 09:46 PM

Screen Name Redacted

when the bike lane suddenly switches sides, also the parked cars create a cycling hazard

10/01/2020 07:27 AM

Screen Name Redacted

Yes please, I ride the buses and don't want to step down into a bike lane. I also walk a lot and too many bike riders whiz down the sidewalk and nearly run me over. License bikes so that we can report those who endanger the

10/01/2020 11:50 AM

	people who like to walk.
Screen Name Redacted 10/01/2020 12:34 PM	From the junction at Oak Bay Avenue down to Richmond has parking for a lot of businesses and apartment dwellers. Visibility is very limited already. Would prefer the Fort Street option because there is no parking on that street. Unfortunately the bikes don't stop at the cross walks (Fern and Fort) so when you turn right onto Belcher you cut them off. Maybe cyclists could be made to obey traffic lights just like cars?
Screen Name Redacted 10/01/2020 05:26 PM	The current cycle infrastructure is dangerous, and I do not permit my children to use it. Segregating cyclists from cars will address this.
Screen Name Redacted 10/01/2020 05:46 PM	No
Screen Name Redacted 10/01/2020 05:49 PM	One way streets with 2 way bike lanes make it quite hazardous as a pedestrian to cross the bike lane on foot. i.e. 700 block fort from parkade crossing towards the library entrance on Broughton
Screen Name Redacted 10/01/2020 07:12 PM	Very busy Traffic around Stadacona centre. Pedestrian crossings are not very visible in this area as well.
Screen Name Redacted 10/01/2020 08:59 PM	Corner of Yates and Fort.
Screen Name Redacted 10/01/2020 11:03 PM	At Yates, the switch from both bicycle direction on the same side of the road to bicycle traffic on opposite sides of the road
Screen Name Redacted 10/02/2020 10:33 AM	Currently, as a cyclist the passing by Moss St and Linden St intersections. Under the proposed condition the intersection with Fernwood Rd and Yates St would pose an issue for cyclists travelling East.
Screen Name Redacted 10/02/2020 08:46 PM	It is unsafe to have to cross over to the other side of the street where the protected bike lane ends.
Screen Name Redacted 10/02/2020 10:17 PM	Having to cross Fort Street where the protected bike lane ends to continue heading east on fort
Screen Name Redacted 10/03/2020 07:55 AM	As a cyclist the connections Fernwood and Fort and Fernwood and Yates intersection.
Screen Name Redacted 10/03/2020 10:50 AM	Yes: as all 3. I live at 1225 Fort street - my condo sits about 15 metres from the street. cars regularly drive the wrong way down this portion of fort street because they misunderstand it's a one way street. I believe most of it comes from people going the wrong way when approaching fort on Fernwood and on Moss. There is horn honking several times per week, and then I see a vehicle pulling over to the side of the road the wrong way as the horns alert them to the fact they are driving the wrong way. This means they are driving

	<p>the wrong way past central middle school, where lots of pedestrians are present and many people jaywalk in that portion of fort between central middle and linden. As a pedestrian, cyclist, and motorist, I always have to scan carefully in both directions despite it being a one way street; I'm always alert to vehicles driving the wrong direction. As a pedestrian and cyclist myself I've waved down vehicles going the wrong way when I've been the first to see them.</p>
<p>Screen Name Redacted</p> <p>10/03/2020 02:48 PM</p>	<p>1) Every single side street where cars are inching out and waiting for a gap in traffic, and you can't tell (as a cyclist or pedestrian) if they are looking AT you or just THROUGH you, and sometimes drivers just refuse to look in your direction as you try to ride in front of their car that is poised and just *waiting* to leap out into your path... yeah, that's pretty scary. (I live just blocks off Fort, so go this way a lot, but still try to avoid rush hour.) 2) The point where Fort and Yates meet, going westbound. I have to change lanes to the left to get to Fernwood Rod, heading to Moss St, and that's a really awkward place to change lanes while you're riding! (I much prefer a stop, wait, and then cross, but there's nowhere I think I'm legally allowed to do that.) If with the new design you have to change lanes to get to the bi-directional lane on Fort, that could still potentially feel quite unsafe.</p>
<p>Screen Name Redacted</p> <p>10/03/2020 03:07 PM</p>	<p>I'm an experienced cyclist, and I'm terrified of having to cross from the protected lane on the left (north) side of Fort over to the unprotected lane further up on the right (south) side. This requires a full 180 shoulder check while cycling uphill, and crossing several lanes of traffic ... while drivers behind us are distracted by their own need to get into the proper lanes. It's a mess, and I avoid it by cycling on Johnson instead, where the traffic patterns are much more obvious to everyone.</p>
<p>Screen Name Redacted</p> <p>10/03/2020 03:48 PM</p>	<p>Turning left on Fern st, turning right on to pandora - light too short</p>
<p>Screen Name Redacted</p> <p>10/03/2020 05:00 PM</p>	<p>Just past cook where I, as a cyclist, need to cross the street in the middle of a hill. Additionally, coming up Fort from downtown entering the middle lane near Carberry to cross the street feels dangerous</p>
<p>Screen Name Redacted</p> <p>10/03/2020 10:02 PM</p>	<p>Fort St &amp; Yates St intersection is concerning, as there bikes in both directions will need to cross traffic to reach the separated bike lanes on western part of Fort St. There is a lot of traffic that uses Ormond St as cut through. There may be a significant hazard due to the two way bikes and one way vehicle traffic. Bikes coming down the hill will be be traveling in the opposite direction from vehicles and may be traveling down hill at significant speeds.</p>
<p>Screen Name Redacted</p> <p>10/04/2020 08:37 AM</p>	<p>As a pedestrian i have safety concerns at intersections where there is no crosswalk. There should be croaswalks at every intersection. As a cyclist I feel unsafe not being separate from cars. Even having the bike lane next to the parking means you could get a door in the face.</p>
<p>Screen Name Redacted</p> <p>10/04/2020 10:33 AM</p>	<p>Anywhere along the corridor where two way cycle track complicates right turns to head south, which is a frequent and desirable movement</p>

Screen Name Redacted  
10/04/2020 10:34 AM

Turning from Moss onto Fort as a motorist during school hours can be challenging.

Screen Name Redacted  
10/04/2020 04:52 PM

I like the proposed plans. The cross over from the bike lane as you go up the hill past cook is an ongoing concern

Screen Name Redacted  
10/04/2020 04:59 PM

Fort and Yates intersection

Screen Name Redacted  
10/04/2020 05:06 PM

no

Screen Name Redacted  
10/04/2020 09:03 PM

As a cyclist, going north, it is uncomfortable to cross over Fort St at Yates where it goes from one way to two way traffic. Also traffic on Fort St is heavy, making unprotected lanes feel dangerous.

Screen Name Redacted  
10/05/2020 06:11 AM

yes, cyclists are unprotected from motorists along this route

Screen Name Redacted  
10/05/2020 07:42 AM

All

Screen Name Redacted  
10/05/2020 11:40 AM

When you have to cross fort street at any random locations to get to the bike lane on the opposite side of the street after Cook St.

Screen Name Redacted  
10/05/2020 12:16 PM

Where left side bike lane ends abruptly. Also proposed two way bike lanes on one way streets lead to confusion for drivers and pedestrians.

Screen Name Redacted  
10/05/2020 02:42 PM

As a pedestrian, the corner on the north side of Pandora if heading south on Fort feels like I'm going to be struck by a vehicle any day now when trying to cross from that corner. Drivers are not able to adequately see pedestrians sometimes due to the location of the power poles, but they also are quick to turn before looking for people crossing. The road can barely be distinguished from the sidewalk on some of the corners on this intersection, which can put blind and low-vision pedestrians at risk.

Screen Name Redacted  
10/05/2020 03:45 PM

As a cyclist and driver, fort street has quite a few areas with extremely bad roads. I don't mean design so much as quality and maintenance is very poor, similar to a developing nation. Potholes, bumps, and shoddy repairs can be found along the entire stretch from where they recently worked on the Oak Bay junction all the way down to the firehall. Potholes and rough roads make biking uncomfortable and sometimes require swerving (potentially into traffic or the sidewalk) to avoid.

Screen Name Redacted  
10/05/2020 09:54 PM

Oak bay and Richmond

Screen Name Redacted 10/06/2020 08:03 AM	This is a very busy street and I wish there were no bicycle paths, but left to cars and pedestrians
Screen Name Redacted 10/06/2020 11:13 AM	Heading East on Fort as I pass Cook and leave the protected bike lane on Fort, it can be dangerous to switch to the other side of the street. Also, the current bike lanes are just to the left of parked cars, which makes dooring possible.
Screen Name Redacted 10/06/2020 11:38 AM	It's a busy road to ride on with kids. Protected bike lanes are a good idea.
Screen Name Redacted 10/06/2020 02:45 PM	In it's current state, I feel that bicyclists are forced to make an unsafe maneuver when the separated bike lane ends after cook st. In my opinion, this will be solved when the corridor is completed.
Screen Name Redacted 10/06/2020 02:59 PM	Around drive ways and turns
Screen Name Redacted 10/06/2020 04:13 PM	Connecting to Johnson St. should be considered, I imagine a number of people will be looking to get over there.
Screen Name Redacted 10/06/2020 09:08 PM	Nope.
Screen Name Redacted 10/06/2020 10:13 PM	Yes it is scary on Fort street when the current lane ends (on the left side of the road) & then you have to move to the ride side of the road to get to the bike lane - I currently avoid Fort on my bike ride home because of this reason (especially it is while going up a hill where it is more difficult to make manoeuvres)
Screen Name Redacted 10/07/2020 08:04 AM	Yes, I don't feel safe riding on this section of Fort Street without a separated bike lane.
Screen Name Redacted 10/07/2020 10:46 AM	The end of the current protected bike lanes at Cook and Fort; the One Way system, particularly around the Shell gas station near Fort and Yates
Screen Name Redacted 10/07/2020 12:57 PM	The junction at Fort/Fernwood is quite dangerous for cyclists, particularly when turning left, as the bike lanes are on the opposite side of the street, with few opportunities to cross
Screen Name Redacted 10/07/2020 05:23 PM	Crossing Bay Street. Turning left onto Pembroke from Oregon.
Screen Name Redacted 10/07/2020 09:40 PM	I live on Fort near Linden, and frequently see people cycling or boarding down the north side of Fort, going down the hill to Cook against traffic. It looks fun, but it isn't safe with traffic barreling up the hill and putting a protected lane in would fix that. I hope that the protected bike lane will be installed on the North side of the street as this seems to be the natural path

for many people using the route.

Screen Name Redacted

From when the protected bike lane ends and all along Fort Street.

10/08/2020 11:07 AM

McCreri Qudgri 102 response(s)

Qudgri 6d: Essay Question

Qb w hcnweuts w dssds w dgsd Cwep ckdwagwerraserv erdtdcgcCnwep ferrntd cCs9erwcfdrvdsdgracG,wi - tagrverde6tdw arhsajcmtdg?

Screen Name Redacted

Put a protected, one-way bike lane on both sides of Fort. Turning right should be easy for cyclists. The block lengths and traffic speeds will make it hard to exit a two-way lane, turning right from the north side.

9/21/2020 06:05 PM

Screen Name Redacted

Keeping the bike lane on the north side of the street as you go east

9/21/2020 08:15 PM

Screen Name Redacted

Separated lanes are a must. Ensuring lights are sync so cyclist aren't caught at every light would be great.

9/21/2020 09:41 PM

Screen Name Redacted

Flashing crosswalks to cross Fort. A sidewalk on the north side of Fort between Belmont and Stadacona. Add a crosswalk at Fernwood road and Fort. The removal of left turning lane at Fort onto Yates.

9/21/2020 10:13 PM

Screen Name Redacted

SMOOTH ROLLING

9/21/2020 11:33 PM

Screen Name Redacted

A safer transition to the future facility from the existing facility on Fort. If this is to be an AAA facility, it's unreasonable to expect people to comfortably switch from one side of the road to the other.

9/22/2020 10:29 AM

Screen Name Redacted

Use Leighton Road as a bike and walking route

9/22/2020 11:33 AM

Screen Name Redacted

Have a special light at Cook St just for bikes to travel diagonally to get to the right of Fort St. Have a pedestrian and bike scramble crossing at the oak Bay junction so right turning traffic doesn't have to worry.

9/22/2020 02:57 PM

Screen Name Redacted

More traffic calming/wider sidewalks attempts at lowering speeds - also doing something about the corner at fernwood and fort as cars tend to pull really far out when turning left off that street..

9/22/2020 05:57 PM

Screen Name Redacted

I think there is just simply an enormous amount of road space for cars - much of which wither often goes unused or encourages incredible speeds and precarious driving. I've seen it a million times on this route. If you could traffic calm in some substantial way it would really improve the experience of

9/22/2020 07:39 PM



	riding on the road (wouldn't feel so hostile), would improve livability for residents (there are rental units on the road), and could add trees or foliage to help with shade, carbon, aesthetics.
Screen Name Redacted 9/22/2020 08:59 PM	More public seating, possibly an art installation and more lighting options/features.
Screen Name Redacted 9/23/2020 05:05 AM	Physical separation! Reduce width of car lanes to slow speeds. Get rid of door zone parking.
Screen Name Redacted 9/23/2020 09:55 AM	Building a 2-way path up a hill is a terrible idea. It's not safe to mix people going in both directions with such a speed difference. One way protected lanes are best practice and should be built everywhere possible. The transition can easily happen at Cook if the signalling is done right - such as a dedicated bicycle phase. When Cook St eventually gets protected lanes, it can become a simultaneous green junction.
Screen Name Redacted 9/23/2020 10:13 AM	Two way bike lanes
Screen Name Redacted 9/23/2020 06:41 PM	This looks pretty solid. Please start building sooner rather than later!
Screen Name Redacted 9/24/2020 01:02 PM	Make is very obvious how to get from north side two way lanes to south side single direction lane.
Screen Name Redacted 9/24/2020 01:07 PM	N/A
Screen Name Redacted 9/24/2020 01:34 PM	Resolve the above-mentioned problem
Screen Name Redacted 9/24/2020 01:52 PM	Ensure easy access to the Pandora St bike lane (and future Oak Bay Ave/continuation of Fort St lane); easier access to the Fernwood neighbourhood immediately north of this route, especially at Fernwood Rd; cyclist-only traffic lights that stop other traffic when crossing from the protected, bi-directional bike lane on the north side of Fort (west of Cook) to the south side of Fort (currently at Linden).
Screen Name Redacted 9/24/2020 03:19 PM	Details fo design intent at Fort and Yates
Screen Name Redacted 9/24/2020 04:58 PM	None
Screen Name Redacted 9/24/2020 09:48 PM	Need very good designs for driveway access to keep cyclists safe. Also at intersections where drivers may mistakenly turn when the bike signal turns

	green. How can we prevent this? (maybe little gates for the cars? Or an extra signal?)
Screen Name Redacted 9/25/2020 10:48 AM	Nothing.
Screen Name Redacted 9/25/2020 11:31 AM	Looks good to me
Screen Name Redacted 9/25/2020 11:58 AM	Painted lines work fine!
Screen Name Redacted 9/25/2020 01:50 PM	Two-way bike lanes on a one-way street are outrageously stupid. Putting the existing bike lane on the left side of the street was also a mistake, creating an unnecessary hazard where eastbound cyclists have to cross to the right side to continue their trip up Fort. Extending the left-side lane merely - and literally - pushes this problem up the road.
Screen Name Redacted 9/25/2020 04:04 PM	Protected/separated bike infra is always welcome.
Screen Name Redacted 9/25/2020 04:49 PM	No.
Screen Name Redacted 9/25/2020 06:53 PM	N/A
Screen Name Redacted 9/25/2020 11:07 PM	Push-button crosswalks, protected bike lanes. Traffic calming on Oak Bay Ave for vehicles coming up to the Fort/Pandora/Oak Bay Ave intersection may also be helpful, especially for pedestrians crossing Fort street and cyclists turning from OBA onto Fort.
Screen Name Redacted 9/26/2020 09:28 AM	I think it's important to move all crossings to intersections, install bulb-outs to reduce crossing distances for pedestrians along with island curbs.
Screen Name Redacted 9/26/2020 10:00 AM	A continuous bidirectional bike path from Cook Street to Pandora /Oak Bay intersection beside the sidewalk, ie, protected by the parking lane. I don't know how this could help people with disabilities as I've never had to travel on Fort Street with any physical limitations.
Screen Name Redacted 9/26/2020 11:52 AM	Fort street bike lane transfers from left side to right side of traffic. It should stay one continuous lane.
Screen Name Redacted 9/26/2020 04:17 PM	Completely redesign the intersection of Yates and Fort. Very confusing and unsafe for pedestrians / cyclists. Belmont and Fort: Consider closing this section of Begbie by the park and re-claim the space (placemaking opportunity). This will also reduce vehicle traffic in an unpredictable location. Begbie and Pandora: Add a crosswalk. Often people run across here as its a

	natural walking corridor. Yates and Fort: Remove the beg buttons and add leading intervals for pedestrians and cyclists.
Screen Name Redacted 9/26/2020 05:46 PM	Consistent lane on one side of the street. More visibility and protection of the lane.
Screen Name Redacted 9/27/2020 10:25 AM	I like it the way it is
Screen Name Redacted 9/27/2020 10:45 AM	None
Screen Name Redacted 9/27/2020 02:21 PM	This question does not really make sense as part of the Cycling survey. By focussing on the Cycling expansion, the city is prioritizing cyclists over the other groups.
Screen Name Redacted 9/27/2020 10:47 PM	The plan doesn't make it clear whether the 2-way bike lane (between Cook and Yates) is on the north or south side. But I think 2-way is inferior to having separate one-way lanes anyway. If it is 2-way on the north side I have concerns about how the junction of Fort and Yates will be laid out.
Screen Name Redacted 9/27/2020 11:17 PM	True protected intersections
Screen Name Redacted 9/28/2020 02:10 PM	curbs and planters etc to create a physical barrier between cars and bikes
Screen Name Redacted 9/28/2020 02:34 PM	I just think it needs a two way bike lane on both Fort and Pandora up to the Oak Bay junction
Screen Name Redacted 9/28/2020 03:30 PM	Ensure the buffer between parked cars and the bike lane is wide enough that right-side door openings don't end up dooring cyclists. Also, for westbound east of Yates to Fort, a good transition from the north side of the street to the south side. Shouldn't just be using the pedestrian crosswalk, as there may be conflicts.
Screen Name Redacted 9/28/2020 05:15 PM	The plan sounds good. I'm glad the route will be protected the whole way.
Screen Name Redacted 9/28/2020 08:05 PM	Not making a physically separate lane. This endangers cyclists with various abilities. As this route has a hill it is unlikely to be used by people with all abilities.
Screen Name Redacted 9/28/2020 08:21 PM	As much hardscaped infrastructure as possible
Screen Name Redacted 9/28/2020 08:34 PM	the more physical barriers between cyclists and cars the better. Also anything that can help reduce how slippery roads can be in the winter since it's a steep

	incline (even if that's just making sure grates are clear so water doesn't pool). I know green paint is used for intersections, but anything that can improve the visibility of traffic lights. For example, I ride on Pandora a lot and there's a few spots (at Vancouver and Quadra) where tree branches block the bike traffic light.
Screen Name Redacted 9/28/2020 09:20 PM	Green space. Slower speed limits. Let's make the city safer and happier for folks to use alternative transportation,
Screen Name Redacted 9/29/2020 02:51 PM	I find the bike lanes from Yates to Pandora safe to ride in and have no concerns riding there. No need for any changes. Adding a pedestrian controlled light at the crosswalk at Linden would help improve pedestrian safety, but I find it's a visible crosswalk and cars stop.
Screen Name Redacted 9/29/2020 04:00 PM	The separated lanes like proposed would be incredible. I use this route often to visit friends.
Screen Name Redacted 9/29/2020 06:31 PM	Abandon the design and leave the route unchanged
Screen Name Redacted 9/29/2020 09:37 PM	I think the proposed plan makes sense, having Fort St as 2-way for cyclists makes more sense.
Screen Name Redacted 9/30/2020 09:41 AM	Sound signals at crosswalks, bike racks by merchants
Screen Name Redacted 9/30/2020 06:55 PM	Make it simple. How did motorized wheelchairs get into this discussion. I am on Foul Bay Road. Years ago "it was decided" that despite the existence of a "safe" bike lane from Fort St. to Camsun or Uvic (involving Trent St. and Dean Ave.), politicians would make a more visible statement and close off one side of Foul Bay Road to parking and create a "not overly used" bike lane. Now, when guests or deliveries arrive, they have to park on the other side of the road and take their chances. The original "safer" bike route was so much safer and so much less intrusive! AND the biggest problem that I have encountered is bikes coming the wrong way down the sidewalk when I am trying to back out of my driveway, over a bike lane and onto a busy road. I could give you some of the comments that have been yelled at me but being a very polite citizen (hehehe), I will not.
Screen Name Redacted 9/30/2020 09:46 PM	Protected bike lanes are a must here. Generally, adding landscaping and making it a more enjoyable space to walk.
Screen Name Redacted 10/01/2020 07:27 AM	wider, separated from traffic
Screen Name Redacted 10/01/2020 11:50 AM	Do not add a concrete berm. Yellow poles in the road to delineate the bike lane are brighter and taller. A lot of construction on Fort Street, with work trucks parked on both sides of the road - not possible if you add a bike lane.

Screen Name Redacted 10/01/2020 12:34 PM	it's fine the way it is; maybe traffic calming for cyclists!
Screen Name Redacted 10/01/2020 05:26 PM	Ensure intersections are designed to prevent cycle-car conflicts. Keep the bike lanes as straight as possible (do not weave around parking spots, etc). Ensure site lines for driveways, so drivers don't push into the bike lane to see down the street.
Screen Name Redacted 10/01/2020 05:46 PM	Leave it alone. It's fine the way it is. I cycle every day and don't need bike lanes.
Screen Name Redacted 10/01/2020 05:49 PM	on way lanes with painted lines like on Johnson Street
Screen Name Redacted 10/01/2020 07:12 PM	Better lighting, improved sidewalks
Screen Name Redacted 10/01/2020 08:59 PM	There is no indication of how cyclists will cross to the other side of Fort once the bike path meets Yates. There are no lights at that section. Why is the path changing at the most unsafe area. Not only is there a light, it is after a curve. Visibility will be reduced for motorists.
Screen Name Redacted 10/01/2020 11:03 PM	Keep bicycle separated lanes on one side of the road for the whole length from Cook to Pandora.
Screen Name Redacted 10/02/2020 10:33 AM	Having pedestrian activated lights at the intersection between Fort and Yates.
Screen Name Redacted 10/02/2020 08:46 PM	I think your design makes it safer.
Screen Name Redacted 10/02/2020 10:17 PM	the protected bike lane on fort is great, so continuing that eastward will be a great improvement for those users
Screen Name Redacted 10/03/2020 07:55 AM	Protected bike lanes. Bicycle parking along the way (same as near the pandora/government intersection)
Screen Name Redacted 10/03/2020 10:50 AM	I'm not sure what the best adjustment is to resolve the previously noted concern. I'm not sure what the optimal design or signage is to ensure that vehicles understand they are approaching a one way street and must go east. But I think that needs to be a priority to make peds/cyclists/PWD more comfortable. There's also lots of people that like to accelerate quickly on the long straight stretch of fort until it merges into a single lane around the Shell Station. Not sure how to prevent this since they're already disobeying the posted limit.
Screen Name Redacted	1) Separation. Green paint at EVERY vehicle crossing, including driveways.

10/03/2020 02:48 PM	2) Please take extra care when designing the cycle lane switchover from bi-directional on one side to single-directional on each side. It needs to be both safe *and* convenient--if you make it too awkward to cross the "proper" way, a lot just won't, and will do unsafe things, undermining the effectiveness of the design.
Screen Name Redacted 10/03/2020 03:07 PM	Painted lane on Fort east of Cook indicating where cyclists have to cross from the left (north) side of street to the right (south). Or better: see #3 below.
Screen Name Redacted 10/03/2020 03:48 PM	barrier
Screen Name Redacted 10/03/2020 05:00 PM	Protected cyclist infrastructure needs to go all the way up Fort on the same side and/or without a need to dismount and use crosswalks at which many vehicles do not stop.
Screen Name Redacted 10/03/2020 10:02 PM	Controlled intersection where needing to cross traffic.
Screen Name Redacted 10/04/2020 08:37 AM	crosswalks at every intersection. Also complete separation from vehicles for the bike lane.
Screen Name Redacted 10/04/2020 10:33 AM	Needs to be convenient also, to allow for continuous flow of bicycle traffic when leaving the corridor to head south.
Screen Name Redacted 10/04/2020 10:34 AM	As a pedestrian on this route I have no concerns. The question about safety below is loaded. I care a lot about pedestrian safety, but bicyclists will already have all of Richardson. I don't see why we need to double up and give them all of Fort as well.
Screen Name Redacted 10/04/2020 04:52 PM	I'm not sure how to improve the fort street cross over west of cook
Screen Name Redacted 10/04/2020 04:59 PM	No comment
Screen Name Redacted 10/04/2020 05:06 PM	not sure
Screen Name Redacted 10/04/2020 09:03 PM	For cyclists, protected lanes are needed. For pedestrians, a buffer between cars and people is needed.
Screen Name Redacted 10/05/2020 06:11 AM	protected bike lanes and controlled intersections
Screen Name Redacted 10/05/2020 07:42 AM	Remove barriers

Screen Name Redacted

10/05/2020 11:40 AM

A bike lane on Quadra, from Finnlayson to beacon hill. It is difficult to ride on Quadra downtown and it is a major artery that you need to ride on to get places.

Screen Name Redacted

10/05/2020 12:16 PM

Current one way bike lanes are excellent.

Screen Name Redacted

10/05/2020 02:42 PM

Find a way to make pedestrians more visible to drivers turning right from Fort onto Pandora. Possibly make right hand turns on red illegal at this crossing, as traffic bound for downtown on Pandora is often heavy and drivers are incentivized to make rushed turns when there is an opening and drivers looking left for traffic may not notice the pedestrian crossing light turning on before they have already started moving. This seems to be the case whenever I'm preparing to walk across from that corner. Tactile paving on the corners for blind and low vision pedestrians.

Screen Name Redacted

10/05/2020 03:45 PM

It would be nice if the whole road could be repaved to a good standard instead of a patchwork of fixes, many of which are falling apart just a few years later. Also if the island near the Stadacona ave could be removed or shrunk, that would be great. As a cyclist I often have drivers pushing into my bike like a bit because it takes up quite a lot of room.

Screen Name Redacted

10/05/2020 09:54 PM

Less traffic; adding a lane on top of a bus stop, short yellow line to turn left on Beverly, just past the intersection if Richmond and Oak Bay ave. and turn these narrow lanes to add a bike lane is dangerous. There are times that I will not cross the road even using the walk lights. I walk my dog several times a day. During these times, I go around the block only. Why? In 2 years, I have had 5 times when using the crosswalk, of having to flag down the car coming straight at me as they turn on the yello light. Oak Bay ave is not a good bike lane option . It is the main place for 2 bus routes, the direct route for Fire and amulance. And, there are joggers , dog walkers and seniors with walkers and scooters. And don't tell me that we need to remove trees to install bike lanes. Wrong on so many levels. Thanks for listening.

Screen Name Redacted

10/06/2020 08:03 AM

Don't do it

Screen Name Redacted

10/06/2020 11:13 AM

Perhaps and advanced light for cyclists to cross diagonally from the NW corner of Fort and Cook to the SE corner to merge into the bike lane. I don't think it makes sense for bikes to have to wait at another crosswalk up the road, especially at the crest of a hill, where it may be difficult for cars to see them crossing.

Screen Name Redacted

10/06/2020 11:38 AM

I appreciate that the City is added protected bike lanes. I will more likely ride here with my kids as a result.

Screen Name Redacted

10/06/2020 02:45 PM

nothing, it looks good to me

Screen Name Redacted 10/06/2020 02:59 PM	None
Screen Name Redacted 10/06/2020 04:13 PM	Better connection to Johnson and greater separation barriers.
Screen Name Redacted 10/06/2020 09:08 PM	My concern with the proposed two-way protected bike lanes for the Cook to Yates portion is that the uphill here is steep enough that many cyclists (like myself) slow down and weave gently back and forth as they gear down and pedal up the hill. I think the two-way protected bike lane will feel uncomfortably cramped and as other cyclists get stuck behind a slower cyclist who is weaving back and forth and have to negotiate oncoming cyclists while passing. This isn't as much of an issue on flatter areas of Fort because everyone is able to maintain a more-or-less predictable and straight route for others to dodge around.
Screen Name Redacted 10/06/2020 10:13 PM	Having the bike lane stay on the same side of the road will make it a lot safer to continue down Fort
Screen Name Redacted 10/07/2020 08:04 AM	Extend the dedicated bike lane with separation from vehicle traffic from Cook street towards the East.
Screen Name Redacted 10/07/2020 10:46 AM	Eliminate the one-way systems on Yates and Fort. Two-way traffic would be calmer, more convenient for cyclists, better for businesses, and more legible for transit users.
Screen Name Redacted 10/07/2020 12:57 PM	A Bike friendly crossing at Fort/Fernwood and a Bi-directional protected bike lane from cook to Yates.
Screen Name Redacted 10/07/2020 05:23 PM	Good, reflective, community oriented (showcasing character, landscape and history of our community) signage at crossing at Bay, at the Oregon and Pembroke intersection and at Gladstone and Stanley. Maybe a neighbourhood name contest. Community charm, clear instructions and emphasis on safety added to all advertising, education and media around this corridor. Showcase the corridor is for all users not just commuters, including youth, families, seniors, users of scooters and wheelchairs etc. Start creating a culture of inclusion, patience and community and neighbourly connection around the corridor.
Screen Name Redacted 10/07/2020 09:40 PM	Sometimes I see pedestrians need to stop for a bit of a breather at the top of the hill after walking up Fort from Cook St. There isn't anywhere to sit, and a bench may be appreciated by some.
Screen Name Redacted 10/08/2020 11:07 AM	Separate and protected bike lanes.

McCscreer v. Wudgmae Cw102 response(s))

Qudgræ Cui 6d:vi Essay Question



Q7 w hcn/dCdrctwscg,wep p dCrg,wrgul l dgræCgæwæuælcvdæærwæhæwærrææ?

Screen Name Redacted

9/21/2020 06:05 PM

Make it two one-way protected bike lanes. Reduce car lane to one from Cook street (it ends up being one, anyways!) A bus lane is alright.

Screen Name Redacted

9/21/2020 08:15 PM

It could be challenging to integrate a bike lane at the 'V' where Fort splits into Yates and Fort

Screen Name Redacted

9/21/2020 09:41 PM

Wayfinding - please consider the full route and each entrance/exit from a cyclist perspective. This includes making it very clear where and how to go when separated lanes end or at intersections

Screen Name Redacted

9/21/2020 10:13 PM

Connect this route to the Fernwood connector via Stanley. Or close Belmont between Fort and Pandora and add a crossing across to then link over to the Fernwood connector (would also need to improve the crosswalk across Begbie at Belmont). Looking forward to better bike lanes added here, it will make it more pleasant to walk or bike along Fort.

Screen Name Redacted

9/21/2020 11:33 PM

Think of a fast power wheelchair on the route when you design, we'll be there

Screen Name Redacted

9/22/2020 10:29 AM

If the future bike lane is to be on the south side of the street, consider implementing a protected intersection or infrastructure changes that allow for a safe transition from the north side to the south side. Conversely, if the future bike lane is to be on the north side, some sort of transition at Oak Bay Junction would be required.

Screen Name Redacted

9/22/2020 11:33 AM

Keep arteries for cars, and bikes to secondary streets

Screen Name Redacted

9/22/2020 02:57 PM

A protected bike lane is required but the Pandora model isn't ideal. Too many driveways. Maybe have bikes in the middle?

Screen Name Redacted

9/22/2020 05:57 PM

Please continue the corridor up the north side of fort and do not force cyclists to cross over - or if you do need to force cyclists to cross do it at the fernwood/fort intersection.

Screen Name Redacted

9/22/2020 07:39 PM

Take more road space from cars. There is soooo much there it encourages reckless driving and ruins the route. It's a trash street because drivers barrel through it like they could care less. On the sinle lane route after yates, Please ensure there's enough space for passing for bikes . At the point where you have to cross the street at Yates please consider push lights so bikes don't have to risk accident or wait for traffic to pass

Screen Name Redacted

9/22/2020 08:59 PM

Great land usage!

Screen Name Redacted 9/23/2020 05:05 AM	Move power poles off sidewalks
Screen Name Redacted 9/23/2020 09:55 AM	Please do not construct any more on-road 2-way facilities anywhere. The Netherlands stopped doing them years ago, and cost and parking is not an excuse. We deserve space to ride side by side and pass without worrying about oncoming traffic.
Screen Name Redacted 9/23/2020 10:13 AM	yes to two way bike lanes
Screen Name Redacted 9/23/2020 06:41 PM	Looking forward to being able to bike up a tamed Fort Street Hill once this is done.
Screen Name Redacted 9/24/2020 01:02 PM	Please follow existing templates for transitioning in and out of bike lanes. As the network develops, it seems that each new project has a new set of traffic rules for pedestrians, cyclists and drivers to learn, requiring courses for 'tricky intersections' for cyclists and no course for drivers.
Screen Name Redacted 9/24/2020 01:07 PM	N/A
Screen Name Redacted 9/24/2020 01:34 PM	None
Screen Name Redacted 9/24/2020 01:52 PM	Improved crossing for cyclists from north side to south side of Fort
Screen Name Redacted 9/24/2020 03:19 PM	Make left turn across westbound motorist traffic from Fort by westbound bike lane on Fort at Yates very clear. Looks like a real mishmash.
Screen Name Redacted 9/24/2020 04:58 PM	None
Screen Name Redacted 9/24/2020 09:48 PM	Would love to see more two-way auto traffic. As a commercial street, Fort could be a good place to try this further west.
Screen Name Redacted 9/25/2020 10:48 AM	Cyclists should abide by the rules of the road.
Screen Name Redacted 9/25/2020 11:31 AM	Please proceed
Screen Name Redacted 9/25/2020 11:58 AM	Leave it as is.

Screen Name Redacted 9/25/2020 01:50 PM	Remove the existing two-way bike lane on Fort and then leave it alone. It should never have been built.
Screen Name Redacted 9/25/2020 04:04 PM	Plan looks good to me!
Screen Name Redacted 9/25/2020 04:49 PM	Please don't make the vehicle lanes narrower.
Screen Name Redacted 9/25/2020 06:53 PM	N/A
Screen Name Redacted 9/25/2020 11:07 PM	Love the plan! Already some good traffic calming boulevard infrastructure around shine cafe but more would be great.
Screen Name Redacted 9/26/2020 09:28 AM	I think you should pick one continuous form of infrastructure that flows from the existing infrastructure in places. You should stick with the two-way cycle protected cycle tracks to reduce traffic conflicts. I fully support separated and protected cycle track as they are they only to reduce collisions.
Screen Name Redacted 9/26/2020 10:00 AM	something alongside the bidirectional bike path to improve the visual aspects, especially along some very dreary passages. Not plants as that would involve continuous upkeep, but perhaps a series of colourful signs or banners related to the natural environment (created with input from younger people). Something to remind everyone why more biking and walking is good for the entire population.
Screen Name Redacted 9/26/2020 11:52 AM	Do separated bike lane for Pandora.
Screen Name Redacted 9/26/2020 04:17 PM	More crosswalks, leading pedestrian/cyclist intervals at large intersections, remove beg buttons.
Screen Name Redacted 9/26/2020 05:46 PM	Consider transit - lanes should probably stay on the left side of the road all the way to Jubilee Consider tourists driving who are unfamiliar with intersection patterns (specifically for left turns)
Screen Name Redacted 9/27/2020 10:25 AM	much needed
Screen Name Redacted 9/27/2020 10:45 AM	None
Screen Name Redacted 9/27/2020 02:21 PM	The approach to the cycling network has disenfranchised me from the planning process. It is clear that any input is being used to support the cycling plans at the expense of other modes of transportation.
Screen Name Redacted	Add a short westbound lane between Fernwood and Moss (for vehicles as

9/27/2020 10:47 PM	well as cyclists) so traffic can go both north and south along those roads. There is definitely space! Also, for the difficult Yates-Pandora section, consider avoiding it by detouring the westbound cycle lane to Pandora-> Johnson -> Harrison
Screen Name Redacted 9/27/2020 11:17 PM	Ensure transit service is as good or faster post design
Screen Name Redacted 9/28/2020 02:10 PM	Thank you for proposing protected bike lanes.
Screen Name Redacted 9/28/2020 02:34 PM	Please build these bike lanes!! Love the work you're doing.
Screen Name Redacted 9/28/2020 03:30 PM	Please proceed quickly.
Screen Name Redacted 9/28/2020 05:15 PM	It would be nice to have a connection to Fernwood Ave. While this road isn't part of the AAA cycling network it provides a useful shortcut to places like Vic High and Fernwood Village.
Screen Name Redacted 9/28/2020 08:05 PM	Unnecessary as people with various abilities, children, seniors & disabled, will not use this route due to the hill
Screen Name Redacted 9/28/2020 08:21 PM	Please include parklets here, great opportunity for placemaking
Screen Name Redacted 9/28/2020 08:34 PM	no but I'm glad the cycling network is being expanded.
Screen Name Redacted 9/28/2020 09:20 PM	Slow it down. Make it easier and more fun for people to use bikes -- and more people will use bikes.
Screen Name Redacted 9/29/2020 02:51 PM	I live on the right side of Fort Street in this section, so I am curious which side of the road the new bike lane will be built on. Assuming it will be on the left side (same as the rest of Fort), how will I cross the road to get on and off the bike lane from my residence? I am concerned about the transfer from a two-way protected lane to one lane on each side of Fort Street after Yates Street. I cannot envision how that will be done easily at this point. When cycling, I want a smooth continuous ride and don't want to have to stop to cross the road to keep riding. The intersection at Fernwood and Fort will be an area of concern as cars tend to creep out when they are turning from Fernwood onto Fort. As well, some cars cross the road directly to the gas station from Joan Crescent.
Screen Name Redacted 9/29/2020 04:00 PM	Anything that makes it more difficult for vehicles and forces them to slow down or pay attention more. A separated lane is fantastic but protections for

	crossing turn offs and driveways etc...
Screen Name Redacted 9/29/2020 06:31 PM	Do not waste anymore time or taxpayer resources on these foolish bike lane projects. The city's road networks have eroded horribly in recent years with self-inflicted traffic congestion to install over-designed bike lanes that are hardly used.
Screen Name Redacted 9/29/2020 09:37 PM	More driver education is needed to encourage respect for cyclists. They need to know cyclists don't take away road space, rather they add road space by getting more cars off the road.
Screen Name Redacted 9/30/2020 09:41 AM	This is a main corridor from Oak Bay /Saanich into down town core. Very important connection, and better than the Pandora connection that has no bike lanes from OB junction to almost Cook Street. Haultain is a good route too from Oak Bay/Saanich thru Fernwood to Pandora and Cook.
Screen Name Redacted 9/30/2020 06:55 PM	See above!
Screen Name Redacted 9/30/2020 09:46 PM	Glad to see this end of the route getting completed :)
Screen Name Redacted 10/01/2020 07:27 AM	Busy with schoolkids, should be a priority
Screen Name Redacted 10/01/2020 11:50 AM	DON'T DO IT !! you do not seem very concerned about pedestrian safety!
Screen Name Redacted 10/01/2020 12:34 PM	I wish you would make a cyclists take a license test so they ride more safely.
Screen Name Redacted 10/01/2020 05:26 PM	Excellent initiative - can't wait!
Screen Name Redacted 10/01/2020 05:46 PM	Leave it alone
Screen Name Redacted 10/01/2020 05:49 PM	bikes law is to stay on right-hand; so keep lanes on right side; remove cement divide on fort, have painted lane on right side [wharf to cook] to join right-hand existing lane that goes east towards Oak Bay regarding comment #4 below, the support is very high regarding pedestrian safety, like I mentioned previously, as a walker crossing the bike lanes is tricky/dangerous; seems safer to just shop at uptown or a mall than to come downtown
Screen Name Redacted 10/01/2020 07:12 PM	See 2.
Screen Name Redacted	Keep both direction of bike paths on each side of Fort for the whole length.

10/01/2020 08:59 PM

Screen Name Redacted

10/01/2020 11:03 PM

Make sure doors of parked car that are in the process of opening don't interfere with bicyclists

Screen Name Redacted

10/02/2020 10:33 AM

Have wide enough bike lanes or pull out areas that allow cyclists to easily pass one another since it's a bit of a steeper corridor.

Screen Name Redacted

10/02/2020 08:46 PM

None

Screen Name Redacted

10/02/2020 10:17 PM

No

Screen Name Redacted

10/03/2020 07:55 AM

Make it two direction from Cook until Oak Bay Ave.

Screen Name Redacted

10/03/2020 10:50 AM

Cyclists protected from motorists

Screen Name Redacted

10/03/2020 02:48 PM

Please make sure you can connect to both Moss St and Fernwood Rd, even if there's a bidirectional lane on only one side. These make a good connector right now but \*technically\* only work in one direction (unless you go through Central School property). It's really important to make this work for students going to the middle school.

Screen Name Redacted

10/03/2020 03:07 PM

The separated lane on the north side of Fort Street was a mistake. Remove that section, build it on the south side of Fort where it belongs, and have it continue all the way north and east along Fort to Foul Bay Road.

Screen Name Redacted

10/03/2020 03:48 PM

longer light at Pandora

Screen Name Redacted

10/03/2020 05:00 PM

Often travelling on the corridor feels slower as the lights are poorly timed with the right turns. This needs to be adjusted as I avoid using the corridor for this reason.

Screen Name Redacted

10/03/2020 10:02 PM

Will this be connected to the Fernwood connector somehow? It is difficult to get from Fort St to Stanley Ave.

Screen Name Redacted

10/04/2020 08:37 AM

put a crosswalk at every single intersection. Do not put the bike lane next to a parking lane.

Screen Name Redacted

10/04/2020 10:33 AM

Would have preferred one way couplet with all of Yates, section from Yates to Oak Bay junction better design

Screen Name Redacted

I have avoided this route because it was busy but with the intent to block

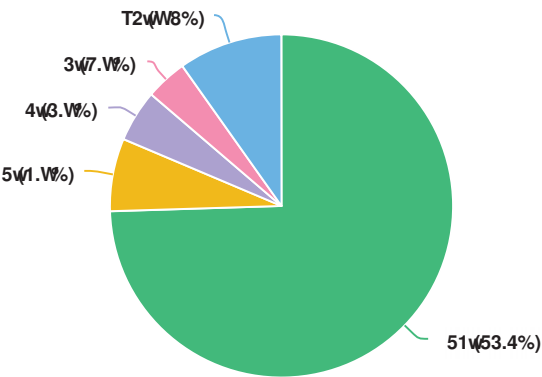
10/04/2020 10:34 AM	Richardson for me this will become an essential route for me as a motorist. Why is this even necessary for bikes now that they will have all of Richardson?
Screen Name Redacted 10/04/2020 04:52 PM	No
Screen Name Redacted 10/04/2020 04:59 PM	make the switch from both lanes on one side to one lane on either side more seamless and safe. Other areas like this are not so good (Wharf at Gov't)
Screen Name Redacted 10/04/2020 05:06 PM	keep up the good work
Screen Name Redacted 10/04/2020 09:03 PM	Will need to make the transition from two way bikeway to one way bike lane when biking north easy and safe...
Screen Name Redacted 10/05/2020 06:11 AM	I like the protected lanes and signalled intersections - not enough detail provided to go any further in terms of suggestions. But these two things are the foundation of a safer route for people on bikes - happy to see this is what is intended for this route.
Screen Name Redacted 10/05/2020 07:42 AM	Don't do it. Will cause even more congestion and emissions as vehicles idle waiting to get to their destinations. Keep some road bicycle- clear to allow vehicles to go through the city
Screen Name Redacted 10/05/2020 11:40 AM	Plant more trees to compensate for all the logging happening to expand development in Langford.
Screen Name Redacted 10/05/2020 12:16 PM	Please keep bicycle traffic going the same direction as vehicles. Bidirectional bike lanes on one way streets slow down traffic with lights and create an environment where bicycles are seen to have their own set of rules; they should be treated as vehicles.
Screen Name Redacted 10/05/2020 02:42 PM	Leave the pedestrian crossing signals touch-less once this pandemic is over. It's highly trafficked by pedestrians and crossing signals should always have been automatic to begin with. I am immunocompromised and always hated having to touch crosswalk buttons, being saved this trouble has been stress-relieving.
Screen Name Redacted 10/05/2020 03:45 PM	While I understand what the city is trying to do with the AAA, I feel it is sort of misguided when our roads are in such poor condition. Biking on Richmond ave is downright scary with the potholes, gravel, and lack of road maintenance. Then throw in a narrow road with HUGE islands that cause some drivers to make risky passes by me on my bike. I support the idea of the AAA network, but the current implementation has been very poorly done, in my opinion. Also, regarding the Fort st corridor, I have had very few problems with the design, mostly just with the road quality and cleanliness. It would be nice to see the money being poured into these "upgrades" to be spent instead on maintaining and cleaning our current roads.

Screen Name Redacted 10/05/2020 09:54 PM	All above
Screen Name Redacted 10/06/2020 08:03 AM	Don't do it
Screen Name Redacted 10/06/2020 11:13 AM	Love the idea of protected the protected lane here, as it would be badly needed.
Screen Name Redacted 10/06/2020 11:38 AM	Thanks for the safety improvements!
Screen Name Redacted 10/06/2020 02:45 PM	None
Screen Name Redacted 10/06/2020 02:59 PM	None
Screen Name Redacted 10/06/2020 04:13 PM	It's a good road to do it on, hopefully Johnson St. is next.
Screen Name Redacted 10/06/2020 09:08 PM	I think that given the steeper grade of the Cook to Yates portion, it may be wise to widen the bike lanes (or whatever) to make allowances for the many cyclists (like myself) who slow down and weave gently back and forth as they gear down and pedal up the hill.
Screen Name Redacted 10/06/2020 10:13 PM	none
Screen Name Redacted 10/07/2020 08:04 AM	A dedicated bike lane for both directions of bike traffic to one side of vehicle traffic creates the safest and most appealing conditions for traffic. Currently I won't ride east of Cook street, and use a vehicle to reach these destinations when needed.
Screen Name Redacted 10/07/2020 10:46 AM	Same as question 2: Eliminate the one-way systems on Yates and Fort. Two-way traffic would be calmer, more convenient for cyclists, better for businesses, and more legible for transit users.
Screen Name Redacted 10/07/2020 12:57 PM	Improve signage and lengthen the existing Fort bi-directional bike lane.
Screen Name Redacted 10/07/2020 05:23 PM	I love this route and walk it many times a week. Make it about the community and the already existing sense of place and not just those moving through it.
Screen Name Redacted 10/07/2020 09:40 PM	A lot of tourists walk up Fort on their way to Craigdarroch. I see many stopping to take photos of the heritage houses on the stretch between Cook and the school. It's a lovely walk as it is, but maybe something could be done



	to enhance their experience? Plaques or signs with information about the buildings.
Screen Name Redacted 10/08/2020 11:07 AM	It's a scary section to bike and I would encourage the protected bike lanes. Preferably two: one for east, one for west, rather than a dual one. It's safer.
McCscreri Qudgræ Cw Qudgræ Cw 6d:W	102 response(s) Essay Question

Q3 Wlcrdw eurw dvdrw fgu66ernfwr Cvdgrp dCrgw fgu66ern6dsdgracCwCswi - tagngcfdrw wC rhagwerrær.

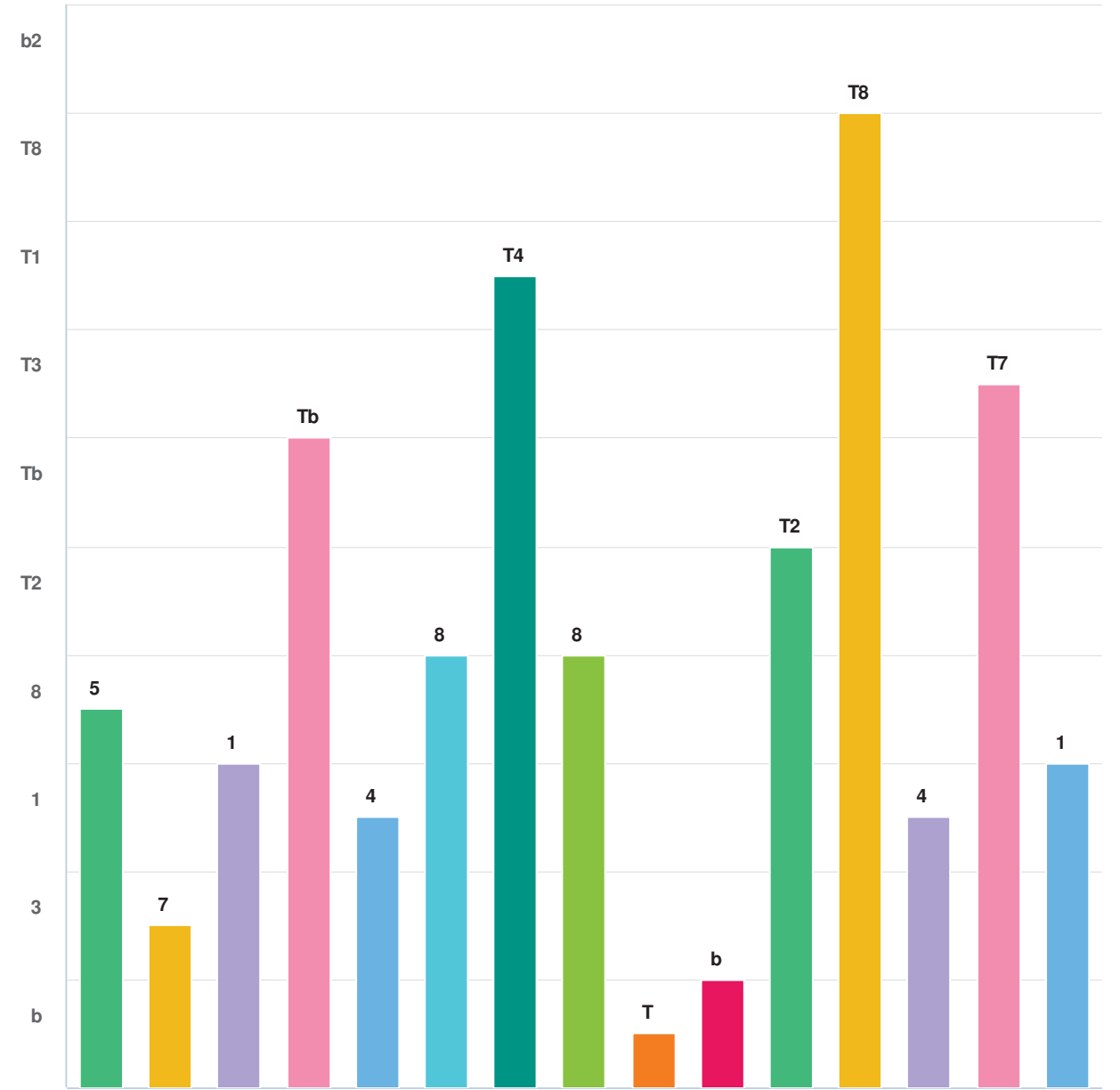


QudgræCw6ræCg

strongly support    somewhat support    indifferent    somewhat oppose    strongly oppose

Mandatory Question (102 response(s))  
Question type: Radio Button Question

Q4 Why was weuwhdcrwreunwhd66erruCar wev0revasdwC6ur?



QudgneCw6ræCg

- Newspaper advertisement (Times Colonist)
- Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
- Email from the City
- Email from neighbourhood association
- City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
- Friend/neighbor/family member/colleague
- Email from a stakeholder group
- City E-News
- City Twitter
- City Facebook
- City Instagram
- Letter from the City in the mail
- Other (please specify)

Mandatory Question (102 response(s))  
Question type: Checkbox Question

# Jubilee Route Selection

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## **SURVEY RESPONSE REPORT**

16 September 2020 - 02 October 2020

### **PROJECT NAME:**

All Ages and Abilities Cycling Network

# SURVEY QUESTIONS

**Q1 Please rate the corridor options in order of route preference (1 being your first choice).**

OPTIONS	AVG. RANK
Fort Street	1.56
Oak Bay Avenue	2.16
Fort-Leighton	2.27

Mandatory Question (85 response(s))  
Question type: Ranking Question

**Q2 Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?**

Screen Name Redacted 9/21/2020 03:14 PM	no
Screen Name Redacted 9/21/2020 05:25 PM	Turn off onto Jubilee at Christie's Carriage House, an often used single lane
Screen Name Redacted 9/21/2020 05:27 PM	Current traffic speed on leighton
Screen Name Redacted 9/21/2020 08:22 PM	All of Oak Bay Avenue from Fort to Amphion. Very dangerous for cycling.
Screen Name Redacted 9/21/2020 08:27 PM	Crossing traffic to the left-hand turn lane for the Fort St/Foul Bay Rd intersection when traveling east.
Screen Name Redacted 9/21/2020 08:56 PM	I have seen near miss accidents at the Intersection of Oak Bay Avenue and Foul Bay rd
Screen Name Redacted 9/21/2020 09:48 PM	Intersections
Screen Name Redacted 9/21/2020 10:03 PM	As a cyclist, I think Fort Street is too busy for cyclists.

Screen Name Redacted 9/22/2020 10:21 AM	As a cyclist, the Richmond/Oak Bay intersection can be a bit stressful due to the right turn lane. Drivers will often speed up to pass as you proceed through the intersection and, due to the parking along Oak Bay, you can get a bit squeezed in. The crosswalk at Clare/Oak Bay is also of concern -- I've lost track of the number of times a driver has proceeded through the crosswalk when there is clearly a pedestrian waiting (or while they're still crossing).
Screen Name Redacted 9/22/2020 10:41 AM	Just being doored by parked cars
Screen Name Redacted 9/22/2020 01:17 PM	intersections
Screen Name Redacted 9/22/2020 03:02 PM	The whole length
Screen Name Redacted 9/22/2020 08:07 PM	Fort Street left lane becomes quite congested where vehicles line up to make a left turn at intersections (on a red light).
Screen Name Redacted 9/22/2020 09:01 PM	NA
Screen Name Redacted 9/22/2020 10:29 PM	Yes! When the current fort bike lane ends and you have to merge onto traffic to cross to the other side of the street.
Screen Name Redacted 9/23/2020 05:08 AM	The entire corridor. Street width is ridiculous and encourages high speeds by motorists. Not enough midblock cross walks which encourages jaywalking.
Screen Name Redacted 9/23/2020 12:00 PM	As a motorist Richmond and Foul Bay Road are busy intersections. But with proper signage, directional signals etc. will be ok.
Screen Name Redacted 9/23/2020 12:11 PM	Where things get right and cars are squeezing past cyclists
Screen Name Redacted 9/23/2020 02:27 PM	That cyclists observe and follow the highway code as other users of roadways do.
Screen Name Redacted 9/23/2020 02:54 PM	not so far
Screen Name Redacted 9/23/2020 06:25 PM	Vehicle speed which would be moderated by the change in width
Screen Name Redacted 9/23/2020 06:47 PM	Fort north of the OB Ave/Pandora Junction is a mess, northbound and southbound. Oak Bay Avenue is an underdesigned joke of a road, crazily

	wide, and should have had bike lanes decades ago.
Screen Name Redacted 9/23/2020 06:48 PM	For Leighton, Fort Street turning onto Leighton from the other side.
Screen Name Redacted 9/23/2020 07:53 PM	no
Screen Name Redacted 9/24/2020 12:05 PM	Yes, the major intersections. Clear green boxes will need to be created.
Screen Name Redacted 9/24/2020 12:33 PM	As a cyclist the turn off of Pandora Ave to Fort can be hard to manage to get into the left hand turn lane and maneuver around vehicles from the Pandora bike lane into the motor vehicle lane
Screen Name Redacted 9/24/2020 12:38 PM	Crossing at Richmond and Fort as pedestrian and cyclist because of the wide roads and diagonal angles, crossing at Foul Bay and Fort for the congestion and many businesses being accessed.
Screen Name Redacted 9/24/2020 01:01 PM	No
Screen Name Redacted 9/24/2020 01:45 PM	I have used Leighton many times. It has a good connection to RJS by turning north on Lee Av. The disadvantage of Leighton is that it dead-ends at FoulBay Rd. Foul Bay does not have good biking qualities.
Screen Name Redacted 9/24/2020 02:00 PM	Yes. I have been hit on my bike at the intersection of Fort and Richmond while I was cycling in the bike lane. That could have been avoided if the lanes were protected
Screen Name Redacted 9/24/2020 02:19 PM	No major concerns along Fort from Pandora-Foul Bay
Screen Name Redacted 9/24/2020 02:28 PM	No
Screen Name Redacted 9/24/2020 03:26 PM	1. junction of Fort and Oak Bay Avenue/Pandora 2. Access entrance to businesses on north side of Fort just west of this intersection
Screen Name Redacted 9/24/2020 09:38 PM	An street but Leighton is uncomfortable. I sometimes take Oak Bay Avenue and it is difficult watching out for cars (parked and moving), dealing with topography.
Screen Name Redacted 9/25/2020 08:18 AM	Yes, Oak Bay Avenue is very busy with traffic.... dangerous for cycling.
Screen Name Redacted 9/25/2020 08:38 AM	All bus stops



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Screen Name Redacted 9/25/2020 09:50 AM	Every opportunity for vehicles to turn right are a worry for riders. Signing , education, and green surface paint help.
Screen Name Redacted 9/25/2020 10:48 AM	No
Screen Name Redacted 9/25/2020 11:35 AM	Proposal seems very safe
Screen Name Redacted 9/25/2020 11:57 AM	No
Screen Name Redacted 9/25/2020 01:27 PM	Turnoff from Fort to Leighton going east should be a slip lane to keep traffic (cycle and vehicle) moving efficiently; this is true even if the cycle corridor is not built
Screen Name Redacted 9/25/2020 03:59 PM	The Save-on-foods complex has a lot of car traffic, and sometimes people aren't watching out for bikes. A friend of mine was hit on his bike by a car turning into the parking lot at the entrance nearest to Lee ave.
Screen Name Redacted 9/25/2020 04:38 PM	No
Screen Name Redacted 9/25/2020 06:29 PM	Most of Oak Bay Avenue.
Screen Name Redacted 9/25/2020 10:54 PM	Traffic speeds on this segment of Oak Bay Ave are very fast. I have personal safety concerns when using all forms of transport here. The crosswalk at Rockland Ave is a specific location where I see drivers not wanting to slow for pedestrians, or not seeing pedestrians crossing north across the street because of parked cars.
Screen Name Redacted 9/26/2020 09:38 AM	Fort St and Oak Bay intersection is large crossing for pedestrians and cyclist. How is this section dangerous for motorists, enlighten me please?
Screen Name Redacted 9/26/2020 12:01 PM	Fort and Richmond. Some traffic goes into right lane, speeds up to merge into left lane where right lane ends. This creates a hazard for cyclists and pedestrians.
Screen Name Redacted 9/26/2020 04:38 PM	The main one is the bus stop on Fort just down from the turn onto Leighton Road. When a bus stops there for passengers essentially traffic is backed up past the pedestrian light just west on Fort St. This bus stop could be eliminated since there is a bus stop just up from Shoppers Drug Mart and another one across Richmond on Fort near the post office.
Screen Name Redacted 9/27/2020 10:50 AM	None

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Screen Name Redacted 9/27/2020 11:17 AM	Oak Bay Avenue
Screen Name Redacted 9/27/2020 11:40 AM	Generally, traffic speed and density, and the dangers of parked car door openings
Screen Name Redacted 9/27/2020 02:35 PM	The proposed Richardson St cycling lanes will result in more vehicle traffic on Oak Bay Ave and Ft Street, it is not clear that this increased traffic is being taken into account in this planning. I am concerned about the entire project and all modes of transport being at risk.
Screen Name Redacted 9/27/2020 02:49 PM	Side walk on both sides of Leighton Street for pedestrians.
Screen Name Redacted 9/27/2020 06:18 PM	Oak Bay is very narrow and busy route. The businesses will suffer without the current Limited parking
Screen Name Redacted 9/27/2020 07:40 PM	Pedestrian crossing at slight hill on oak bay avenue near Rockland. Fort and Richmond - uncomfortable intersection.
Screen Name Redacted 9/27/2020 10:01 PM	Eastbound east of Richmond, the cycle lane is inconsistent, and both ways especially just west of Foul Bay
Screen Name Redacted 9/28/2020 01:55 PM	no
Screen Name Redacted 9/28/2020 02:58 PM	Not particularly
Screen Name Redacted 9/28/2020 05:29 PM	Biking on Oak Bay Ave right now is not ideal. Traffic and lots of turning vehicles make it difficult.
Screen Name Redacted 9/28/2020 08:10 PM	No
Screen Name Redacted 9/28/2020 08:23 PM	The whole corridor
Screen Name Redacted 9/28/2020 09:14 PM	It's challenging to navigate, for cyclists and motorists, when the AAA bike lanes end... cyclists continuing to go straight need to cross three lanes of busy traffic, which can be challenging sometimes. I take the Fernwood exit off of Fernwood, and it's a little too far not to cross to the right side of the road... which means I have to cross over three lanes and cross back the three lanes in order to make my turn. It's a challenge and can annoy motorists and injure riders.

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Screen Name Redacted 9/28/2020 10:57 PM	Yes the Oak Bay- Fort St intersection would need added safety measures.
Screen Name Redacted 9/29/2020 12:27 PM	Oak Bay and Fort offer a volume of dangerous traffic.
Screen Name Redacted 9/29/2020 01:44 PM	Fort and Foul Bay intersection
Screen Name Redacted 9/29/2020 03:38 PM	As a cyclist yes I have concerns riding directly next to fast moving traffic with no barrier. As oak bay route was said to offer the most safety that is my primary concern.
Screen Name Redacted 9/29/2020 05:00 PM	Leighton is very narrow and it can be nerve wracking when cars are turning from side streets. There is very limited space for pedestrians on the sidewalks.
Screen Name Redacted 9/29/2020 06:36 PM	No
Screen Name Redacted 9/29/2020 09:41 PM	No.
Screen Name Redacted 9/29/2020 09:55 PM	Yes, the Fort St Commercial Services area, containing Christie Carriage House, is a huge issue for cyclist safety. We live there and have witnessed multiple accidents caused by cars turning into or coming out of commercial properties like Christie without regard to cyclists. This is particularly true for Christie Carriage House, as people are more than likely to be drinking alcohol and while they may be within legal limits that doesn't mean they are thinking about cyclists.
Screen Name Redacted 9/30/2020 09:14 AM	no bike lane on fort Street approaching Foul Bay Road from Lee Avenue
Screen Name Redacted 9/30/2020 01:33 PM	Fort St. just east of Richmond - there have been a few cyclists hit by cars turning into the Jubilee Centre parking lot.
Screen Name Redacted 9/30/2020 04:02 PM	As a cyclist - yes, using bike lanes! It is much safer to be part of the traffic flow. Cars turn in to bike lanes all the time. ""Protected"" bike lanes are even worse. They are not intuitive. Cars park beside them and passengers get out and cross the lanes without looking. Happened to me many times. Cars don't look when crossing these lanes as they exit driveways. Happened to me many times. Wharf street is a nightmare. And whose idea was it to put a two way bike lane on one way streets. Talk about counter intuitive.
Screen Name Redacted 9/30/2020 04:14 PM	Entrance to the shopping centre (save on Foods) eastbound on Fort just after Lee. For motorists cyclists and pedestrians. Motorists exiting and turning left westbound are problematic without traffic signals.

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Screen Name Redacted 9/30/2020 09:35 PM	No
Screen Name Redacted 9/30/2020 09:57 PM	As is, I wouldn't cycle on this route. Painted lanes aren't safe and it's generally unpleasant area to ride. Outside of the village, it feels like a lot of open space and concrete - generally unpleasant.
Screen Name Redacted 9/30/2020 10:17 PM	1. Corner of Fort and Foul Bay 2. 18 T intersections on Oak Bay Ave, Getting out of bike lane to cross over to T side street. Sight lines for drivers to see bikes while making right turns. Cyclist wanting to make a left turn forced into traffic to get out of the bike lane.
Screen Name Redacted 10/01/2020 11:49 AM	No Concerns
Screen Name Redacted 10/01/2020 12:16 PM	None
Screen Name Redacted 10/01/2020 02:41 PM	The junction of Fort and Oak Bay is a traffic mayhem
Screen Name Redacted 10/01/2020 05:29 PM	The entire length of Oak Bay from Pandora is dangerous for cyclists. I use it to connect to the bike lane on Pandora, but I would never let my children cycle there. Car-dooring and car-bike interactions are a problem here.
Screen Name Redacted 10/01/2020 07:06 PM	Yes, as a cyclist and pedestrian, the 5 way intersection at fort/oak bay avenue is always a bit scary. Within the new bike lane I am regularly cut off when travelling east by cars turning right off fort. Sidewalks here are very narrow. Also, the presence of lots of buses is challenging. The angle of the street lights to the bike lane is not very good as you frequently cannot see what colour they are. Heading west, the driveway in and around Shoppers Create conflict.
Screen Name Redacted 10/01/2020 09:07 PM	No
Screen Name Redacted 10/01/2020 11:13 PM	Leighton option dumps onto Foul Bay Rd, which is narrow (and no bicycle lane) and not optimal for bicycling
Screen Name Redacted 10/02/2020 09:02 AM	The entire corridor leading to OB village is very dicey as a cyclist and motorist. Sight lines are often blocked for turning vehicles and drivers often creep into the lane without fully stopping. Dooring is a major concern on certain sections as many motorists do not shoulder check here. Vehicle speeds and volumes are a big barrier for many people on this route.

**Mandatory Question** (85 response(s))

**Question type:** Essay Question

**Q3 What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?**

Screen Name Redacted

9/21/2020 03:14 PM

barrier between bike lanes and cars

Screen Name Redacted

9/21/2020 05:25 PM

Nothing, most of the infrastructure exists

Screen Name Redacted

9/21/2020 05:27 PM

Traffic calming on leighton. Take out the cut through option.

Screen Name Redacted

9/21/2020 08:22 PM

changes as recommended. dedicated bike lanes in both directions.

Screen Name Redacted

9/21/2020 08:27 PM

Barrier similar to the existing barrier between the bike lane near the Oak Bay junction when traveling on Fort St towards downtown.

Screen Name Redacted

9/21/2020 08:56 PM

Reduce speed limits along Fort st

Screen Name Redacted

9/21/2020 09:48 PM

Separated lanes are a must. Clear traffic signals and wayfinding

Screen Name Redacted

9/21/2020 10:03 PM

Please avoid making more lane changes on Fort Street.

Screen Name Redacted

9/22/2020 10:21 AM

Crosswalk improvements, dedicated (and protected) cycling facilities that continue through intersections, utility pole adjustments so people using mobility aids aren't squeezed on the sidewalk (ie. southside Oak Bay/Chamberlain).

Screen Name Redacted

9/22/2020 10:41 AM

Separated lanes would be better for cyclists and people using mobility scooters

Screen Name Redacted

9/22/2020 01:17 PM

dedicated bike lanes

Screen Name Redacted

9/22/2020 03:02 PM

wider sidewalks

Screen Name Redacted

9/22/2020 08:07 PM

The proposed barriers along the Fort Street bike lane would be a good addition.

Screen Name Redacted 9/22/2020 09:01 PM	More public seating, possibly an art installation and more lighting options/features.
Screen Name Redacted 9/22/2020 10:29 PM	Protected barriers for cyclists.
Screen Name Redacted 9/23/2020 05:08 AM	Physical separation! Remove parking. Reduce crossing distances by extending curbs.
Screen Name Redacted 9/23/2020 12:00 PM	ensure there is adequate shade for pedestrians, (trees, overhangs) shelters for bus stops, garbage cans for refuse, crosswalks for crossing wide streets. Signage for Hospital along Fort and Richmond indicating location of "Wings" of Jubilee Hospital. ie Parking, Cancer, Front door, Palliative??? Signage at Fort and Richmond and Oak Bay and Richmond indicating which direction Jubilee Hospital is. Improved outdoor signage at Hospital for pedestrians and drivers too.
Screen Name Redacted 9/23/2020 12:11 PM	Separation for dedicated cycling
Screen Name Redacted 9/23/2020 02:27 PM	I am not able to offer any insights to this question. However, I would advocate first and foremost and above all else.... for any means possible in which those with disabilities and those on foot are considered and cared for ahead of any measures taken to secure the comfort of cyclists. Whilst I favour this route, I am most mindful of the location of the Royal Jubilee Hospital and Hospice.
Screen Name Redacted 9/23/2020 02:54 PM	none
Screen Name Redacted 9/23/2020 06:25 PM	Little needed
Screen Name Redacted 9/23/2020 06:47 PM	Build both Fort St and OB Ave, not just one or the other! The Leighton Rd nonsense is idiocy that does nothing useful and goes nowhere.
Screen Name Redacted 9/23/2020 06:48 PM	Not sure
Screen Name Redacted 9/23/2020 07:53 PM	n/a
Screen Name Redacted 9/24/2020 12:05 PM	The plan presented is a good one to upgrade the painted lines to AAA separated lanes.
Screen Name Redacted 9/24/2020 12:33 PM	Barriered biking lanes with better markings

Screen Name Redacted 9/24/2020 12:38 PM	Making left turn onto residential streets or crossings easier.
Screen Name Redacted 9/24/2020 01:01 PM	N/A
Screen Name Redacted 9/24/2020 01:45 PM	See above
Screen Name Redacted 9/24/2020 02:00 PM	protecting the bike lanes with barriers or poles would help protect the cyclists.
Screen Name Redacted 9/24/2020 02:19 PM	Physically separated bike lanes for the whole section and signage to alert drivers to cyclists' presence at all major intersections. Excellent connections are needed to Oak Bay, Uplands, and future connectivity along Pandora and Fort central section
Screen Name Redacted 9/24/2020 02:28 PM	Nothing. Why do you mention pedestrians & people with disabilities? They will not be using the bike lane.
Screen Name Redacted 9/24/2020 03:26 PM	More detailed description of the Fort/Pandora/Oak Bay Ave intersection
Screen Name Redacted 9/24/2020 09:38 PM	Complete at least 2 of the three routes, plus a Brighton route. Fort Street and Oak Bay Avenue go different places, access different facilities.
Screen Name Redacted 9/25/2020 08:18 AM	Try to put cycling routes on streets that aren't busy with traffic.
Screen Name Redacted 9/25/2020 08:38 AM	Reflective road paint & clear line markings
Screen Name Redacted 9/25/2020 09:50 AM	Enact laws that reduce vehicle exhaust and noise from straight pipes and poor mufflers
Screen Name Redacted 9/25/2020 10:48 AM	Nothing
Screen Name Redacted 9/25/2020 11:35 AM	Looks good to me
Screen Name Redacted 9/25/2020 11:57 AM	Sufficient space for vehicles

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Screen Name Redacted 9/25/2020 01:27 PM	it's fine as is
Screen Name Redacted 9/25/2020 03:59 PM	Protected/separated bike infra is always welcome.
Screen Name Redacted 9/25/2020 04:38 PM	Make sure that the BC Transit buses can pull right up to the curb, so people with disabilities have easy access.
Screen Name Redacted 9/25/2020 06:29 PM	Protected bike lanes.
Screen Name Redacted 9/25/2020 10:54 PM	Protected bike lanes! Also traffic calming devices like boulevard plantings and additional crosswalk infrastructure. There are also several segments of sidewalk where telephone poles partially block the way, or bus infrastructure is quite close to the road/on the sidewalk.
Screen Name Redacted 9/26/2020 09:38 AM	Bulb outs, curb bumps, island curbs, pedestrian crossing priority, protected bicycle intersections with curbs/bollards. All this in addition to separated bicycle infrastructure.
Screen Name Redacted 9/26/2020 12:01 PM	separated bike lane after intersection of fort and richmond.
Screen Name Redacted 9/26/2020 04:38 PM	A blinking light on Oak Bay Avenue for the crosswalk by the Oak Bay chapel and the White Heather restaurant. Also, a speed indicator posted in both directions on the portion of Richmond Avenue between Oak Bay Avenue and Fort St.
Screen Name Redacted 9/27/2020 10:50 AM	None
Screen Name Redacted 9/27/2020 11:17 AM	The lights at Oak Bay and Richmond are dangerous. There is a pole that obstructs the view of people standing to cross. It is safer to cross at the cross walks (except some cyclists don't stop) then it is to cross at the light. The cars turning onto Oak Bay are trying to get across and do not consider pedestrians. The light configuration at Foul Bay and Oak Bay would be better suited to Oak Bay and Richmond.
Screen Name Redacted 9/27/2020 11:40 AM	Bicycle pump station.
Screen Name Redacted 9/27/2020 02:35 PM	clarity on the traffic assumptions being used to propose the plans - are thee based on pre-covid traffic? current? forecasted traffic?
Screen Name Redacted 9/27/2020 02:49 PM	see above

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Screen Name Redacted 9/27/2020 06:18 PM	Putting the bike lane down residential streets with more vegetation makes for a more pleasant riding experience
Screen Name Redacted 9/27/2020 07:40 PM	Ways for kids to cross major roads not at major intersections since as parents we don't want them riding on major roads.
Screen Name Redacted 9/27/2020 10:01 PM	remediate as above
Screen Name Redacted 9/28/2020 01:55 PM	a crosswalk crossing Fort at Leighton would be a nice addition, I see a fair number of people attempting to cross there instead of walking down to Richmond
Screen Name Redacted 9/28/2020 02:58 PM	Not sure...
Screen Name Redacted 9/28/2020 05:29 PM	Protected bike lanes and more marked crosswalks.
Screen Name Redacted 9/28/2020 08:10 PM	Keep parking to one side of the street and the bike route to the other.
Screen Name Redacted 9/28/2020 08:23 PM	As much hardscaped infrastructure as possible
Screen Name Redacted 9/28/2020 09:14 PM	Protected lanes... more trees. Green space. More density with smaller setbacks to capture attention and interest! Let's make our city more livable!
Screen Name Redacted 9/28/2020 10:57 PM	A similar bike turning light like the ones downtown.
Screen Name Redacted 9/29/2020 12:27 PM	Nothing it appears to be quite safe and minimal traffic.
Screen Name Redacted 9/29/2020 01:44 PM	I don't know
Screen Name Redacted 9/29/2020 03:38 PM	Fully separated lane for bikes
Screen Name Redacted 9/29/2020 05:00 PM	More accessible sidewalks for pedestrians and designated bike lanes.
Screen Name Redacted 9/29/2020 06:36 PM	Abandon the design and leave the routes as they are.

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Screen Name Redacted 9/29/2020 09:41 PM	Lots of separation between cyclists and cars with physical barriers.
Screen Name Redacted 9/29/2020 09:55 PM	SIGNAGE before the entrances and exits of all commercial parking off Fort St. Larger fines and penalties for hitting cyclists on protected cycling lanes.
Screen Name Redacted 9/30/2020 09:14 AM	Where possible add planting and hard landscaping separation like barriers , sitting places , I like the two way deign on one side of road, versus on both sides. Where possible near businesses and merchants, add bike racks.
Screen Name Redacted 9/30/2020 01:33 PM	can't think of anything
Screen Name Redacted 9/30/2020 04:02 PM	Don't make the bike lanes protected, as a cyclist they scare the crap out of me. As a pedestrian and motorist they are counter intuitive and are dangerous to everyone. The way Fort St is right now works well. I cycle it often and many times with my school age children.
Screen Name Redacted 9/30/2020 04:14 PM	Similar treatments as on Fort downtown.
Screen Name Redacted 9/30/2020 09:35 PM	Best to keep bike lanes on already calm streets.
Screen Name Redacted 9/30/2020 09:57 PM	Protected bike lanes are a must. There are large stretches of this route without pedestrian crossings, so some should be added.
Screen Name Redacted 9/30/2020 10:17 PM	Fort as main conduit, which helps connevt to Foul Bay to access Camosun and UVIC. Safer than using Richmond for North/South access. Leighton is still available to access side streets and Oak Bay VAe.
Screen Name Redacted 10/01/2020 11:49 AM	Retention of left turn lane from Fort St eastbound onto Fern Street.
Screen Name Redacted 10/01/2020 12:16 PM	None
Screen Name Redacted 10/01/2020 02:41 PM	better synchronized traffic flow
Screen Name Redacted 10/01/2020 05:29 PM	Segregate cycle lanes from traffic. Simple as that.
Screen Name Redacted 10/01/2020 07:06 PM	Allow for improvements after implementation.
Screen Name Redacted	Cyclist and pedestrian specific lights separate.

10/01/2020 09:07 PM

Screen Name Redacted

10/01/2020 11:13 PM

If Leighton option is chosen then please make sure there is an AAA bicycle crossing of Fort St. at Royal Jubilee Hospital. In any event please make sure there is plenty of protected bicycle parking at Royal Jubilee Hospital

Screen Name Redacted

10/02/2020 09:02 AM

OB is build for drivers and I think aiming for complete street designs leading up to the village will help shop owners see how accessible walking and cycling can be. I would like to see considerations for elderly populations using wheelchairs and walking assistances. Adding in wayfinding signage with estimated walking distances/times to key locations would help encourage people to break out of driving habits.

**Mandatory Question** (85 response(s))**Question type:** Essay Question**Q4** What general ideas, comments, or suggestions do you have for this corridor?

Screen Name Redacted

9/21/2020 03:14 PM

none

Screen Name Redacted

9/21/2020 05:25 PM

Bike lanes already exist, keep costs down! Shorter construction time and less inconvenience to an already busy area

Screen Name Redacted

9/21/2020 05:27 PM

Excited to have the access to the network. Lots of kids and demand for safe cycling.

Screen Name Redacted

9/21/2020 08:22 PM

Putting in bike racks in commercial areas may make this idea more palatable for businesses that worry about losing parking spaces.

Screen Name Redacted

9/21/2020 08:27 PM

N/A

Screen Name Redacted

9/21/2020 08:56 PM

I am a renter along the Oak Bay route, and need to own a car for work. I also am not able to use off street parking, so removing the parking on Oak Bay Avenue would affect me greatly. I may need to move.

Screen Name Redacted

9/21/2020 09:48 PM

Why is it a choice of Fort or Oak Bay? Why not both? They do not serve the same areas and both are destinations not really accessible for cyclist in a safe manner currently. Leighton is an unacceptable choice as it doesn't provide safe access to destinations on either Fort or Oak Bay

Screen Name Redacted

9/21/2020 10:03 PM

Bicycles should use quieter streets wherever possible. Buses and bicycles don't mix well. Dedicated bicycling streets (away from truck and bus routes) work best.

Screen Name Redacted

Protected cycling facilities, please.

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9/22/2020 10:21 AM

Screen Name Redacted

9/22/2020 10:41 AM

This route AND the Fort St route should both be done, as they diverge significantly, and either one or the other is going to create inconvenience. Leighton is okay as it is, and because I live just off Leighton, I use this (cycling) almost daily. No problems. The Leighton route would be too indirect for most cyclists

Screen Name Redacted

9/22/2020 01:17 PM

dedicated bike lanes

Screen Name Redacted

9/22/2020 03:02 PM

Just do it

Screen Name Redacted

9/22/2020 08:07 PM

The proposed Fort Street route towards the Hospital would serve a greater volume of cyclists and support health care workers with their daily commute.

Screen Name Redacted

9/22/2020 09:01 PM

NA

Screen Name Redacted

9/22/2020 10:29 PM

I think the Fort option is the most logical as it would connect a straight corridor to downtown.

Screen Name Redacted

9/23/2020 05:08 AM

Oak Bay Avenue is extremely important as Oak Bay Village is a key destination. Don't make cyclists have to use an indirect route (they won't!).

Screen Name Redacted

9/23/2020 12:00 PM

Fort is the best choice. It creates a direct route from downtown. When looking on a map it is a DIRECT route, no zigzagging. It is not a stop/start type of street for shopping, like Oak Bay Ave is. Given the types of small businesses on Oak Bay Ave, pedestrians are crossing constantly to access each side of the street. Better access to Jubilee Hospital by bike. Width of road can accommodate bike lanes more easily. Less disruption to small business. Better for riders, access to side streets and links to other bike networks. Drivers are familiar with bike lanes on Fort already, it will be a continuation of the same. Leighton is best left alone, it can be accessed from Fort if wanted. Oak Bay Ave is best left alone, it can be accessed from Fort as needed. Noted in video average motorist speed along Fort, 45 kph on Oak Bay Ave. 60 kph.

Screen Name Redacted

9/23/2020 12:11 PM

If there's common space shared by car/bike speed limits might be lowered so all traffic is moving congruently

Screen Name Redacted

9/23/2020 02:27 PM

See above

Screen Name Redacted

9/23/2020 02:54 PM

none

Screen Name Redacted 9/23/2020 06:25 PM	Widest street accommodates changes more readily, direct route to Oak Bay Village, makes most sense
Screen Name Redacted 9/23/2020 06:47 PM	Looking forward to seeing both Fort St and OB Ave turned into complete streets. OB Ave should be easy, it's enormously wide and underdeveloped at present. You probably won't even have to get rid of more than a few parking spots, which will make the avid drivists happier. Fort will be more of a challenge but is badly needed for access to the hospital campus and commercial areas at Fort/Foul and onward. In closing, build BOTH Fort and OB Ave, they are both needed for different reasons and will be valuable routes out toward the CoV border with Oak Bay itself.
Screen Name Redacted 9/23/2020 06:48 PM	Ensure parking isn't hindered too much as it is currently.
Screen Name Redacted 9/23/2020 07:53 PM	n.a
Screen Name Redacted 9/24/2020 12:05 PM	It would be good to use something a bit more substantial between car traffic and cyclists than just a line of bollards, a running curb, possibly with vine supports would be better looking if more costly. I've seen this done in other cities and it is both narrow and with the training of the vine over time requires minimal holes in the ground.
Screen Name Redacted 9/24/2020 12:33 PM	This was chosen as my top selection based on the fact that bike lanes exist and it seems like minimal impact and disruption to update
Screen Name Redacted 9/24/2020 12:38 PM	Adding obvious or advanced crossing signals for pedestrians and cyclists.
Screen Name Redacted 9/24/2020 01:01 PM	N/A
Screen Name Redacted 9/24/2020 01:45 PM	See above
Screen Name Redacted 9/24/2020 02:00 PM	Riding down Fort, It is difficult as a cyclist to turn left at Lee Avenue (towards Royal Jubilee and BC Cancer) due to high flow of traffic.
Screen Name Redacted 9/24/2020 02:19 PM	Both the Oak Bay Ave alignment and the Fort St alignment are needed for an excellent network, as they serve different purposes.
Screen Name Redacted 9/24/2020 02:28 PM	The bike lane is already established, why change? It is straight forward and has access to many areas without any disruption.

Screen Name Redacted 9/24/2020 03:26 PM	I prefer to stay well clear of Fort St east on my bike.
Screen Name Redacted 9/24/2020 09:38 PM	Complete the Fort Street route AND either the Leighton and Brighton, or Oak Bay Avenue, routes.
Screen Name Redacted 9/25/2020 08:18 AM	I agree with more cycling routes. This is another issue. Do not change Richardson Street. We cycle it daily. It is safe the way it is.
Screen Name Redacted 9/25/2020 08:38 AM	n/a
Screen Name Redacted 9/25/2020 09:50 AM	Encourage municipalities to carry on with bike routes
Screen Name Redacted 9/25/2020 10:48 AM	like it as it is
Screen Name Redacted 9/25/2020 11:35 AM	This is a route that I frequently use to get to Oak Bay. High degree of concern re: dooring and vehicle interactions on this route. Please prioritize.
Screen Name Redacted 9/25/2020 11:57 AM	Painted bike lanes best option. They work (I am a cyclist) and are inexpensive
Screen Name Redacted 9/25/2020 01:27 PM	see above, otherwise no changes are required
Screen Name Redacted 9/25/2020 03:59 PM	A two-way bike path on the north side of foul bay would avoid many business driveways -- I can't think of a single one between the hospital and pandora.
Screen Name Redacted 9/25/2020 04:38 PM	Please don't make the vehicle lanes narrower.
Screen Name Redacted 9/25/2020 06:29 PM	Two way protected bike lanes on one side of the street (like Pandora) so that a majority of car parking is retained.
Screen Name Redacted 9/25/2020 10:54 PM	I would love to see more bike lanes in this neighbourhood and am proud of my city for making it happen! I look forward to seeing a protected route on either Fort or Oak Bay Ave. I am less enthusiastic about the route along Leighton because this road is already safe for local bike traffic, is further from commercial centers and ends on a busy, more narrow road with no cycling infrastructure.
Screen Name Redacted 9/26/2020 09:38 AM	Keep the separated cycle tracks, only proven to reduce conflicts, and will increase cycling among less confident users. I would also make sure bus stops are placed closer to the curb to reduce conflicts. See the City of San

Screen Name Redacted 9/26/2020 12:01 PM	<p>Jose for example. They moved bus stops to curb, raised their on-street cycle tracks to sidewalk level and re routed it behind the stop.</p> <p>Separated bike lanes would be good.</p>
Screen Name Redacted 9/26/2020 04:38 PM	<p>First, I have biked in the recent past for primarily health reasons, personal exercise. I then consciously use routes that have limited intersections and lights. I believe that if a person chooses to bike for general personal purposes or as an alternative to other forms of transportation then it is also incumbent on bike riders to be considerate of those who choose to utilize a different form of transportation including a vehicle. Second, I think it is important to place a high priority on the need to support our local businesses. This means, for example, with the example of the Oak Bay Avenue route that is a possible corridor that parking on one side of the street would be eliminated which will definitely impact local business since parking is limited anyways since most of the side streets are "Residents Only". This leads to the third point which the last question in this survey. The choices provided should also include the place for a comment so that a brief explanation can outline the reason for the choice. For example, I could also select "somewhat support" but I also wanted to select "somewhat oppose" for different reasons. Finally, I recognize the value and importance of improving transportation alternatives, ie bike lanes, but I have been disturbed, in my view, the overemphasis on implementing these various bike lanes in Victoria. For example, my wife and I, both seniors, would enjoy driving to Beacon Hill park for an enjoyable outing but since the city significantly reduced the possibility of driving into the park, and now I understand even considering eliminating all together, we have not been to the park. What a shame! A jewel in Victoria that we cannot be enjoy.</p>
Screen Name Redacted 9/27/2020 10:50 AM	None
Screen Name Redacted 9/27/2020 11:17 AM	<p>A lot of cross walks on Oak Bay Avenue and find that some of the cyclists do not stop for crosswalks.</p>
Screen Name Redacted 9/27/2020 11:40 AM	<p>Look forward to it.</p>
Screen Name Redacted 9/27/2020 02:35 PM	<p>1 Stop with the steady pushing of motorist restriction without clarity of the impact of currently proposed plans. I have been turned into a Victoria resident that is not interested in going to the downtown core in any fashion.</p> <p>2. The long term impact of cutting off residents from shopping downtown does not appear to be considered as part of this planning. Nothing in this survey or in the proposed plans seems to address this issue. I do not intend to use a bicycle for shopping downtown at anytime in the future. If the city continues to choke vehicle traffic, shopping trips will simply increase the move to shopping in Saanich.</p>

Screen Name Redacted 9/27/2020 02:49 PM	Best option as cyclist would have best thoroughfare without competing with heavier trucks and buses.
Screen Name Redacted 9/27/2020 06:18 PM	Do not over engineer with concrete abutments And signaling devices. etc. Using paint for the Painting the Designated biking areas, signage, and slowing the speed limit for cars is adequate, cheaper and less invasive along the smaller residential roads.
Screen Name Redacted 9/27/2020 07:40 PM	A way for kids to get across fort at Lee and up the street with St Pats. School safely - currently all having to ride/walk on sidewalk.
Screen Name Redacted 9/27/2020 10:01 PM	Since Fort St used to be 4-lanes, there should be ample room for one-way bike lanes. If the separation is not to be physical (eg raised kerb) then the divider should be much wider than a single painted line. I like the double lines about 20-30cm apart.
Screen Name Redacted 9/28/2020 01:55 PM	Seems like a good option overall, complementing existing cycling patterns
Screen Name Redacted 9/28/2020 02:58 PM	Could this be made a two-way bike lane on one side and preserve the on street parking?
Screen Name Redacted 9/28/2020 05:29 PM	I would prefer this option over the others since currently I find the painted bike lanes on Fort Street fine safety wise and I don't think Leighton Rd is a great option since it doesn't really go anywhere. Having a cycling connection directly to Oak Bay Village without needing to use side roads would be wonderful.
Screen Name Redacted 9/28/2020 08:10 PM	Not necessary as current bike lanes more than adequate. This route will not attract new riders of various abilities.
Screen Name Redacted 9/28/2020 08:23 PM	Parklets would be a great add here
Screen Name Redacted 9/28/2020 09:14 PM	Fort seems to be the best to me as it continues the route and connects the parts of the city that actually wants to support cyclists (Victoria and Saanich)
Screen Name Redacted 9/28/2020 10:57 PM	This corridor could be used all the way down Oak Bay Ave and would attract more people into the village. I live on Jubilee Ave and I think this would be a great addition to our community.
Screen Name Redacted 9/29/2020 12:27 PM	Leighton is a very narrow one way street and having barriers would even make the road more narrow.
Screen Name Redacted 9/29/2020 01:44 PM	Please make it all very clear visually for everyone: signs, colours, markings/cues



Screen Name Redacted 9/29/2020 03:38 PM	Perhaps improvement on a side street that connects to fort street as well. Safe seperate bike lanes are my top priority and desire though.
Screen Name Redacted 9/29/2020 05:00 PM	Distinction of access so it's visible
Screen Name Redacted 9/29/2020 06:36 PM	Stop wasting time and taxpayer resources on this foolishness
Screen Name Redacted 9/29/2020 09:41 PM	None.
Screen Name Redacted 9/29/2020 09:55 PM	More driver education about respect for cyclists and more emphasis on the penalties and fines for hitting cyclists.
Screen Name Redacted 9/30/2020 09:14 AM	The Fort Street option affords the most useful addition connecting to th downtown and also Oak Bay corridor. It is a direct route from Oak Bay and Saanich that I use often to enter the down town core and return
Screen Name Redacted 9/30/2020 01:33 PM	can't think of anything
Screen Name Redacted 9/30/2020 04:02 PM	I work and shop in the Fort St corridor and use Fort St as a cyclist, pedestrian and motorist and find it to be very safe as is.
Screen Name Redacted 9/30/2020 04:14 PM	Fort provides the best connectivity. Oak Bay Ave could be reconsidered when Oak Bay decides what it wants to do with its section of Oak Bay Ave.
Screen Name Redacted 9/30/2020 09:35 PM	Best option.
Screen Name Redacted 9/30/2020 09:57 PM	Connecting to Oak Bay village is huge. Makes for a lovely afternoon trip from one of the other Neighbourhoods around downtown. Design looks really good.
Screen Name Redacted 9/30/2020 10:17 PM	1. I have raised the 18 T intersections on Oak Bay before, but have never heard of a solution. Biketoria was a disaster when they presented. They had no senseof the reality of Oak Bay Ave. 2. Lower the speed limit to 40 km on Oak Bay Ave between Foul Bay and Richmond. It is 40 km on the Oak Bay side, and the traffic on Oak Bay, on the Victoria side, is often tangled up, so the 40km limit wouldn't be a big nuisance for drivers .
Screen Name Redacted 10/01/2020 11:49 AM	Minimal impact on existing infrastructure. Royal Jubilee Hospital is a major employer and needs enhanced route.
Screen Name Redacted 10/01/2020 12:16 PM	Fort street - good. NOT Oak Bay Avenue! Too difficult to park as it is for seniors, and side streets are residential parking only. NOT ALONG OAK BAY

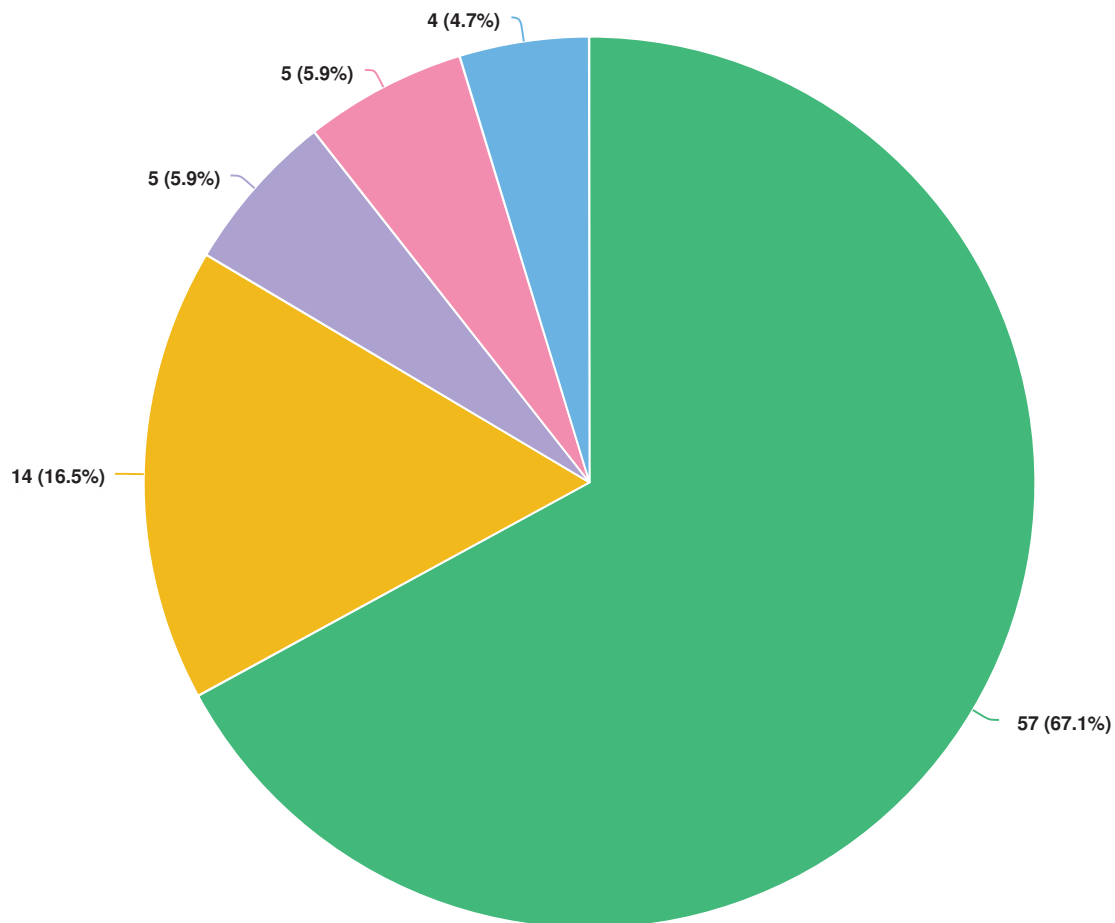
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	AVENUE!
Screen Name Redacted 10/01/2020 02:41 PM	none
Screen Name Redacted 10/01/2020 05:29 PM	Add controlled crossings for cyclists at Fort/Pandora intersection.
Screen Name Redacted 10/01/2020 07:06 PM	Perhaps this is beyond the scope but we bike 2-4 times every day to Oakland's elementary and oak bay high from Redfern park with young children. The connections to oak bay across Foul Bay and to Haultain across Richmond are appalling. These are both municipal border areas and are seriously lacking.
Screen Name Redacted 10/01/2020 09:07 PM	Path must not be narrowed to accommodate protective barrier. This will prevent cyclists from being able to pass eachother
Screen Name Redacted 10/01/2020 11:13 PM	Please consider the added business that bicycle riders bring to business districts.
Screen Name Redacted 10/02/2020 09:02 AM	Partner with OB to work with shop owners in the village to invest in secure, covered parking to encourage cycling.

**Mandatory Question** (85 response(s))

**Question type:** Essay Question

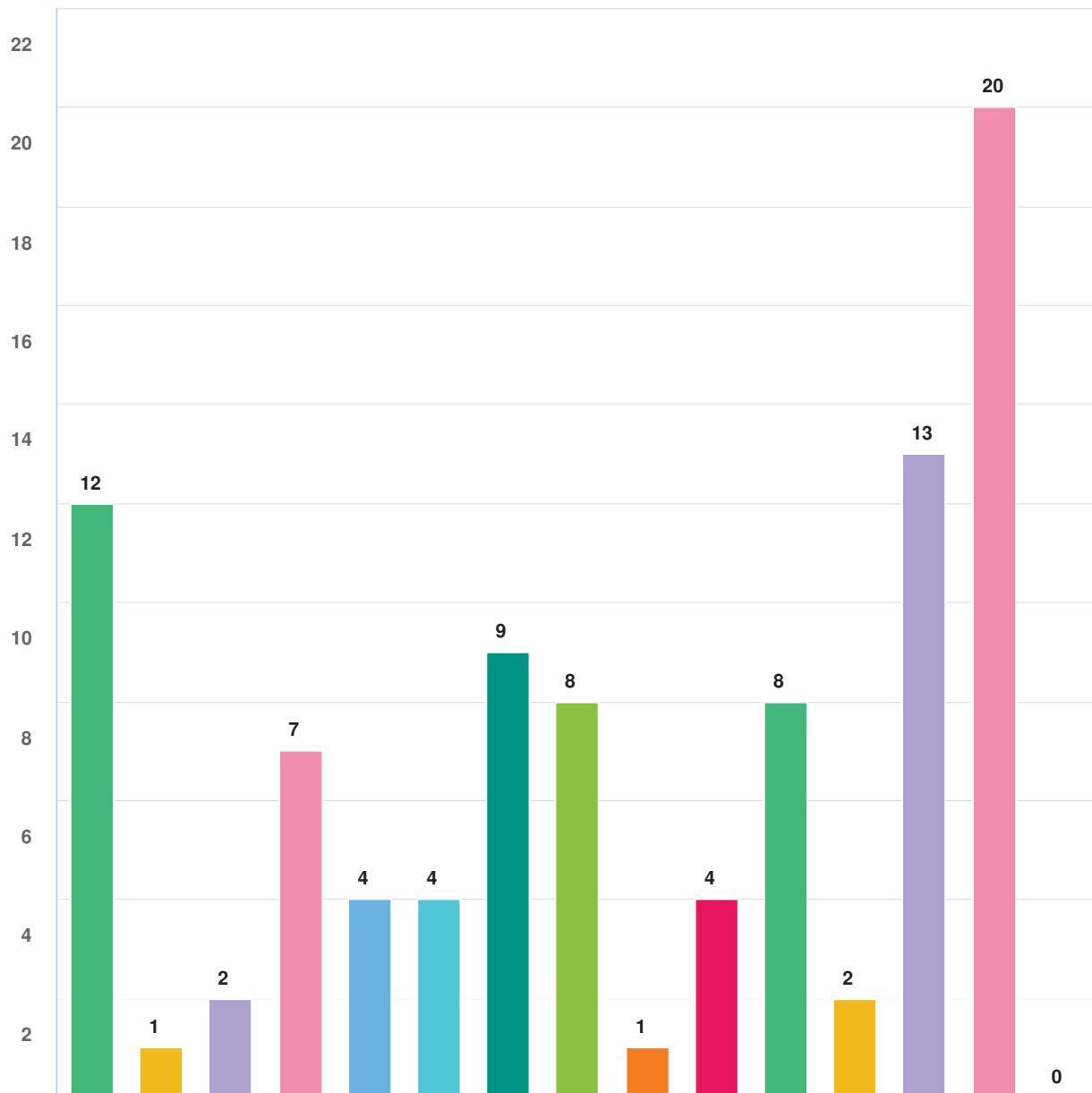
**Q5 Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.**



**Question options**

● strongly support
 ● somewhat support
 ● indifferent
 ● somewhat oppose
 ● strongly oppose

Mandatory Question (85 response(s))  
 Question type: Radio Button Question

**Q6 How did you hear about the opportunity to provide input?****Question options**

- Newspaper advertisement (Times Colonist)
 ● Newspaper advertisement (Victoria News/Oak Bay News)
- Online advertisement
 ● Email from the City
 ● Email from neighbourhood association
 ● City website (victoria.ca/cycling)
- City's engagement portal (engage.victoria.ca)
 ● Friend/neighbour/family member/colleague
 ● City E-News
- City Twitter
 ● City Facebook
 ● City Instagram
 ● Letter from the City in the mail
 ● Other (please specify)
- Email from a stakeholder group

Mandatory Question (85 response(s))

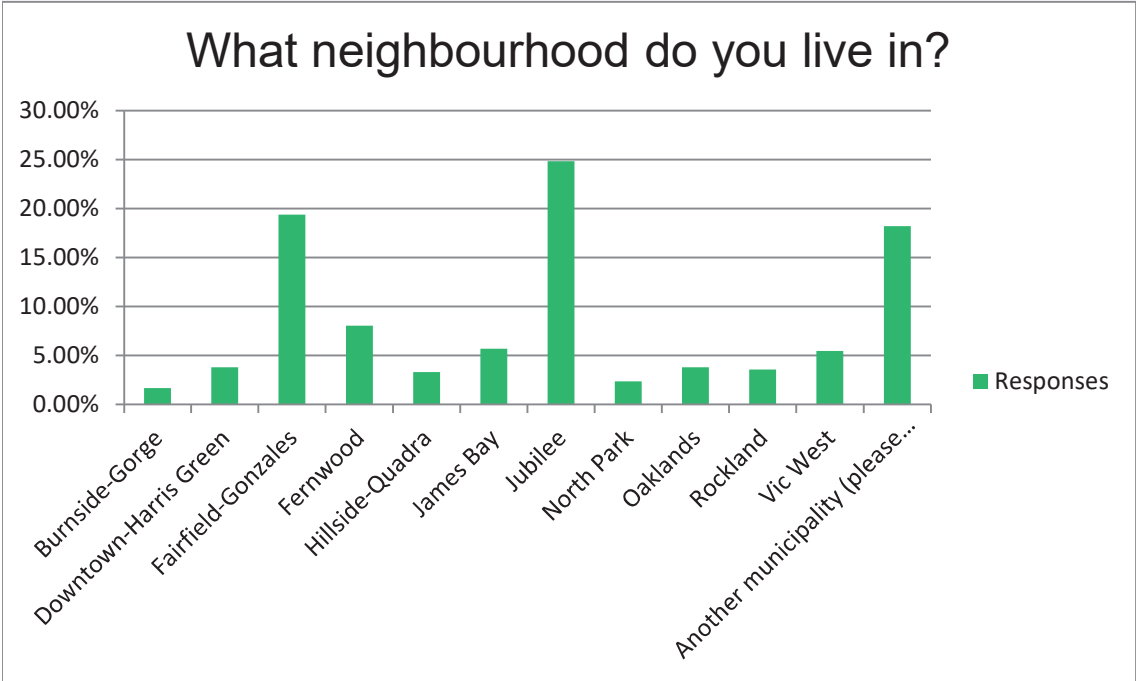
Question type: Checkbox Question

# JUBILEE PHASE 1 SURVEY RESULTS (Survey Monkey)

## Jubilee Route Alignment

### Q1: What neighbourhood do you live in?

Answer Choices	Responses	
Burnside-Gorge	1.65%	7
Downtown-Harris Green	3.78%	16
Fairfield-Gonzales	19.39%	82
Fernwood	8.04%	34
Hillside-Quadra	3.31%	14
James Bay	5.67%	24
Jubilee	24.82%	105
North Park	2.36%	10
Oaklands	3.78%	16
Rockland	3.55%	15
Vic West	5.44%	23
Another municipality (please specify)	18.20%	77
Answered		423
Skipped		0



Respondents	Response Date	Another municipality (please specify)
1	Sep 17 2020	0 Oak Bat
2	Sep 16 2020	0 Saanich
3	Sep 16 2020	0 Uptown
4	Sep 16 2020	0 Saanich - North Quadra
5	Sep 16 2020	0 View Royal
6	Sep 16 2020	0 Colwood
7	Sep 16 2020	0 Colwood/Langford
8	Sep 16 2020	1 Sooke

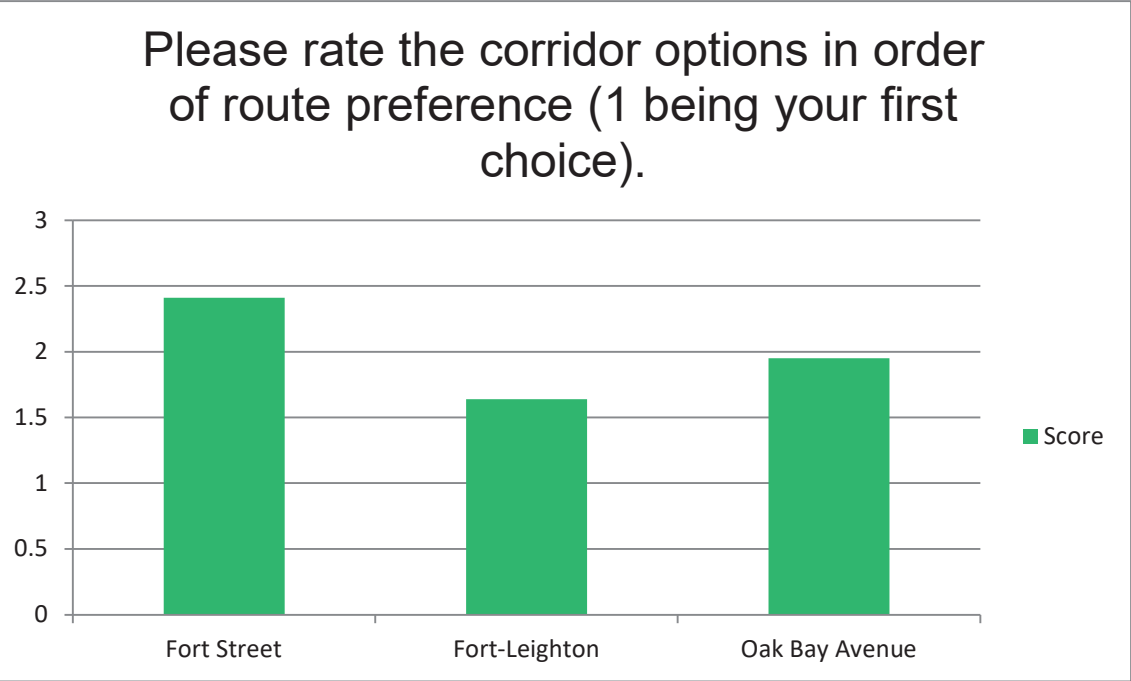
9 Sep 15 2020 0 Oak Bay  
10 Sep 15 2020 0 Oak Bay  
11 Sep 14 2020 1 Saanich  
12 Sep 14 2020 1 Saanich (South Panhandle)  
13 Sep 14 2020 1 View Royal  
14 Sep 14 2020 0 Gordon Head  
I own commecial property on OB Ave.  
This survey ignores input from such  
15 Sep 13 2020 0 interested parties!  
16 Sep 13 2020 0 North Saanich  
17 Sep 13 2020 0 Oak Bay  
18 Sep 12 2020 0 Gonzales  
19 Sep 11 2020 0 saanich  
20 Sep 11 2020 0 Shawnigan Lake  
21 Sep 10 2020 0 Saanich panhandle  
22 Sep 09 2020 1 Oak Bay  
23 Sep 08 2020 1 Saanich  
24 Sep 08 2020 1 Oak Bay  
25 Sep 08 2020 0 Oak bay  
26 Sep 08 2020 0 Oak Bay  
27 Sep 08 2020 1 Esquimalt  
28 Sep 07 2020 0 Saanich  
29 Sep 07 2020 0 Royal oak  
30 Sep 06 2020 0 Oak Bay  
31 Sep 06 2020 0 Oak Bay  
32 Sep 06 2020 0 Oak Bay  
33 Sep 06 2020 0 Oak Bay  
34 Sep 05 2020 1 Oak Bay  
35 Sep 05 2020 0 Oak Bay  
36 Sep 05 2020 0 Oak Bay  
37 Sep 05 2020 0 Oak bay  
38 Sep 05 2020 0 Oak bay  
39 Sep 05 2020 0 Oak Bay  
40 Sep 05 2020 0 Oak Bay  
41 Sep 05 2020 0 Oak Bay  
42 Sep 05 2020 0 Saanich  
43 Sep 05 2020 1 Saanich  
44 Sep 04 2020 1 Saanich  
45 Sep 04 2020 0 oak Bay  
46 Sep 04 2020 0 Westshore  
47 Sep 04 2020 0 Saanich  
48 Sep 04 2020 0 Oak Bay  
49 Sep 04 2020 0 North Saanich  
50 Sep 03 2020 0 Oak Bay

51	Sep 03 2020	0	Oak Bay
52	Sep 03 2020	1	Oak bay
53	Sep 03 2020	0	Oak Bay
54	Sep 03 2020	0	Saanich
55	Sep 02 2020	0	Oak bay
56	Sep 02 2020	0	Oak Bay
57	Sep 02 2020	0	Oak Bay
58	Sep 02 2020	0	Saanich
59	Sep 02 2020	0	Oak Bay
60	Sep 02 2020	0	Saanich
61	Sep 02 2020	0	Oak Bay
62	Aug 31 2020	0	Oak Bay
63	Aug 28 2020	0	Oak Bay
64	Aug 28 2020	0	Esquimalt
65	Aug 27 2020	0	Mayfair
			Saanich on the border with Victoria
66	Aug 26 2020	0	(Tolmie Ave)
67	Aug 25 2020	0	Oak bay
68	Aug 25 2020	0	oak bay
69	Aug 25 2020	0	Oak Bay
70	Aug 25 2020	0	Esquimalt
71	Aug 25 2020	0	Saanich
72	Aug 25 2020	0	Saanich
73	Aug 24 2020	0	Langford
74	Aug 23 2020	0	Oak Bay
75	Aug 18 2020	0	Saanich
76	Aug 17 2020	0	Esquimalt
77	Aug 14 2020	1	Esquimalt

Jubilee Route Alignment

**Q2: Please rate the corridor options in order of route preference (1 being your first choice).**

	1		2		3	
Fort Street	53.93%	199	33.33%	123	12.74%	47
Fort-Leighton	15.72%	58	32.52%	120	51.76%	191
Oak Bay Avenue	30.35%	112	34.15%	126	35.50%	131



Total	Score
369	2.41
369	1.64
369	1.95
<b>Answered</b>	<b>369</b>
<b>Skipped</b>	<b>54</b>



Jubilee Route Alignment
<b>Q3: Please provide a comment on why you selected your top choice (ex: "helps me get to Oak Bay Village", "I work at the Jubilee Hospital", etc.).</b>
<b>Answered: 369</b>
<b>Skipped: 54</b>
Responses
I live at the corner of Amphion and Leighton. I'm also a professional land use planner. I ride to work every day (to View Royal) and feel that the Fort St route would benefit the most people (hospital, Oak Bay High, Save On Foods). Leighton is already quite traffic-controlled and safe. It doesn't need much intervention and is already a good route option. Oak Bay Ave doesn't really have a high-demand destination through Foul Bay. I feel it would be high cost, high impact, low utility.
Helps me get to the Jubilee and also helps me get from home to Oak Bay
This is a NO BRAINER! You already have established bike lanes on both sides of Fort St., which have been there for several years and are working well. DO NOT mark it with white poles.....if you need to, use a concrete curb to mark and protect the bike lane. Remember this is an ESTABLISHED bike lane system that is used by cyclists who feel comfortable and safe using it.
actually NONE OF THE ABOVE YOU FUCKIN POS! You have more fires to deal with before you even think of this horseshit.
I'm a driver and don't want to unexpectedly have someone on a bike show up when I am not expecting it as they tend to do when they make turns after I have already shoulder checked.
I have already had this problem. I was signally right on a red light. When I got the green to turn, a bike behind didn't respect that there was no bike lane. Instead as I turned he kicked my car. I pulled over immediately in panic and hyperventilated on the sidewalk with pedestrians trying to calm down. He kicked my car and then road across the sidewalk.
Can access both Fort St and Oak Bay Ave from central route.
I live on the corner of Leighton and Duchess St., and Leighton is actually a lot more congested in terms of space and how it's being shared. It's a one lane, shared road, that also serves as parking, and has a sidewalk. There is a park for the elementary school that would be affected by the traffic, or it would cut into or highly alter the surrounding properties, including my own. I know Oak Bay Ave has local businesses that would be more affected than Fort Street would be, and I believe that higher-traffic areas, Like Fort Street, are better suited for bike lane efficiency.
Already uses existing setup, minimal changes required
I work at Jubilee Hospital and promotion safer biking would be excellent. However, biking parking at Jubilee needs to be addressed. However, I tend to bike more on Oak Bay, and the safety of that road is sub par to the rest of victoria. Drivers tend to routine run red lights and don't respect cyclists.
Live in jubilee neighborhood and best to have it on leighton
Least amount of traffic, I live along Leighton and feel it would help with road infrastructure and traffic calming. Easy to access both Cadboro Bay and Oak Bay avenue from this route.
I see more cyclists on this route than the other two. It is also the busiest and not as safe for them so would benefit from designated lanes.

The Fort Street route would increase the safety of my cycle commute.
I live and WALK in the neighbourhood. There are fewer small businesses on Fort and many have parking. The small businesses on Oak Bay (and I've heard this second hand) would probably close if parking on Oak Bay Ave. is lost.
it is the widest route to accommodate all traffic
I work at RJH
Not fair to businesses on oak bay avenue ...so far, the bicycle routes are mostly on the wrong streets.
My business is at Oak Bay Junction that has limited parking already. I based input on preserving as much parking as possible.
It's a direct connection to pandora and less work needed for never ending bike lanes. I absolutely am opposed to oak bay avenue as a biking corridor. Taking out all north side parking - you'll take people away from the businesses as it is so hard to park on the street now and side streets are residential.
Safer, less cars on leighton, doesn't affect business parking and access as much
Helps me get to shopping, banking, family.
lanes from the road.
Lisa Helps and Counsel stop ruining our city. It is already beautiful and doesn't need extra trees planted around bike lanes and ruining the flow of customers to local business'. Make a simple extra raised curb to protect the lanes.
Safest route for cyclists while connecting them to desired destinations.
I work at the Jubilee Hospital
this route would benefit the largest number of people because of Royal Jubilee Hospital, Camosun College and UVic destinations. Fort is a very busy street and an AAA route would encourage less experienced cyclists.
I work at Jubilee Hospital, large number of bike-commuters, safety needed along that corridor as bike traffic will remain high for hospital workers, and connections to richmond and foul bay
I work at the jubilee hospital
<ul style="list-style-type: none"> <li>* Connects to Oak Bay village (library, shops, restaurants)</li> <li>* Is not very bike friendly right now despite being the major east-west road in the area</li> <li>* Both Fort and Leighton feel reasonably safe already (though Fort would definitely be improved w/ separated lanes)</li> </ul>
The least disruption to Oak Bay Ave
I work at Jubilee Hospital. Fort street feels dangerous on the down hill section with the amount of vehicles turning in/out of Vessel, Shoppers, Esso, Christie's, Moka House, etc. I have often thought Leighton road would be a more protected route
Safer option for visually impaired people using public transit. Needing to cross bike lanes when you get of buses downtown is very scary and can't imagine doing this on upper Fort where traffic is faster.
Fort St. has bike lanes already, so sounds like we only need to put in the protection. Won't lose parking. It accesses three business areas, the hospital, St.Pats School, Oak Bay High School, etc.
I work at the Jubilee Hospital and this would be the most convenient for me.
Work at Jubilee Hospital
Minimal impact on existing roads and parking. Appears to be the most cost-efficient option.

I work at the Jubilee Hospital and was a former resident of the Leighton area. Option 1 - Fort Street will have the minimum impact on all those who use/live/work in that area.
a number of surrounding facilities in the Oak Bay area including the Recreation Centre. Not too far from Oak Bay Village via a number of low volume residential streets (E.g. Lee Ave, Bouchier St, Redfern Park, and Redfern Streets)
Existing painted lanes on Fort are adequate; Oak Bay Ave is a more direct route to the District/Village, and currently is much more hazardous to ride on (turning vehicles, doors).
There is already alot of bike traffic in Fort and the other options impact parking on Oak Bay Ave and the quiet peaceful Leighton Street with is heavily used by pedestrians. As a resident of Jubilee, I have seen so many bike accidents in this area and already have trouble as primarily a pedestrian and secondarily, a driver, navigating the roads along with bikes going really fast.
I work at jubilee hospital and want a safer route. I think having safer access to save on foods at fort & foul bay will be valuable for many people.
No parking removal; transit route
Fort St is the least intrusive option. Please don't ruin Oak Bay Ave.
I like the protected bike lanes because they feel so much safer
Helps me get to where I am going 95% of the time in a shorter, quieter road with easier access to other areas. Able to divert safer
Links in with existing bicycle infrastructure. Doesn't delete more parking on main commercial road way.
It allows cyclists access to many businesses, homes, schools, etc. using side streets that are much better for cyclists than pushing them onto busy streets.
crosswalks need to be added to Fort. I am hoping that separated bike lanes may have a calming effect on the current traffic.
This corridor option makes it safer to travel from Fairfield into Oak Bay and into the Village. With high traffic volume, this makes the most sense to keep our road users most vulnerable safe.
original decision was made to have bike lanes there in the first place -let's make the simple upgrade if necessary. If we reduce parking on Oak Bay Ave we would hurt the commercial spaces (many medical and financial offices) who are paying a significant portion of the city's taxes through employment, business tax, property tax, etc and these businesses are already endangered. There is very little parking in the city already.
This corridor option makes it safer to travel from Fairfield into Oak Bay and into the Village. With high traffic volume, this makes the most sense to keep our road users most vulnerable safe.
Connects to Oak Bay high where my kids go to school
possibly towards UVic or further northwards etc. One can easily get to Oak Bay if one wants as a turn off on a short non bike lane route from Fort Street. Considering future bike lane construction the Fort route is ideal for serious bike commuting rather than short term short joy riding followed by inconvenient add on to future lanes.
Oak Bay Avenue could benefit from protected bike lanes on both sides of the road. Easier access to Oak Bay Village.
Yes, this would help me get to Oak Bay Village. And right now this stretch is a crazy free-for-all with no protection for the many cyclists, cars pulling in & out of parking, and pedestrians everywhere.
Having used the infrastructure in Vancouver, specifically through Kits and up to UBC, I like the model of a dedicated secondary road as the main thoroughfare for bike travel. It felt safer.

There are already existing bike lanes on Fort St, but not on Oak Bay Ave. The lack of bike lanes of a busy, high-traffic road discourages me from biking due to safety concerns, whereas a few added safety pylons does not enhance my feeling of safety significantly.
I work at Royal Jubilee and ride my bike to work. Connecting the hospital to the bike route is important. RJH is currently considering sponsoring an ebike program to make it easier for employees to purchase ebikes for commuting to work.
etc....
Direct access to Oak Bay Village would be ideal!
Seems to be least disruptive and least costly option.
Least disruptive and least costly
Oak Bay avenue is in most in need of a bike line. Leighton street is already very safe and commonly used as a bike route as it is.
This route is used by the greatest amount of cyclists to access Richmond and Cad Bay Rd. It is a very high traffic route that would benefit the most from increased safety measures
and the side streets are already experiencing multiple people parking in "residential parking" areas, without the proposed decrease in parking spaces. Ours is a small neighbourhood, without a lot of parking options. Leighton would also work well, as bike lanes would add to the current traffic calming infrastructure that doesn't always work as people still speed from Richmond through to Foul Bay. Keeping bike lanes at a distance walkable to businesses, while not having a direct effect on the businesses themselves would seem to be the best compromise.
It's scary biking down oak bay avenue when there is no bike lane - cars tend to get very close as they drive by. As a result, I have to stay as close as I can do the side (where cars are parked), and a lot of people open their car doors without looking for cyclists first. I tend to drive to places on or near oak bay avenue instead of bike, because cycling on that street is too nerve-wracking for me. I'm not a confident cyclist and a designated lane for cyclists would make me feel a lot safer when I'm out biking.
I am not in favour of any alterations to Oak Bay avenue
Best general thoroughfare for getting through town regardless of destination.
I work at the Jubilee Hospital
Wide traffic corridor linking downtown, jubilee and cont to UVic
From my adjacent location Fort street is most direct to/from downtown
Helps me get to son's school (Ecole Beausoleil) and to Oak Bay Village to access the shops there (Oak Bay Bikes/Spinco)
The Fort Street option provides a DIRECT route for cyclists, without making it difficult for residents of the South Jubilee neighbourhood to get out of their neighbourhood by car.
c
Helps me get downtown safely from Oak Bay Village
I like the ease of upgrading this route to safely accommodate cycling, plus it is already a heavily used cycle corridor, especially for cyclists heading out to UVic.
already wide road, leads to oak bay rec centre and jubilee hospital, least likely to cause controversy.
Access to Oak Bay shops.
No parking along the bike lane which is safer. No heavy foot traffic (commercial area), reduces pedestrians crossing the bike path without looking or using it at extra side walk.
Leighton would be too slow.

Best range, most connections.
It gets me to (or closer to) more of the places I want to go (Royal Jubilee, UVic.)
might encourage Oak Bay municipality to connect eastwards with protected lanes, because Oak Bay Village is scary to bike in as is.
Safer for bicycles/less vehicle traffic
Oak Bay Avenue is too busy already. Limiting parking will adversely effect the retail stores.
I rarely have to cycle on Fort Street, so it would be least undesirable choice.
Connecting to existing bike lanes and better to get further east to RVYC
Less conflict between vehicles and bikes, both as a community and while in transit
less busy routes are always best. I wish Kings Rd and Haultain would be considered for bike routes as those are the road i usually use to get around.
Why would you not use the bike lanes that already exist? It makes no sense to disrupt traffic and parking on Oak bay ave. Just use the Fort street bike lanes and save the city some money
The Fort st option makes the most sense. For me, personally, but also in terms of impact and it's connectedness to other major routes (Richmond, Foul Bay, Cadboro Bay)
Most direct route. Least disruption.
protected bike lanes. I would not want the Oak Bay avenue proposal as it would take away much needed parking. The parking is already limited and losing more would have a neagtive impact on my desire to visit Oak Bay.
I want to get to shops in oak bay village safely
I selected Oak Bay Avenue because it is on my most common commuting route. We should have both Fort Street and Oak Bay routes. They serve different places ie Oak Bay High and Oak Bay village!
Best of terrible selection
makes the most sense and is the more direct route
Least amount of disruption to businesses
Provides a nice connector route while not being on a main road the entire time. More direct way to get to Oak Bay Village.
Connects to UVic, Fort/Foul Bay, Hospital. (Leighton connects to nothing!)
Helps me get to Stadacona park, and U. Vic.
Fort is a more useful route. I would like to see Fort and Oak Bay Avenue have bike lanes.
To get to oak bay village and areas of South oak Bay.
Connects with hospital district and Richmond Rd., but Oak Bay Ave. is a very close second.
Route I would use the most.
I see value is using a route that avoids truck and transit overlap.
Least negative impact and probably least costly
proposed projects. This could be because no project is needed or it could be because none of the options are acceptable
This survey is biased.

Because it will be the least disruptive to me and my place or employment. And I don't just mean construction. You're literally proposing removing half the parking on oak Bay Ave? As an employee of a business on oak Bay Ave I can only beg you not to do this. I already have angry people telling at me on a weekly basis because they can't find parking on oak Bay Ave
No top choice! Fort St. & Leighton Rd. proposals will further hinder traffic flow at the Richmond-Fort intersection. The in
Makes most sense - most infrastructure exists - little impact on existing traffic - no loss to on street parking - possible impact to delivery vehicles unable to stop in the bike lanes as they currently do, but traffic separators enhance cyclist's safety
Fort connects to Cadboro Bay Road, Jubilee Hospital, and UVic
Helps students get safely to Oak Bay High. Also helps get safely to jubilee. I also think Oak Bay ave should have a separated bike lane since at this time there is no safe way to travel by bike into oak bay. Thank you.
Least disruption to the current lanes, already has bike lanes that just need protecting, and lower traffic speeds than Oak Bay Ave. I use the parking on Oak Bay Avenue.
I only use the Fort to Leighton route to bike to Oak Bay. I do so to get avoid main road's noise and pollution which as a bicyclist is my main objection.
Better access to Oak Bay Ave, most beautiful route.
designated bike lane.
Keep bike lanes off oak bay ave
No comment. I don't support bike lanes in any of these areas.
Route I already bike
often backed up. I fear a bike lane on Fort would add delays to ambulances as well and increase the risk of crashes.
It would be least disruptive. All of the options will have negative impacts on businesses and business related transportation. Materials can't be hauled on bikes and not everyone wants to travel by bike.
Closest access to home
Stupid survey, forcing choice rather than actual opinion
The dedicated lanes at the edges of the road drive my preference
Most convenient, Oak Bay Ave is often very busy with cars
Existing bike lanes, major route with connections, taking away parking from Oak bay will lead to disaster for businesses/restaurants
Less disruptive but most efficient
It's an important route.
I could cycle safely from the OB Village to downtown and back with protected lanes!
downtown!
I live near oak bay ave, it is a good connection to oak bay village, oak bay ave is wide and can handle having bike lanes, good connections to a wide variety of shopping options via bike
Leighton is already calmed and is great to cycle down, it would be nice to have a bike route to connect to more northerly neighbourhoods more easily.
It is nearest my home and would allow my family to ride into the city or to the Oak Bay shopping area, and I prefer Oak Bay Avenue for cycling because it is a quieter street.



<p>We take Fort Street to come back from downtown. Leighton is awkward and narrow (I am very unlikely to detour off a main road, just to take a bike route). The whole road (Leighton) would have to be closed to vehicle traffic, which seems entirely unfair to all residents in those neighbourhoods. Fort is an obvious choice as a main corridor and connects to the hospital.</p> <p>Oak Bay Ave is busy, with bad drivers. The Richmond intersection is a high-collision/potential (I have witnessed MANY near-misses for both cars and cyclists). There is too much going on in the Richmond-Foul Bay corridor along Oak Bay Ave for any change in traffic pattern (such as a separated bike lane). I would NOT ride down Oak Bay Ave in a protected bike lane, or drive down it in a car. The opportunity to get doored (in the bike lane) or have to swerve (in a car) would be greatly increased. (Honestly, this choice just seems crazy when I picture it in my mind. I wouldn't drive or cycle down the street, just to avoid the cringe-worthy near-misses that -already happen - would be bananas.)</p> <p>(Note: all three proposed routes are routes I drove/drove by daily and have cycled).</p>
<p>This would connect with the OB shops, and cycling on this road at the moment is not a pleasant experience. On the contrary, Fort st already had decent bike lanes. Leighton doesn't really connect well to other areas, ending at a kind of T junction at Foul Bay.</p>
<p>Eat disruption to local residents and businesses.</p>
<p>I live near Oak Bay Village</p>
<p>Work near Hospital</p>
<p>My worry is seeing ambulances already struggling at times to get thru Fort without 'protected bike lanes'. Cars still have a hard time getting out of the way. especially with divider at Fern.</p>
<p>Oak Bay Ave could most use the upgrade; it would give better bike access to the village, whereas Fort already has good bike lanes, and Leighton is a quiet bike-friendly road already.</p>
<p>3 options are acceptable and the existing AAA plans have got serious issues that are not being addressed. The approach being taken by the GVCC and the City is making the city less accessible to many.</p>
<p>I live on fern st and work at Jubilee hospital. I often travel to fort at foul bay for shopping etc. My wife will often not cycle with me for fear of traffic along fort or oak bay ave.</p>
<p>Makes most sense</p>
<p>Leighton goes from nowhere to nowhere. You may then rightly ask, "why then did they mark it as their #1 choice?"</p> <p>"Protected" bike lanes embody the dangerous myth that bicycles are not traffic. As a cyclist, they offer me no genuine protection, and come at the cost of restricted mobility - namely they assume all users of a separated lane travel safely and at the same speed. Please stop; you are not helping me or other cyclists.</p> <p>PeteR</p>
<p>We go to Oak Bay Rec or Secondary.</p>
<p>It looks to be the safest choice and would give cyclists options to get to and from Oak Bay on a local road w/ existing traffic calming.</p>
<p>They are all terrible choices for anyone who doesn't travel by bike</p>
<p>we shop at Save on Foods and the Oak Bay Village</p>
<p>My son rides to work in oak bay village every day and has to take a circuitous route to avoid Oak Bay Ave, which is very congested and is not safe for bikes. When riders use oak bay Ave, cats cannot pass them safely and it gums up traffic.</p>

Cyclists need the most protection on busy car routes. This provides that. Oak Bay Ave and Leighton are not too bad 'as is' or at least there is an option for taking parallel quieter roads. There is no substitute for Fort, it is direct and fast and forms a diagonal with no parallel quiet streets. This provides direct access to many of the destinations I go to on a daily basis - hospital, Oak Bay high school. It allows great and fast commuting from Oak Bay to downtown, which I also do regularly.
oak bay avenue is currently very dangerous and the need for upgrade is greatest there.
Oak bay is currently very dangerous so a bike lane there would provide a much safer route to and from oak bay village. A fort street upgrade would be nice but it is currently much less dangerous than oak bay. Leighton is a side street, putting bike infrastructure on side streets guarantees people are less likely to use it because their destination is probably not on that street
Already a well-travelled route that could benefit from protection. I have used it regularly to get to work from Oak Bay to the Burnside-Gorge area.
Less traffic on Leighton with better safety and less impact on major routes.
Connection to Stadacona and Hospital
shopping centre access off Fort, also better connection to Shelbourne and Lee Ave bikeways.
Fort St. is just a couple of blocks at its terminus from Haultain bike lane. Leighton terminates at a narrow section of Foul Bay which cyclists would have to use to get to Fort or Oak Bay. Removing curb extensions from Leighton would bring more cars onto that street again. Oak Bay Ave does not feel that safe for cyclists now though many use it. Protected bike lane would help. The existing lanes are quite wide, feels like wasted space.
Fort street requires less work to complete and businesses will not suffer by losing street parking. Most have on site parking.
bad for cycling.
Lots of shops and directly into Oak Bay Village Thanks for survey!
Cycling options further from oak bay ave are limited and there are side street options near oak bay ave already. A route closer to jubilee hospital and safer options in this area is a priority. Also many youth use fort to get to oak bay high and it is very busy.
is the least amount of aggravation except for the poor souls who live on this street
I see many cyclists attempting to ride safely along Fort Street, so this is a preferred route for them. It's a direct route to many key locations, and it doesn't involve the removal of parking, which would result in the misdirected rage of many businesses along Oak Bay Avenue.
avenues is necessary. Fort seems to provide best proximity to the most amenities and avoids relegating bikes to a side street that would require intersection interactions to get back to main areas of travel.
The Fort St option connects in my view better with other existing bike lanes on Richmond, Foul Bay and Cadboro Bay
I live near Leighton rd. Less disruption to my neighborhood
More direct route to Oak Bay from downtown and other parts of Victoria
Adding bike lanes is more important than upgrading existing ones.
Logical direct route to connect with Foul Bay using existing bike path. Oak Bay avenue is too congested from Richmond to Foul Bay to make proposed changes and further restrict parking.
Fort street is the most direct route to UVic.



Least impact as Fort already has bike lanes. The Fort-Leighton option is just retarded especially the Leighton part and Oak Bay is a disaster waiting to happen.
the intersections at Richmond and Fort were improved, but Oak Bay ave is more direct and Fort st already has lanes
it would be a continuation of the existing bike lanes
less vehicular traffic
It's the least disruptive, and would lead more places more easily.
Parking on the ave is important for all the small businesses and medical/dental offices.
I prefer cycling on small neighbourhood roads - I feel safer and it's less noisy.
Fort Street so you cannot continue to reduce capacity. Fort St. makes the most sense because it has the least impact in terms of the ROW that exists today. Leighton seems like an awkward situation for oncoming traffic
Least disruptive to pedestrians
Bourchier/Goldsmith/Bee @ Cadboro Bay or Byron/Elgin to OB Ave. Thus avoiding major intersections...
Hospital access and most businesses
most direct
Hardware), coffee (Discovery), and other destinations (UPS, restaurants, etc). I find it highly in need of bike infrastructure. Right now, I'm forced to bike in the middle of the lane, as if I bike too far to the right, I'm at risk of being door'd. I am comfortable doing this, but there are many people who aren't, and would also like to access these amenities. I actually probably use Fort St. even more, but there is already at least a painted bike lane there, so it is better than nothing. I think Oak Bay should be done first, and Fort Street also as well, but that would be second in priority. Leighton is far far far below both these options.
Fort Street is wider and can handle the expansion. Oak Bay Ave has little to no street parking for the retailers as it is to add a bike lane would hinder those businesses.
Already got a bike lane in place.
Fort because having the AAA bike lanes connect to Jubilee hospital and the surrounding medical offices is really important. Staff at the hospital work non-standard hours, and a safe bike route is useful for both visitor and patient access. Until recently, I road my bike to Jubilee Medical Clinic (obviously, not if I was feeling very ill). Access to the big grocery store at Fort & Foul Bay is also a plus. In addition, Fort has reasonable connections through Richmond and Foul Bay to the Kings-Haultain corridor. At the same time, Oak Bay has no bike lanes at all now, and it would be great to be able to access commercial areas there by bike.
Seems like the best choice from all options provided. The oak bay route does not seem fair to lose all the parking.
Will connect me most directly from the fort/foul bay intersection to my job in Vic West.
Fort and be done with it. My focus is on cars and parking. No I don't like the bike lanes. Painted ok not divided. Have had it.
I like the protected bike lanes in the Fort Street option.
I really don't approve of the Fort- Leighton where bikes are sharing with cars.
I like the protected bike lanes on Fort not sharing the road with cars in the Leighton option.

busy.
cars on fort are not a safety issue. as that stretch is not very fast due to lights. i'm more concerned about other unsafe cyclists than cars.
oak bay ave is quite busy and unsafe for cyclists. bike lanes are much needed, especially with condos going up, encouraging bikes and bike lanes are the only feasible options for space.
frequently bikes and walks everywhere, I find Oak Bay Ave to be hard to maneuver as both a biker and pedestrian. Bike lanes on this road would be a much better use of space and would significantly improve this stretch of road. It also may encourage Oak Bay to extend the bike lane down. Otherwise, the Victoria side of Oak Bay Ave is thriving and being developed. Having a bike lane would open it up to safer biker for all ages and abilities, rather than prioritizing parked cars. There is also plenty of parking behind Red Barn and Home Hardware that people don't use because they want the convenience of street parking. Having bike lanes would mean I would go do errands on Oak Bay Ave more often because right now there are so many cars to dodge and I don't feel safe biking there.
I use Fort street as a route to UVic
Not only a desirable route but also responds to the needs of other users of the streets in terms of accessibility for people with mobility issues, ie adequate parking retained on Oak Bay Avenue which has become a regional retail destination.
Best connection to wider range of destination for commuter cyclists.
Feel safer cycling with the flow of traffic so a lane on each side of the street is preferable
I need safe routes that go to my destinations, especially as I bike with kids. navigating busier streets without safe lanes to arrive at my destinations on Fort and Oak Bay ave is very challenging. For example, I sometimes have to ride on the sidewalk if it isn't safe to turn out of a side street, and walking a loaded cargo bike is very unstable and unsafe with wiggling kids.
I live off oak bay ave and reg use it to connect to Fort st
Bike lanes already exist
Provides access to greatest number of amenities and requires the least amount of work. As a bike rider living in in Oak Bay near UVic Fort St. is a natural route to the south area of the city.
volume, worked at Jubilee hospital for 30 + years (cycled half the time, lived in Colwood) watched to many close call cyclists/ vehicle interactions. Bike lanes are a good thing ,BUT, ALL CYCLISTS on those routes MUST stay in those protected lanes.....going downtown I see to many cyclists in the vehicle lanes ....not signalling, not stopping at red lights/ STOP signs, weaving in and out.....use the bikelanes and OBEY THE LAWS!
Fort street option provides the most accessibility to many destinations with least impact to both businesses and car commuters.
Better bike access is needed to get to Oak Bay Village and then to the Marina and Windsor PRk. I cycle these three routes at least 4 times a week and feel an Oak Bay route is a priority. My destinations are, Home Hardware, Red Barn, Oak Bay Village and the waterfront at the Marina.
Most direct route to get down town. Would be used by larger population than Fort Street
I shop at Save on on Fort. St.
Helps me get to Oak Bay Village.
Makes route that I currently take even safer.
Helps me get home from downtown quickly.
It will get more use. Greater impact

Because it will create a direct east/west route to cross the entire city, from oak bay to the e&n trail, and services an enormous number of people
Least amount of construction, makes use of currently "informal" cycling route.
Get to Oak Bay Village safely
Least traffic safest
Having a consistent, protected (by a barrier) bike lane down Fort Street would give me the best feeling of safety while I travel in a bike lane.
I live on leighton and would be a direct connection. Fort has gradual grade in one direction....
It would help me greatly bike safely to Oak Bay village form Fernwood
I go to Oak Bay village or through it very regularly by bike. Right now, that stretch is a mess by bike
Would help me get to my dentist more safely
Fuck Oak Bay Nimbys
Connects flawlessly to Pandora bike lane without impacting parking etc. Makes use of an existing well used bike lane but makes it safer.
I like the quiet street of the Fort-Leighton suggestion. It could work as a nice option for my cycling destinations. And although I live in Oak Bay, due to the lack of bike lanes or routes in Oak Bay, cycling along Oak Bay Avenue takes me to a dead end for cycling infrastructure and doesn't interest me as a result. Oak Bay is horrible towards cyclists and pedestrians. They are all about vehicles.
It joins the most other bike lanes and helps me more safely get to visit my mother in Gordon Head which currently I don't do because of the lack of biking safety.
Actually none of the above as bike lanes are not necessary. The city needs to focus on fixing the homeless problem mayor and council has created FIRST! Get the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
Route code nexts to existing bike lanes on Richmond and Cadboro Bay road. Leighton road is already quite rideable, but the connection at Foul Bay road is not great. It is hard to turn left onto Foul Bay and Foul Bay road is very narrow A connection on Oak Bay ave should wait until there are concrete plans from Oak Bay to put in bike lanes there,
Fort is already main thoroughfare
Already bike lanes on Fort Street
Seems like a less invasive option
I live on Jubilee ave and find fort street and Leighton rd to be comfortable cycling options as they currently are but currently avoid cycling on oak bay ave.
Oak Bay street is already too busy with Red Barn market
would be the most useful for me
Makes greatest overall improvement to cycling conditions, plus removes on-street parking which reduces car dependency.
I think a continuation on Fort of the bike lane would provide better flow, also Oak Bay Ave is already difficult to find parking on without losing one who side for that
Using Oak Bay Ave would increase my access to the commercial areas of Oak Bay Village, which I do not feel comfortable cycling to. Fort Street provides access to the Save-on-foods, Oak Bay High and rec centre, but those areas are also largely accessible via the Haultain bike route. Leighton would be the quietest, but has no appreciable benefits.
I'm on Fort shopping more often than other streets. More direct.

It sucked less and had a lower impact on traffic
Leave amount of disruption because bike lanes already exist.
The Fort route gives access to the hospital and many more options than the other two routes.
avenue
Just makes more sense for an corridor
Oak Bay Ave is the main road I use when biking downtown, cars pass very close sometimes
Oak Bay Ave is currently difficult to bike on
Would provide a safe bike route for me when commuting from Oak Bay to downtown.
Helps getting to other major connections I use.
<ul style="list-style-type: none"> <li>-Route to/from Beach Dr (view Newport)</li> <li>-Route to Oak Bay Bikes</li> <li>-Route is currently unprotected</li> <li>-I bike up Oak Bay Ave to get to work.</li> </ul>
Village and to take my younger son to SMUS Junior School. As there are currently no bike lanes here (and it's a busy road with trucks and buses), I believe this street should have the highest priority. I already feel quite safe travelling on Fort Street by bike with my two kids. Leighton is very quiet and safe for bike travel too - I think money would be wasted upgrading this to a bike route, as it's unnecessary, and there's usually very little traffic. Turning left onto Fort Street here could be problematic too, whereas you can turn left on Jubilee and then right on OB Avenue to reach Pandora
Accessibility to frequently used services/routes/neighbourhoods
Most direct route for me to lots of places
Helps me get to Oak Bay Village
get the bike lanes off the budget and fix the homeless problem now this is disgraceful
Would provide a safe route into and out of oakbay, and work very well with a continuation of bike lanes up fort street.
GET YOUR FUCKING BIKE LANES OFF THE BUDGET. FIX THE MASSIVE ISSUES AT HAND FIRST. FUCKIN IDIOTS.
helps me get to Oak Bay Village
Fort st and Oak Bay Ave, serve better destinations more directly.
better routing for everyone
Offers the most protection
Oak Bay Ave connects to the village as well as neighbourhoods north and south. It currently has no bike facilities and desperately needs them.
I think the Fort-Leighton route would be best, especially for families as it directly connects the new school with the catchment area. It ties nicely to existing bike lane, and is an easy transition to Oak Bay as well. I do feel that one lane of parking should be removed help alleviate congestion on the roadway, and make families feel safer while biking.
Fort and Oak Bay offer the best possibilities for inter-municipal connectivity. My preference would be to see both routes served eventually as they serve different areas that would equally benefit from protected cycle tracks. Jubilee is a large employer that could use all the cycling infrastructure it can get to cut down on vehicle dependence.
I commute to work downtown 5 days a week along the Fort route and would love to see safety improvements along this route.
Connects to Oak Bay High School

Better to have the bikes using Fort St. SAFER!!!!
Easier for me to cycle to the Save On Foods complex
The Fort Street option provides safer access for University, Camosun college, Oak Bay High School students and other younger kids going to Willows School. Oak Bay has started a rudimentary bike lane on Cadboro Bay road which this option would connect to. I think this route would serve the largest number of cyclists. If you are headed to Oak Bay Avenue it's pretty safe to turn off Fort onto Lee, Davie Duchess or Bank and cut through our pretty quiet neighbourhood.
I live just off Oak Bay Avenue and this would be really convenient for me to bike down to Oak Bay Village. The road (as is) is very crowded to bike down.
I am, however, concerned by the Fort Street option as I bike this route every day. How would one pass another biker with protective borders in place? As well, how I would I turn left back onto my street with a pillar blocking my route? It is especially important to remain distanced right now (and who knows how long into the future) and this seems like it would jeopardize my safety.
It's a safe route for me to ride my bike in from town to go home / go to public parks / visit friend who live in and around the neighbourhood.
i use this route everyday
It has less impact on major roads. I drive and cycle and would prefer car roads be car roads and move cycling to quieter street. Most cyclist can walk a block or 2 to get to destination so don't like to see parking removed from commercial zones.
COMMERCIAL VEHICLES ARE WASTING MORE FUEL HAVING TO AVOID BIKE LANES TO DO DELIVERIES
greatly improve it. Cost-wise, it makes the most sense and it wouldn't ruffle any feathers. However, having a safe bike lane on Oak Bay Avenue would be amazing, because biking on that street does not feel safe. You probably want to have both. I have seen this in other areas of the city and in Vancouver- you can have a bike route on a side street (like the Fort-Leighton) plan, but people will still be utilizing the main roads because that is the most direct way to get to their destination. I think the shops and amenities of Oak Bay Ave are significantly distanced from Fort & Foul Bay/the Hospital to warrant safe bike lanes in both places.
Seems like best option
at Foul Bay and there's no where to go after that. Foul Bay is very busy there and there's no room for a bike lane north or south. Crossing Foul Bay there would be ridiculous considering there are already lights at Fort St and at Goldsmith. Do not use this route. Also, Don't use Oak Bay Av as Oak Bay would have to totally redo thier village section.
Don't want any!
Most efficient access to other existing bike routes such as Cadboro Bay, Richmond. No impact to on street parking.
Already a quiet street.
Access to the Jubilee
It is the route I most commonly use now
Good connection to existing bicycle routes
I think the Fort Street option best expands my cycling around town safely options. I can get to Oak Bay Village riding down Richardson.
My preferred route is Fort as it crosses the area at a great angle
connects to more things that are useful - and bike lanes are protected

Cycling infrastructure on Fort St is already sufficient.
Fort's bike lane is sufficient for now.. oak bay ave is very stressful to cycle on. Oak bay needs connection to cycle path network.
enough to make the bike lanes without removing vehicle travel lanes. And unlike Leighton, it won't require a left hand turn on to Foul Bay and then another turn onto existing bike lanes on Cadboro Bay Rd.
When I visit the District of Oak Bay and/or Oak Bay Village I always travel this route and it is the worst part of my drive. Doesn't make for an enjoyable trip to Oak Bay with my family and I wish it would.
Quieter, safer, more scenic and mostly less traffic route.
Oak Bay Ave is a dangerous biking route right now with no protected bike lanes and lots of parking (opening doors!). Oak Bay village is a high-traffic destination!
I love on oak bay avenue and the street is so dangerous to bike on. It's so extremely busy and I'm quite nervous biking down oak bay.
safe the way it is and yet I want to access the various amenities. It needs to be safe enough that kids can ride it.
downtown.
Least impactful, most cost-effective, already working well, but with added benefit of further slowing vehicular traffic down, makes biking more visible as viable transportation alternative, doesn't disrupt parking on Oak Bay or cause shop owner distress about losing car-oriented customers
Most direct and convenient. Reflects extensive public input in development of Cycling Master Plan.
I live in Harris green
We need routes that take people into each community directly and safely. Oak Bay is important and has nothing right now. Fort is important but has basic infrastructure that can be incrementally improved over time. I'd like to see a route that really tackles a safety issue be the priority.
Fort Street already has painted bike lanes, which are good enough for me, so having more routes (rather than upgraded routes) is better
Helps me get to Oak bay, and to different locations. Need to expand bike routes to get to different areas. Safety to travel for young families.
village/library
Access to shops on oak Bay ave
Route to daycare
for the long term survival of businesses located along it. Fort-Leighton is a second choice simply because it seems to have overall negative impact. Fort as the primary choice is because it gives the most options, the most flexibility and is a best basis for additional long range expansions as the needs for the cycling community expand.
change for drivers. I like the idea of Leighton road but there the traffic is so minimal does it really warrant a bike plan?
Oak bay ave is too busy and there are a lot of seniors and mobility challenged
Most dangerous and most useful. Fort already has safe bike lanes
Most direct route to Oak Bay Village. High-traffic corridor that will make cycling safer. Good for commuters.
Seems like a two for one. Fort street plus the other
Fort street has high traffic for both vehicles and bicycles, is a popular route for cyclists already, and seems to require the least amount of road modification.
option.



A cycling link is needed to Oak Bay Village as it is currently not suitable for all but the most confident cyclists. Opposition will be vicious so Fort St is probably the most palatable there in Nimbyland.
Most direct route to most important places like hospital, shopping, food, groceries, etc.. Does not divert away. Protection is needed on such a busy road.
place.
Fort-Leighton feels safer, less congested, better for all ages to cycle than the other two options.
Fort street is needed as a major artery, for residents and emergency vehicles, and is already congested. Keep bike routes off major arteries.
I work at GNS and the Oak Bay option seems like the safest choice for cyclists.
would enable people to get to either fort or oak Bay businesses and would not disrupt parking. I live on Duchess and feel having bikes on Leighton would discourage cars from cutting through our neighborhood.
lane disappears, that need to be addressed for the kids who ride from my block to their catchment school of Willows.
helps my kids get to library etc.
Helps me get to Oak Bay Village
Street wide enough for bike lanes, no loss of parking
More useful connections (to OB village, provided District of Oak Bay plays ball), protects Fort for heavier traffic, and it's closer to my home.
Fort St already has good cycling lanes, physical separation would be cheap and easy. Oak bay is harder and there will be considerable pushback to the project even though it is a worthy contender. Leighton already has such a low vehicle density there is absolutely NO point in doing anything to it. Any money spent "upgrading" it will be wasted and useless.
Continues the existing route. Connects royal jubilee to downtown core. Least disruptions to business and neighborhood
Connects to oak bay recreation
Helps me get to Oak Bay Secondary
Existing bike lanes already exist on Fort Street and serves area well. Minimal upgrades needed and no impact on parking. If Oak Bay Ave is used, it would push cars onto nearby residential streets which raises unacceptable safety concerns for the families and children who reside there.
Frequently use this route to access Jubilee hospital and shopping on Fort Street and Foul Bay Road
Existing bike infrastructure in place already
More logical connection
Not keen on losing parking on Oak Bay Avenue
The Jubilee Hospital is a major regional destination and should be a very high priority for all active transportation improvements.
a win-win
Change to other routes is TOO much
I live on Fort Street and bike up Fort Street most frequently to go visit friends in the area and to get to Willows Beach frequently. I find the bike lanes fine to use now, but the added protection would be nice, especially near the intersection with Foul Bay where there is no bike lane.
Better connection from where I live in Fernwood to amenities on Fort Street. If Oak Bay Ave extended into the district of Oak Bay it would be very nice. I would not use Leighton street.
Helps me get to Oak Bay Village. This is route that I regularly use now.

There is currently no safe cycling route to get to Oak Bay Village and this would make the greatest cycling improvement in the Jubilee neighborhood. This route already sees high volumes of cyclists so there is clearly demand, but it is dangerous to have to weave in and out of parked cars when trying to stay on the right edge of the road. (I'm disappointed though that the City won't build AAA routes along both Oak Bay and Fort as originally envisioned).
I use Oak Bay Avenue for cycling and driving. It needs the safety improvement. Cars and trucks come very close to cyclists; there just isn't enough room for 2 lanes of parking, 2 lanes of traffic, and cycling.
serve different destinations and are both important: hospital access, and Oak Bay business / housing access.
I believe protected lanes from downtown through to the university would provide the greatest benefit to bicycle users which means similar treatment would be required on Fowl Bay. Choosing Fort to Fowl Bay would be an important step to seeing that accomplished.
Fort Street connects to Dean Cycling route. Fort Street is the most direct to my destinations. Fort Street is currently the most in need of improvement.
I travel to businesses in Oak Bay more frequently than the Fort route. However, I strongly feel both should be a priority. I've used the Fort route many times to get to UVic (highly trafficked bike route) and the hospital, plus surrounding neighbourhoods. Car traffic on these two routes is a mess/nightmare and most certainly already dissuading potential riders of all ages/abilities
Painted bike lanes are bad. Provides false sense of security for cyclists. Existing painted lanes should be changed to protected lanes
cars, busses, trucks, etc. Also, it may force the laggard Oak Bay municipality to complete the corridor to the village.
my partner works at Jubilee Hospital and bikes to work
I feel safer on a dedicated bike path rather than a shared road space
Seems like the less Populated (eg. Less traffic) route so safer for AAA. I would likely ride on Fort or Oak Bay myself though
Connects to existing network in Oak Bay...push back from Oak Bay Ave businesses will be high. so adding some plastic bollards is cheap and shouldn't be considered part of the AAA 32km for 2022 unless it's properly "protected". Leighton is already a traffic-calmed street, it goes to unprotected section of Fowl Bay.
I think both Oak Bay Ave and Fort St should be built. This would provide access to both the northern Victoria-Oak Bay boundary (hospital, village-area, etc.) and the middle section (residential, Oak Bay Village, etc.). The Oak Bay Ave section seems to provide a greater leap in terms of protection and would likely see a greater jump in use if it were built first, but the Fort St section should be a close second. The Leighton section seems like overkill for a section that is already traffic-calmed and it does not line up with anything that Oak Bay Council might be inclined to develop into a AAA bike route.
Most direct route Eastward
The only route I will use is the most direct route that is separated from cars. Sharrows and painted lines do nothing to make me feel safe.
Connects to Jubilee Hospital and links to north-south cycling routes into southern Saanich.
I chose the route that makes me feel safe. I get anxious on streets without separate bicycle infrastructure. Painted lines and Sharrows don't save lives.



automatically. The OB Ave alignment has the most potential for a long term traffic calming and improvement of that underdeveloped area, as well as access to the commercial core of Oak Bay municipality.
riders take. It's easiest to access from the south part of Jubilee, but also the north part of Gonzalez. Many students at GNS use this route daily too. There are a significant amount of residents of Oak Bay (many seniors and families) that use Oak Bay too. Oak Bay has more services (Red Barn, Home Hardware etc), so it's a better corridor. Fort Street already has bike lanes. There is no urgent need to update Fort, but Oak Bay is incredibly dangerous. 100s of riders per day forced to bike between parked cars and fast traffic. Someone will be hurt there very soon.
Would provide cyclists with increased safety while limiting impacts to parking.
Makes Oak Bay village more accessible, and as a novice cyclist I am much more comfortable with protected bike lanes
safe to cycle.
services there.
Fort Street would help me cycle to Royal Jubilee Hospital for appointments.
Connection to the greatest number of locations Is on a route I use frequently and is direct
Helps get me to Oak Bay Village! Connecting that commercial village with the rest of the network would be wonderful. Also, the protected bike lanes make for the safest, most enjoyable ride. Additionally, it's just a nicer route - more people would use the bike lanes because the ride itself is fun.
Addresses discomfort cycling on Oak Bay Avenue as an experienced on-road cyclist.
Cycling Safety Improvements and better cycling connections to Oak Bay destinations
Better connection to Hospital, U-Vic, Save on Foods, and OB Rec. Centre.
Oak Bay Avenue provides access to Oak Bay Village and also would eventually provide continuous access if the District of Oak Bay does build an AAA cycling facility on this avenue. Fort street would be my least desirable option since, in the context of the whole network, it would end up (on Foul Bay) very close to the Haultain street facility. Oak Bay maintains a balance of service throughout the city.
Access to Oak Bay Village and direct connection to a future AAA cycling route in Oak Bay.
Oak Bay Ave is direct and connects with the village. Fort St is a busy existing bike route, with a lot of crashes so needs a protected bike lane. Leighton is literally a dead end
connection to Oak Bay Village
better connections to major hubs (shopping, hospital, etc)
Link to oak bay

Jubilee Route Alignment
<b>Q4: Are there any locations along the corridor where you currently have safety concerns - as a pedestrian, cyclist, or motorist?</b>
<b>Answered: 334</b>
<b>Skipped: 89</b>
Responses
Coming up fort street, between cook and the gas station, the hill makes it slow going, and concerning due to the buses.
Bus stops along the way make me nervous
bus stops
Interactions between buses and current unprotected bike lane are a challenge.
Locations where there are bus stops that require the buses to pull into the bike lane concern me as a cyclist. Sometimes the buses rush to pull into a stop in front of cyclists, creating an unsafe cutoff.
In general, the areas where there are buses pulling over/high traffic areas.
Concerns about buses and parked cars in my way when I'm biking and going around the parked cars.
All of it, from Foul Bay westward, because of parked cars and being squished into busses
Oak bay junction (specifically turning left from pandora onto fort st) - safety as a cyclist (buses pulling in and out of the bus stop by vessel liquor store, sometimes short time to turn at the light)
The bus stop at the junction (south east corner) is very busy and a scary place for cyclists who have to trust the bus driver (who are very capable) has noticed the cyclist before pulling out. Multiple buses arrive at the same time which adds to the congestion and confusion, plus this corner will now have a new grocer with access to parking from the street.
Any intersection where the traffic is turning right and where bus stops are and at the Fort/Oak Bay intersection crossing over when there is a bus.
Fort easy of OB Ave can be challenging when cars and busses are turning from OB Ave
The Pandora/Fort intersection is terrifying, especially coming from Pandora and turning left onto Fort. There are so many buses along that route that are constantly crossing over the painted bike lane.
Fort and Oak Bay extremely busy and full of right turns on red traffic. Long, spread out itnersection with public transit at high speed. Frequent traffic into Shoppers.
Yes. As a cyclist playing cat-and-mouse with buses between Fort/OB Ave junction and OB Ave/Foul Bay. As a cylclist i find it safest to take the lane on OB Ave going towards OB (downhill) but am unable to maintain speeds enough to to take the lane while heading back to Vic, so cars pass dangerously as there are parked cars on north side.
As a cyclist, it would be nice to have a protected bike lane on Fort as it is traffic/transit heavy.
All of it - there are existing lanes that work, they DO NOT need to be redesigned to make it more difficult for all traffic modes to work.
worse
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
No concerns aother than wasting money on this not needed program! Fix the potholes city-wide!!
As a cyclist passing parked cars dangerous for car doors being opened.

Cycling alongside any parked cars. I've been "doored".
Yes. High speed corridors and on street parking. I don't want to get footed by careless motorists.
Areas of high turn ins are the new grocery store of the top of Fort St., Gas station, the turn on to Leighton and the small business complex just past Richmond Rd
Lack of crosswalks on Fort. Cars weave in and out of painted bike lanes. Lots of hidden driveways for pedestrians.
at the entrance to Save on Foods parking lot, the stretch of road between Lee Ave and the Fort/Foul Bay intersection
As a cyclist exiting into Leighton there can be conflicts with vehicles taking the same turn. The Save On parking lot is also tricky when cycling straight through when cars are turning right.
As both a motorist and cyclist commuter on Fort St, it can get nerve wracking and less safe with the high speeds and varying levels of ability of cyclists. Also, my biggest concern is traffic from side streets turning onto Fort, often don't appear to be paying attention to/seeing bikes
I always have concerns as a cyclist with drivers so close without barriers between us. That said, there needs to be a safer way to turn left as a cyclist.
There is no bike lane eastbound from Lee to Foul Bay Road.
Fort Street: pedestrian concerns include lack of crosswalks and lack of boulevard on the south side
As a pedestrian, the sidewalks are narrow - often with large utility poles, etc. A cycling lane would provide a buffer to traffic.
Pedestrian and cycling facilities both require upgrading and the existing infrastructure is OK for me as a confident/bold cyclist, but not for other family members.
I current do not use this route because of the traffic.
I hate cycling along Fort Street beyond Cook Street because there are no separated bike lanes, so I choose alternate routes. I take my life into my hands when I attempt to cycle north along Davie and along Fort to Lee, where I cross to get onto Dean to go up to Saanich. Although Fort would often be my most direct route, I avoid it altogether because of the traffic.
Not a safety concern per say, but I've noticed that Fort Street can get very busy with traffic.
Cycling: the whole route presents possible dangers for cyclists because of traffic volume. Protected cycle lanes are essential.
navigate
Currently Fort Street has lots of car traffic, so protected bike lanes would be a big improvement.
Not in particular, just heavy high speed traffic.
I avoid this section due to the heavy volume and speed of MVs
I am always uncomfortable and frightened riding on the painted bike lanes because of the volume of traffic and the speeds. I also witness lots of cars driving at or over the painted lines.
motorist, I don't know how you would bridge the gap of the cycling lane in front of belcher ave as the opening to that street is so long
Fort street by pub need cycling light
Fort+ Fern St. Cars turning off Fern often play fast and loose with oncoming traffic.
The biggest concern would be the intersection at Fort and Foul, just because of it's size, but I do think that it could be controlled well if designed properly.
As a cyclist, all the major intersections along Fort in Jubilee are safety concerns. Fort and Foul Bay is especially challenging.

Road section near Foul Bay often has pedestrians jay walking between north and south sides via the median by the Save on Foods
Intersection at Fort and Foul Bay
As a cyclist I wouldn't use this route, ending on a narrow busy section of Foul Bay Rd that I generally avoid due to safety concerns.
Feel unsafe as a cyclist at the intersection at Fort and Foul Bay
South and East side of street past the Richmond intersection where right hand lane merges. In general, the Fort and Foul Bay intersection.
Yes, as a cyclist and as a motorist, the intersection at Oak Bay Ave and Foul Bay. Currently, there are no advanced arrows but of course, you will need to pay special attention to intersections when building protected bicycle lanes anyway. But in general, cycling beside traffic at 50km or higher is not safe for cyclists and the current painted lines provide no safety.
Yes, as a cyclist and as a motorist, the intersection at Oak Bay Ave and Foul Bay. Currently, there are no advanced arrows but of course, you will need to pay special attention to intersections when building protected bicycle lanes anyway. But in general, cycling beside traffic at 50km or higher is not safe for cyclists and the current painted lines provide no safety.
Turning left from fort st to lee st to get to bike cage at back of hospital Turning left from pandora on to fort st. (safety concern crossing in front of oncoming traffic as a cyclist)
automotive drivers making right hand turns without shoulder checking, cutting off cyclists - for example onto Lee Avenue, and into the Save On Foods complex.
As a pedestrian I worry about the area between vessel and Morrison st. There are a lot of parking lot entries and exits along that strip and people tend to worry more about gaps in traffic there then pedestrians walking along the sidewalk
Morrison Ave and Belcher Ave. can be scary for pedestrians and motorists when bikes travel at high speed down Fort St.
yes, as a cyclist it's difficult to get in the right lane when you come out of the bike lane along fort. The point is at cook and fort. Eventually at moss and fort you need to get across to the right lane and there's 3 lanes of traffic whipping past
Coming up the protected bicycle lane that ends at Cook street. Going from the protected bicycle lane on the left side to the painted bicycle lane on the right side of Fort Street is unsafe. Especially when you are unfamiliar with the area.
another.
rider.
fort and richmond always feels like a potentially dangerous intersection, both in a car and on bike. it's mostly due to the strange way fort street inteseects with the street grid.
Fort and Richmond- Richmond rd bike lane is not wide enough and not consistent. I commutes on it for 7 years and changed jobs as I did not find it safe. Improving that corner for cyclists is important.
Fort/Richmond intersection
The intersection of Richmond, Fort, & Birch is a mess. The road briefly widens, and the roads all cross at an angle. It might be a good location for a scramble crosswalk.
especially getting from the bike lane to the far left turning lane during peak travel times (8:00am to 9:30am).
at the intersection of Fort and Richmond, the rounded right turn corners may present a design challenge to add bike lanes, but i'm confidant it can be designed well

Junction of Richmond and Fort. Junction of Foul Bay and Cadboro Bay.
Intersections of Richmond and Foul Bay.
Fort and Richmond; Fort & Foul Bay, Pandora junction
All traffic lights
turns by vehicles from Fort to Oak Bay!! These measures frustrate motorists and cause them to act angrily and aggressively towards cyclists. Same comment for Fort and Richmond and Fort and Foul Bay
Chestnut street Richmond Road Trent street / Lee street
Traffic on Fort and lack of bike lanes
all
Anywhere on Fort
Without protected lane
Painted lines on a Fort St. do not provide safety to bicyclists or motorists.
The whole corridor
all of fort street
Fort street on a rainy night is terrifying as a cyclist and a driver.
None in particular, but overall.
As a cyclist, the entire route feels unsafe with only paint between body and car.
It is sometimes difficult to see if cars are coming when trying to go onto front street from the side side, especially from the save on foods parking lot. This tends to bring cars farther forward into the street to be able to see which would block side walk and bike lane. Since fort curves, all exits should be assessed for visibility and vegetation may need to be trimmed.
shopping there, and I lived overlooking that parking lot for a few years). Oak Bay High School entrance/exit.
Riding towards Foul Bay, crossing entrance/exit to save on foods can be very busy
troublesome.
The entrances to the save-on-foods parking lot.
Vehicle traffic turning into and out of Jubilee Village from it's northern entrance on Fort Street.
At the bus stop/entrance to Christy's Carriage House and the entrance/exit to Save-On-Foods
As a motorist, the left turn exit from Save-On parking lot onto Fort Street. Maybe reduce the speed limit to 40 km an hour on that block when you put in the bike lane
Car drive exits from major shopping areas (Save on Foods, Shoppers Drug Mart)
Enforcing speed limits to slow cars
Yes as both a cyclist and pedestrian, the Save-on-Foods complex is unsafe. Often motorists entering or leaving the parking lot onto Fort are in a hurry and are looking at car traffic not bike or pedestrian traffic. The bike lane disappears at Save-on-Foods.
yes, eastbound just east of Richardson and again just west of Save-On. Also westbound, west of Foul Bay Rd. The lanes just "disappear" - eliminating these gaps is actually far more important than providing separation. LACK OF CONTINUITY is DANGEROUS!

As a (senior) cyclist, I am frightened at these locations: (1) turning onto Fort from Pandora (cycling from downtown to RJH) (2) Fort Street commercial area.
Beside the Save-on-Foods complex is unsafe for cyclists, and uncomfortable for motorists. It is also very tricky for cyclists to make their way from Fort street over to Haultain in a safe manner between Richmond and Foul Bay. The light that allows you to cross Fort at Lee doesn't connect to the bike through way (through the school field) on Trent unless the school gates are open.
Additionally, turning left from Oak Bay onto Fort to join the corridor is very unsafe for cyclists. I have been crowded by cars and told off for drivers for attempting to turn left there.
Oak Bay Junction, all intersections, Richmond, turning into Save on Foods strip mall.
I think the current single lane narrowing sections should be replaced by grade level bike only lane, with bollards instead of the current curbs.
Narrow and unsafe section on south side of Leighton west of Lee due to on-street parking
4 way stop at Amphion and Leighton, almost all bike traffic and many vehicles do not stop here and I often feel unsafe as a cyclist
Accessing North side Fort St bike lane from Leighton going DT or to Chestnut to access points north; Fernwood or Hillside Mall.
The transition from Fort st
crossing.
The major problem with this route is the connection between Leighton and Foul Bay. How are cyclists going to be able to turn right or left safely at this intersection?
Traffic speeds through from Richmond to Foul Bay. Concerns also at Redfern Park as cyclists come flying off the park at full speed of the Park onto Leighton into the cross walk without stopping, or looking. Need a stop or caution sign at Park entrance/exit
Crossing richmond
Where Leighton crosses Richmond is a concern. It's currently a pedestrian crossing, so assume bikes would use the same crossing. Bikes often don't stop at the crossing, currently.
Richmond & Leighton crosswalk
intimidated by cars that were unable to pass me due to the narrowness of the road and I've pulled over to let them go by.
Oak Bay Ave is not incredibly safe to ride on; especially east-bound. There's plenty of people who speed and/or think they can squeeze around you or make a right turn in front of you.
Leighton at Richmond is often tough to get across and it's sometimes easier to get off at the crosswalk and walk your bike across. It's not ideal.
Ensure minimum road widths are respected for commercial vehicles and transit (3.3m), and that there is feasible integration between transit stops and the protected cycling facility. Given the corridor's current Frequent Transit Network status, and its future RapidBus status, if this is not feasible, an alternative option should be considered instead.
1.) Poor visibility for vehicles exiting the Shell station onto Oak Bay Ave. 2.) Too many jaywalkers.



As a cyclist, the stretch by Red Barn/the gas station is bad (lots of cars turning without looking, lots of erratic behaviour there to get a parking spot etc.

The stretch by Bosleys is also not great.

Yes, crossing Oak Bay avenue from side streets as a cyclist heading towards Oak Bay village.

at intersections

Intersections with lights

road.

Please remove beg buttons and default to walk signals on green light (just as we are doing for covid-19).

More traffic calming and diversions are needed.

The road is too wide and straight, which encourages speed. In the age of SUVs and pickup trucks this is where you get the most speed. Closer to Richmond is also dangerous because the road narrows a fair bit. East of Richmond is bad as well due to all the cars parking, and doors opening as people go to Red Barn/ Home Hardware. The Richmond intersection is bad too as the road is very bumpy there, and there are often cars trying to turn left onto Richmond that don't see the fast bikers coming down the hill.

Intersection of oak Bay Ave and Richmond eastbound forces cyclists into middle of road, more places to cross oak Bay Ave between bank st and foul bay as a pedestrian.

Oak Bay Ave, Pedestrian: we cross often with kids at the corner of Clare st & Davie and Oak Bay ave. We've had multiple scares with drivers not paying attention, failing to stop. Busy pedestrian traffic and j-walking is common around the Red barn, traffic should be slowed.

As a cyclist, Oak bay ave can get tight/dicey during rush hour riding along where cars are parked but is otherwise wide enough to accomidate.

The intersection at Richmond often leads to confusion between cyclists and motorists. Further east from there I feel very "squeezed in" between traffic and parked cars as a cyclist

Starting at Richmond, it gets very congested for pedestrians, cars and bikes.

as a cyclist, driving around parked cars with people getting in and out around Oak Bay village and Oak Bay Ave's antique shops - many motorists driving and parking there

parked cars pulling out or opening doors on the hill going down past Richmond

Richmond to Foul Bay is a bit of a free-for-all! Lots of cars parking and opening their doors to bikes in traffic. Pedestrians dart across the street (cross-walks not a key spots). And it feels like this route is getting increasingly busy!

squeezed into traffic at some points—I won't bike this route now but happily would every day with protected lanes!

I walk/bike a lot from Fernwood to Oak bay Village and find drivers don't look for pedestrians and I have had some very close calls.

As a prior resident of Fernwood neighbourhood (Klee Wyck apartments), Oak Bay Junction is an extremely uncomfortable intersection as a pedestrian and cyclist. The crosswalks are long making crossing slightly stressful even at my young age (28). Heading eastbound on Pandora Avenue within the cycle lane and proceeding onto Oak Bay Avenue places cyclists in the middle of the road, subject to traffic turning right from Fort Street and buses continuing onto Oak Bay Avenue from Pandora Avenue. Additionally, it is very uncomfortable as a pedestrian on the south sidewalk of Oak Bay Avenue due to a high stone wall, thin sidewalk, and no boulevard separating the road from pedestrian.

Approaching Oak Bay Junction by bike heading towards Pandora, as cars are switching lanes and buses often pull in here. As a pedestrian, I find that cars don't always stop at the crosswalk by Belcher, although I think the reflective panels have improved this - could do with lights too. Turning left onto Oak Bay Ave from Richmond is very tricky by bike.
Turning left onto Oak Bay Ave from Belcher Avenue
Foul bay road is very dangerous, particularly at oak bay and foul bay. Foul bay is a corridor for university students to get to uvic, it should be a AAA network route
removed from other crosswalks that it needs it's own. There needs to be a crosswalk to safely cross there and no turns for vehicles onto Redfern from Oak Bay Avenue. It should be a pedestrian priority street from Redfern Park to Oak Bay Avenue with a crosswalk at the avenue. The pedestrian priority road needs to continue from Oak Bay Avenue down Redfern to Brighton Avenue to connect to Oak Bay's Centennial Trail.
yes, there are too many cars, not enough safe pedestrian crossings, especially at Redfern to cross to the shops on either side. I don't bike here as it is an unsafe street that prioritizes cars.
road.
turning vehicles do not properly shoulder check, particularly at the Richmond intersection. Have had multiple close calls.
Intersection with Richmond and Oak Bay Ave.
Around Richmond, the cars are often trying to turn right, putting pressure on cyclists proceeding straight ahead. Coming up the hill (towards downtown Victoria) there is a hill. My children and I are sometimes wobbly on the way up the hill, so a bike lane would offer much support.
Left turn onto Leighton eastbound is not easy, Richmond is quite busy in that section. Before the curb extensions went in on Leighton, it was used as a shortcut when Oak Bay Ave was congested.
Oak Bay Ave and Richmond
Oak Bay Avenue and Richmond Street is busy, cars turning right from Oak Bay onto Richmond can veer into cyclists.
Cycling into oak bay village from Richmond intersection on can be nerve wracking when there are many cars parked along the road side.
Where there are no designated bike lanes on Oak Bay Ave.
Yes. Wherever there are no bike lanes, I feel unsafe and less likely to bike.
Oak Bay Ave is dangerous for cyclists
All of oak bay Avenue as a cyclist and a motorist.
Yes - as a cyclist
cyclist
Oak Bay Ave is extremely busy with stop and go traffic
Basically all of it, there's little to no infrastructure there for cyclists.
Along Oak Bay Ave
Yes Oak Bay Ave is too busy as it is and does not need bikes using that route.
All of oak bay avenue seems dangerous to me
Oak Bay ave is a disaster for cycling
Yes, the entire pathway. I cycle on Oak Bay Ave when I'm alone, but not when I'm with my daughters. We wind through the back streets.
As a cyclist and as a motorist I have concerns for cycling safety from Bank through Foul Bay.



Yes, it is too wide to safely cross in most places, as a pedestrian (everything east of Fort St), and there are no safe bike lanes. I have to cross Oak Bay Ave on bike to get to quieter neighbourhood streets north and south of it, but it is the most dangerous section of my journey(s).
Rd. Admittedly I have really walked the corridor. Cars are fine, who cares about that experience- generally fine, imposing mortal risk on others relatively oblivious to the harm they may inflict at any moment.
All of OB Ave is underdesigned and far more hazardous and active-travel hostile than it should be. There is enormous wasted curb-to-curb width here that should be better used.
Yes, the entire length
oak bay avenue is very dangerous, being doored, having cars pass too close, and cars not obeying stop signs as they turn onto the street are all hazards
Yes. I am currently forced to bike in the middle of the lane (east of Richmond), as if I bike too far to the right, I am at risk of being door'd. This frustrates car drivers, as they are forced to go slow behind me. This would also be something the majority of cyclists are not comfortable doing.
confident. The potential for "dooring" is high and the many elderly drivers make this stretch dangerous.
Lots! Plenty of near misses (dooring especially)
As a cyclist, risk of being doored by parked cars or being hit by moving cars in traffic. As a pedestrian, sidewalks are too narrow.
All along Oak Bay Avenue. There are minimal crosswalks, many people & vehicles in the area.
I wouldn't take that route as a cyclist, definitely not with my kids. Traffic moves too fast and there's not sense of safety or protection. As a pedestrian it's not a very pleasant walk right now. Lots of concrete. Not enough trees. Fast cars. Few crosswalks. Overall, pretty far short of its potential. As a driver, its quick but a "meh" drive. Getting from A to B.
As soon as Fort and Pandora intersect and turn into Oak Bay Avenue, I always choose a different route because I do not feel safe biking along Oak Bay Avenue. People in parked cars do not look for cyclists and drivers get annoyed if you are in their space.
From Oak Bay Ave and Hampshire Rd to Oak Bay Ave and Fort street, the street is busy and has a lot of parked cars and a lot of pedestrians. Makes it difficult for cyclists
I have safety concerns on Oak Bay Avenue from Richmond to the Oak Bay border at Foul Bay Road (and beyond) because there are many parked cars moving in and out of traffic. It doesn't feel safe to ride a bike on Oak Bay at the moment. I feel safe as a pedestrian and motorist, however.
As a cyclist, the entire length is unsafe for cyclists as it currently exists. Having to squeeze between parked cars and moving traffic is dangerous.
As in my previous answer, I don't currently bike on Oak Bay Ave because it is not safe. This does mean I go do errands other places. Any errands on Oak Bay Ave I walk to, and dodging cars that are often speeding is challenging.
All of oak bay can be a nightmare, as posted speed limits are low but actual speeds tend to be high - also given the demographic of many oak bay residents having solid protected bike lanes would be a huge boon. Especially in the village
traffic
impression that they should drive faster, often more aggressively. Cycling east on Oak Bay can be very slow due to the grade. Motorists do not always stop for pedestrians at the marked crosswalks along Oak Bay Ave.

The entirety of Oak Bay Ave: Instead of cycling, I take the bus instead because I feel unsafe due to traffic volumes and speeds.
Frankly, the entire road is very crowded as a biker. I don't feel particularly safe on any part of it. There have also been issues as a pedestrian with people biking down the sidewalk on Oak Bay Avenue.
The right turn from Fort Street to Pandora needs a separate advanced light, like the ones already existing downtown.
at Fort and Oak Bay Ave. The bike lane coming from downtown sits between two lanes of traffic, and when you have vehicles on both sides of you and the light goes green, I've noticed the bike lane, seems to vanish as far as drivers perceive. Even though the right lane turns right on Oak Bay Ave, the drivers in that lane need to advance forward into the intersection before turning right, and in that distance they seem to converge with the middle lane going straight thru the intersections, creating a squeeze for the cyclist. This is especially the case with large vehicles - busses, trucks etc.
Pandora/Fort/Oak Bay intersection. There are multiple blind spot turns and multiple lane changes or configuration changes at this intersection.
Oak Bay Junction - as a pedestrian, cyclist, and motorist!
Fort & Oak Bay Ave
Any change to use of intersection at Fort and Oak Bay will need clear signage
Pandora, fort
The intersection at Fort and Oak Bay Avenue can be dangerous
Fort and Oak Bay junction.
extra caution.
yes, as a cyclist at the intersection of Fort & Oak Bay Ave. It's busy and not a regular intersection.
Special consideration should be given to the Oak Bay junction....can be a confusion intersection.
Oak Bay junction
The corner just before Stadacona center heading north (where Pandora, Oak Bay and Fort meet) is okay on my bike, very dicey when walking.
Oak Bay Junction - alignment of traffic lanes and pedestrian space is currently dangerous - cars frequently cut onto the sidewalk while making a right turn from Fort onto Pandora.
Connecting from Fort to the Pandora bike lanes.
Fort St Junction with Oak Bay Ave is dangerous
OB junction can be quite busy
Right turn lane for Oak Bay Ave off of Fort. Vehicles frequently ignore red lights when making right turns here or cut off existing cycling thoroughfare.
Bay
Junction area confusing
The intersection of Fort and Oak Bay Avenue is a concern.
Corner of Fort and Pandora
Fort and Oak Bay junction
turning right off Fort onto Oak Bay Ave is sometimes dangerous as a cyclist.
Oak Bay & Fort is a bad intersection. It is bad for cars, bikes & pedestrians. Protected bike lanes will make it worse. Please consider dramatic changes to the intersection alignment. Would a peanut-roundabout be suitable? Could the lower floor of the Mt Douglas AOTA building be altered to provide sheltered pathway for pedestrians and improve sight lines?
if possible.

The light is hard to see at the Fort/Pandora intersection when biking up Fort Street towards downtown based on the angle and the sunlight. The additional barriers are good, but have to be aware of cars turning right into you. The section in front of Save On Foods near the intersection of Fort and Foul Bay doesn't have a bike lane. While I have not felt unsafe riding in that short section, a dedicated bike lane would be good in that area. Otherwise, no concerns as a pedestrian or motorist.
The intersection of Fort and Oak Bay Ave, and the intersection of Fort and Foul Bar Rd.
Fort and Foul Bay, Oak Bay Ave and Fort intersection
The major intersections of Fort and Oak Bay Ave, as well as Fort and Foul Bay. Those need better bike lanes for increased safety by traffic separation.
The major intersections are problematic with the through bike lane and right or left turning cars at both Fort and Pandora/Oak Bay Ave, and also at Richmond at Fort. I find left turns on my bike particularly challenging from Fort to Richmond.
Richmond road between fort and Landsdowne. 5 corner intersection at fort and pandora.
Intersections at Fort and Oak Bay and Fort and Richmond. Is it possible to have an advance light for cyclists so all traffic is stopped while cyclists cross the intersections?
Right turning vehicles at Richmond Ave and making an eastbound left as a cyclist at oak bay ave
The light at the junction of Pandora, Fort, and Oak Bay avenue and the light at Richmond. As a cyclist it gets congested with the cars when travelling through these intersections.
Oak bay ave and Richmond, oak bay at junction with fort
OR more cross walks in the vicinity of Morrison and also by the Red Barn. I do not see so many pedestrians on Fort or Leighton.
Roads are in unacceptable condition.
speeding - whether you are a pedestrian, cyclist or motorist. Large trucks.
crosswalks etc etc, have to keep eyes wide open while driving or biking, suggest reduce speed to 30km/hr.
As a cyclist, vehicular traffic is often too fast and close
speed on the road in general (should be slowed down)
Yes there is only a sidewalk on one side of Leighton at parts, cars drive very fast despite the bulbs. Traffic needs to be slowed further in this residential area
Drivers exceeding the posted speed limit, in some straighter sections.
The entire thing. Drivers are way too fast. Needs more places to cross as pedestrian around Whitespot/RJH
The big hill on fort is uncomfortable with traffic whizzing past.
Just all the traffic on Fort Street in general is an issue.
Speed of cars. Also cyclist safety and education is needed. Mandatory helmets and safety reflective vests for all cyclists.
Traffic is really heavy and busy, cars pull in and out of roads and parking lots often without shoulder checking. It's scary as both a pedestrian and a cyclist
Fort St/Leighton Rd/Richmond Rd. As a driver & pedestrian. Cyclists habitually ignore rules. No signals, ignore red signal, ride on sidewalk, wrong side of road

Yes, as a pedestrian, bike lanes cause frequent safety issues. My family has experienced numerous "near misses" with cyclists in bike lanes / crosswalks and on the sidewalk. Cyclists need to follow the rules, and they are currently not doing so.
Poor behaviour by many cyclists and some drivers
No
No
no
No.
No
no
no
Nope.
No concerns on Leighton, Fort is busy at times.
No
Richmond Road is very narrow. I am legally blind and work at Royal Jubilee and depend on the 2 Richmond bus routes to travel downtown. Anything that brings more congestion and hazards to Richmond and Fort must be avoided.
None. Fort Street is a well laid out area and requires minimum, if any upgrades.
no
No
No
No
NA
No
no
No
c
No
no
no
Oak Bay Ave can be a little crazy with absent minded drivers. Even with bike lanes I feel it would not be safe.
No
No
Na
n/a
no
Existing paint lines are fine
No
Not particularly.
No
no
!!!

Are motorists going to see cyclists? Are cyclists going to yield to oncoming traffic past those? Please consider the fact that most cyclists either aren't aware of the laws they're subject to or just ignore them. Every single cyclist breaks the law when the cycle and all you have to do is watch them not stop at the correct spot at stop lights to see that
from Fort St.
no
No, Leighton is definitely the safest route and there is a crosswalk where I cross Fort st
N/a
No.
Leighton is a good option and one I would feel comfortable on, on my bike. Richmond is scary to drive on. Leighton is calm and would allow me easy access to Oak Bay
No
yes
Prefer not to say.
No
Getting to these routes might be a challenge for some, Foul Bay Rd is not good to bike on
No
no, the worst spot was light at Fern. automating the cross walk and light has made that area safer.
No
No
Yes to all three categories. Curious that skateboarding is left out.
Yes, too much mixing of cycling/traffic on main routes. Better on Leighton.
no
Fort street portion with protected lane
No
no
No
No
Adding bike lane on Oak Bay is out of the question there is already too much going on there and the road is not wide enough. Leighton the game of chicken is out of the question.
none
not really
no
No
No
Traffic flow has been slowed over past years and I don't want to see it slowed further.
No.
No
No
Navigating from right hand side of Pandora across traffic on Begbie.
turning (left) onto Oak Bay Avenue can be challenging and may be more difficult with parked vehicles further blocking sight lines.
No
NO

The only safety concerns I have involve the fact that our city is overrun by homeless. The city needs to focus on fixing the homeless problem mayor and council has created FIRST! Get the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
No, but having protected lanes would make it safer.
None
No
No
No
-Mid block crosswalk North of Jubilee could use a flasher.
no focus on fixing the homeless situation this is embarrassing
no
Where Begbie connects with Pandora - as a cyclist.
No
Richmond between Adanac and Newton is too narrow for both cars and bikes.
no
no
no
No
a
No
protected bike lanes
Yes. Fort st and cook st where the protected facility ends.
Nope
No
No
No
No, but I am a confident transportation cyclist.
As a cyclist I find the painted lanes inadequate for feeling safe, so I don't ride this route frequently.
No
no
None in particular
No

Jubilee Route Alignment
<b>Q5: What could be added to the design to make this corridor more pleasant, comfortable and/or safe for pedestrians, cyclists or people with disabilities?</b>
<b>Answered: 334</b>
<b>Skipped: 89</b>
Responses
Don't build dedicated bike lanes on Fort.If it must be done, bus stops must have direct sidewalk access.
Need to accommodate commercial traffic making deliveries to residents and businesses
More raised crosswalks across oak Bay Ave
add a marked crosswalk across Fort Street at Chestnut Street by Christie's pub. people cross here already, but they must wait for a break in traffic
More crosswalks.
Narrower lanes to reduce vehicle speeds, more crosswalks
More cross walks. Traffic calming. Landscaping.
More benches. Pedestrians need more places to sit often for blocks there is no seating.
The addition of the green bike path markers in transitory areas as a visual marker. eg the Belcher/Leighton/Fort corner
Painted green bike lanes
Not sure - maybe bike boxes to allow advance lefts by bikes. And holds (red lights)on right turning cars off Fort as has been done with the cars on Pandora bike lanes
slope sidewalks at crosswalks
Signage.....look both ways before crossing the street, stop at STOP signs, signal intent, bylaw enforcement, cyclist bike registration and insurance (to help pay for their mistakes)
Nothing. Pedestrians and those with disabilities have sidewalks on each side of the road, and there are ample bike lanes already.
Do not do protected bike lanes on any of these routes
The corridor is fine the way it is.
No concrete dividers with the road. Leave as is.
Scrap it
The design should be scrapped.
take bike lanes off main corridors
An acknowledgement that this plan is endangering all of the above by creating more complex rules that pedestrians, cyclists and drivers will have difficulty following. Pick one design and use it throughout the city instead of different rules on every street.
I do not agree with the assumption behind this question, see earlier comment. You /NEED/ to re-evaluate your entire process. My life is probably worth more to me than your ideology is to you.
I don,t think anything needs to change at this point. It's Currently a visually unobstructed street which I walk or drive each day, often to medical clinics or Saveonfoods. The street corners have proper curbing.

leave it as it is. Forget the bike lanes. As a driver, I'm always afraid I'm going to hit a cyclist or a post, not be able to park, and generally be intimidated by the cycling lanes. I am OLD, just like thousands of other Victoria residents. I will NEVER ride a bike again, and think bike lanes are a waste of taxpayers money.
it's already good - no changes needed
Stop the bike lane expansion. Use painted lines and tell car drivers and bike users to share the road carefully.
Actually none of the above as bike lanes are not necessary. The city needs to focus on fixing the homeless problem mayor and council has created FIRST! Get the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
Not build it
It is safe as it is!
I think it's fine as is.
Using painted bike lanes, instead of protected bike lanes, requires cyclists to be more aware and respect the rules of the road.
Providing a speed limit to bike riders and ticketing them.
Enforcement of road rules for both drivers AND cyclists.
Motion sensor crossing at Richmond for cyclists. A better way to get from Leighton onto Fort when travelling west - this is currently very awkward and some cyclists go on the sidewalk while others turn left onto Fort in front of Christie's pub, which can be tricky with traffic.
Ped/bike activated crossing at Chestnut @ Fort for AAA.
The protected bike+ lanes should be clearly signed as being usable by power wheelchairs and mobility scooters (as per the recent MVA amendments). The pavement should also be very smooth. This will reduce the volume of higher speed mobility scooter travel on the sidewalks, making walking more comfortable.
The floating bus stop design should include fully transparent shelters so cyclist can see pedestrians and pedestrians can see cyclists. (The stops at the Jubilee Hospital should be designed with particular care given the volumes of people with disabilities who will be crossing the bike lane).
Shifting the bus lanes out from the protected cyclist area, similar to Pandora Avenue, would give me the best feeling of safety.
Elevate the cycling lane
I am not a fan of bollards or concrete barriers that cage you in as a cyclists. Do as they do in the most advanced and sophisticated cycling nations, elevated cycle tracks. Those are the most comfortable and safest facilities.
Redoing the corners and sidewalks at Fort and Richmond to have dedicated wait spots for cyclists at the lights would help.
narrower side street intersections, offset the crosswalks and re-align the curb drops to narrow the distance, provide covered/cargo/family bike parking at grocery stores



An efficient but safe right-turn option at the Richmond intersection should be the priority, and may be hard to design for speed and safety.
For North bound cyclist an easier way to turn onto Fort street, than using the pedestrian crossing.
Nothing in particular, but I'm wondering how the bike lanes would tie in with the bus stops. Also wondering about the junction with Richmond if you're travelling west, as cars often turn right on red lights here.
Clearly marked lanes so vehicles exiting driveways, side streets know to look for bikes
Connect easily to Foul Bay Road. For safety, please do not add decorations that obscure drivers' view of cyclists. There are many side streets along this road that will cause conflicts.
A controlled right turn for car traffic. Longer walk/cycle signal for people with disabilities to get through the intersection.
Advanced arrows for cyclists and pedestrians. This moves the roads most vulnerable through an intersection safely without having to compete with motor vehicles. Oak Bay Ave is an obvious choice to add AAA network to it as it takes cyclists to desirable destinations to shops not found in other parts of the city and to Oak Bay village as well as a corridor to the beach and Beach Drive for longer enjoyable rides along a very beautiful, desirable scenic route.
<p>Advanced arrows for cyclists and pedestrians. This moves the roads most vulnerable through an intersection safely without having to compete with motor vehicles. Oak Bay Ave is an obvious choice to add AAA network to it as it takes cyclists to desirable destinations to shops not found in other parts of the city and to Oak Bay village as well as a corridor to the beach and Beach Drive for longer enjoyable rides along a very beautiful, desirable scenic route.</p> <p>I'd also like to take this opportunity to request that you also go forward with your suggested separated cycling infrastructure on Fort St. as well. By now the city has been able to fine-tune the builds of separated infrastructure which equals \$ saved. I would like the City engineers to figure out how to do more with less. There are plenty of world examples (if needed) to ensure cyclists' safety and to build infrastructure with fewer costs. Please consider adding protected bicycle lanes along Fort St. at the same time, it just makes sense. It shouldn't be an either-or situation. Leighton Road makes no sense whatsoever, we should be focusing on direct routes that take people where they want to go, not on another road that takes you nowhere special and comes to a dead-end. Just like motorists, cyclists want to go to a place of destination. Placing cycling infra along major roads that are concentrated in urban villages such as Oak Bay Village means the protected bike lanes need to go where the destinations are.</p>
Protected cycling lanes and appropriate traffic signalization providing cyclist and pedestrians priority.
As above, advance signals for cyclists through busy intersections.
Speed humps to reduce speed, dutch style intersections and more visibility around side streets
Slow down traffic. Work on the entrance/exits from Save-on-Foods.
Improvement at the junction area

Improved crossing of Richmond Avenue
better lighting at night
Well lit at night
Improved street lighting. sections of this route are quite dark in the evening or early morning.
Lights at night
Reduce traffic
Reduce car traffic. Give buses more space
More parking.
parking and safe road ways
Crossing across fort to support safe route to Saanich towards the north
I don't have any specific suggestions. I feel that extending the existing lower Fort St bike lines up to Foul Bay Rd, would make the route much more useful.
cancel the project until Oak Bay decide they want to process. Right now they are a "Bike Path to Nowhere"
Extension of bike lane
Continuous bike lane to Cadboro Bay from Save-on Foods to Foul Bay (no bike lane for the lower section).
Connection through to an Oak Bay cycling route with traffic controls to cross Foul Bay and connection to widened a multi-use trail (currently a narrow pedestrian walk) through to Cadboro Bay Rd from Elgin Rd.
New bus stops
bus stops on the outside of the bike lanes
protection from the buses.
We don't need the stupid plant boxes you put on Fort that have made driving on that street tight and unsafe. A more simple, straight forward design so motorists CAN SEE others who are crossing
The off-set intersection at Redfern @ Oak Bay Avenue is an unsafe place to cross and is far enough removed from other crosswalks that it needs it's own. There needs to be a crosswalk to safely cross there and no turns for vehicles onto Redfern from Oak Bay Avenue. It should be a pedestrian priority street from Redfern Park to Oak Bay Avenue with a crosswalk at the avenue. The pedestrian priority road needs to continue from Oak Bay Avenue down Redfern to Brighton Avenue to connect to Oak Bay's Centennial Trail.
Curved Left turn bike lane markings through the intersection.
Bike lane markings at intersection
Clear markings and intuitive design
Bike lane on the right side of the road (not the left). Painted lines not cement barriers.
More greenery
Barriers with trees, planting. Aesthetic and safety
Much bigger and more visible median gardening arrangements which visually cause slowing of traffic! Really needs work on Fort Street.
More trees creating a canopy to give more shade to the street.
I think trees/vegetation or traffic calming to improve pedestrian experience is always welcome
Maintaining greenery

I would like to have lots of shade-giving trees. They would make the street so much more beautiful...
separated bike lanes
I like how the bike lanes are downtown, with the concrete dividers in between the bike lanes and the road. It feels like it's own separate route in comparison to the street, which makes me feel safer.
Protection between cyclists and driving.
Protection from traffic.
Protected bike lanes
True separation on Fort Street, not just raised concrete between vehicles and bikes.
clearly delineated bike lanes - ideally with separation/barriers between bike land and cars
The separated bike lanes in the proposal would make a huge difference. I don't have any requests beyond that
posts or barricade between bike lane and traffic. just the lines on the road are too easy for vehicles to ignore or forget about.
Barrier between bike lanes and cars. However, this could impair ability to pass slow cyclists
protected bike lanes!
Boulevard between cars and cyclists As opposed to pylons
Elevated border separating cars and cycle lane as in downtown Fort Street etc
Designated bike lanes on both sides of road.
a protected bike lane on both Fort and Richmond just to get bikes through the intersection, whether they are turning left or right or going straight through.
Protected area with posts at high conflict locations.
I really like the protected bike lanes, especially when biking with my son on the back of my bike.
A protected bike lane
Seperate lanes, one-way each side.
raised concrete barriers where possible.
I think protected lanes is sufficient
separate bike lanes will make it more pleasant, comfortable and safe, especially meeting up with the bike lanes already in place.
separated bike lanes.
A designated lane for cyclists with a divider like along pandora.
I like where there is a curb between motorists and cyclists.
physical barrier between cars/path (like on lower Fort)
Designated bike lanes - away from car doors
I like the protected bike lane for the most part but special attention needs to be paid at the crosswalks
a protected bike lane would eliminate the risk of dooring and drivers passing dangerously
Separated bike lanes would be the best. They would also mean pedestrians are farther from the traffic, which would make walking more pleasant and safer.
Clear separation from traffic.
A protected bike lane on the south side of Oak Bay Ave.

Protected bike lanes would definitely help cyclists, people using mobility scooters, and pedestrians (by providing additional psychic separation from cars). I think we need to pay special attention to how bus stops and crosswalks interact with the protected lanes, especially near the hospital.

It will be important to work with the hospital so that it's clear where people arriving by bicycle should go, they can navigate the parking lots safely, and have a place to lock up their bike when they get there.

All bike lanes should be protected with barriers, not just painted lines on the road. Much safer.

Having the physical buffer between the cars and bike lanes will make it feel safer for bikes but also pedestrians

A designated bike lane. The cars would naturally slow their speed but still be able to move along with the cyclists but would provide a bit of extra space for the cyclists.

Designated bike lanes for cyclists safety

I love the. Pandora bike lane design. Something like that I think.

Protected bike lane, different arrangements for turning into Red Barn and gas station

Wherever you can - install barrier between cyclists and vehicles.

Bike Lanes

Protected bike lanes.

Marked and protected bike lanes, which would also help narrow the crossing distance when trying to cross over Oak Bay Ave.

Physical barriers. When a route is approved, it should immediately get physical barriers that are temporary until the funding is approved Nd contract is given out

Barriers

Bike lanes

Separated bike lanes with barriers along the route.

Fully protected bike lanes!

separated bike lanes

Having dividers for the bike lane to further protect cyclists.

The speed of traffic next to the bike lane can be unnerving. Having barriers for a protected bike lane would be nice.

physical barrier separating the lanes

raised barrier to prevent cars from crossing into bike lane

Separation between people on bikes and vehicles would be a huge advantage.

A protected bike lane on each side of the road

Protected bike lanes, followed by parked car lanes to buffer traffic

Uh, protected bike lanes.

PHYSICAL separation. Restrict right hand turns on reds for drivers.

I like that the bike lane would be actually blocked by barriers- this feels much safer than just the painted lines.

Definitely a separated bike lane, as well as ways for cyclists to safely turn left to get off the corridor.

Protected bike lanes

As shown in the video, plastic posts on some areas of the bike lane would be helpful.
It's a good corridor for pedestrians. No concerns. The proposed addition of a protection to the bike lane would make it more safe for cyclists.
Separated bike lanes
Protection from cars obviously
Protected bike lanes.
Separate the bicycle lane by raised curbs like on Fort st or Pandora. Anything else is lipstick on a pig.
bike lanes is plenty, perhaps some sort of permit parking for cars to make residential parking accessible to appease car owners coming to oak bay, with the exception of one or two handicapped parking spots built into the bike lanes with warning signs. But bike lanes along oak bay would be excellent.
protected bike lanes and bus stops
More marked pedestrian crossings. Protected curbside bike lanes.
Protected bike lanes and more crosswalks
More crosswalks on oak bay ave, especially by red barn. Separated bike lanes please!
I'd like to see more crosswalks, for instance by the corner of Red Barn. There are so many pedestrians that have to wait for a break in traffic to cross there. More crosswalks and bike lanes would indicate this stretch of road is for all users, not just motorists.
Physically seperated bike lanes and additional pedestrian crossing at busy areas (eg. Red Barn Market)
More crosswalks and traffic calming (curb bumps, trees and vegetation or central boulevard), separated bike lanes.
DO NOT MARK with white poles, use concrete curb / edges. Areas of high turn ins, mark with skid proof surfaces.
Painted colour lane
Physically separated lanes
Traffic lights which are timed to average speed cyclist
The barriers like at the Oak Bay Junction would work well to keep cars and bikes from drifting into each other's lane. Green paint at intersections could also help alert drivers turning onto Fort
Protected cycling lane.
Clear line of sight at all crossings or parking lot entrances.
Controlled crossing to access the Dean bike route.
Enforce speed limits. Protected bike lanes with barriers
Separate protected cycle lanes.
Easy access for pedestrians and disabled peoples such as better ramped cement access to sidewalks
More green canopy, space for pedestrians and fully protected cycling route.
separated bike lanes, but especialy a focus on the intersections.
Some barriers near intersections to protect bike lanes and prevent encroachment by other vehicles.
protected bike lanes, banning turns on red, longer light on Fort. Ideally, drastically reduce the size of intersection.

Make turning left a lot more effective so cyclists don't have to cut across the road or stop at the light with traffic moving behind them.
Green wave for intersections, protection for entire length, eliminated vehicle turns to reduce conflicts, make the Save On Foods entrance narrower (it's a gaping mess)
Cyclist button at Leighton and Richmond would help. Protected lanes on Oak Bay Ave would help (but I think Fort St is a better option).
Protected lanes 100% are the best choice. Green paint in the intersection would be good too, to let cars know they must share the road. Smoother pavement in Richmond intersection would help reduce the bumps. The big hill down Oak Bay (down from Fort) is also quite dark at night, especially on the South Side. More street lights there could help. Cars turning onto Rockland often don't see the bikers; similarly, cars turning off Rockland onto Oak Bay often don't look for bikers coming down the hill.
Protected bike lane all the way and connecting to the existing protected bike lane.
Protective dividers all the way down Oak Bay Ave from Foul Bay westward. A way to keep bicycles away from buses as they pull into bus stops.
On fort section decent car/bus/cyclist separation
protected bike lanes, patio seating? Less car use
Fully protected lanes are key, it's pointless otherwise. Bulb-outs or something to protect pedestrians would be great, and parklets are always amazing wherever they can be squeezed in.
Barriers and lots of greenery. It needs to be obvious that there's a bike lane there.
Planters or other green barriers to separate cyclists from cars.
Physical dividers, any greenery.
Separated bike lanes and reduced on-street parking would make the corridor more pleasant for everyone.
Protected lanes, narrowing of car lanes to encourage lower speeds
Actual protected bike lanes right up to the Foul Bay border w/ Oak Bay, with narrowed GP lanes to keep motor vehicles from speeding.
have bike lanes on the left side of the street up the hill.
Protected bike lanes and additional clear cross walks with flashers.
wide protected bike lanes, more trees, planters of flowers or veg, flashing crosswalks to get drivers attention. This section is very grey and car oriented.
separated bike lanes, separate bike signals at fort+richmond
Ability to press for light changes for bikers. Any barriers would be visible at night for safety
making the design as separate as possible from cars or adding in bike only lights
Fully separated, bi-directional bike lane with separate traffic signals along the whole route.
Good crossings, and separated bike lanes
Looking at better traffic light options eg longer advanced left turn or all traffic stops while pedestrians walk.
More clear cycling lane, bicycle stop-and-go light, longer crossing time for pedestrian walk light (hard to cross in time, if using a cane, walker, or wheelchair)
Traffic calming to decrease vehicle speed, better pedestrian crossings.
Remove parking on North side, make more and safer space for cycling and motor vehicles.
reduced speed limit.

Reduce the speed limit to 40!
Post the speed at 40 km
Speed limit could be decreased
Lower the current vehicular speed limit. Double the price of gas for non commercial users. Bring in compulsory annual vehicle safety testing
Make the speed for vehicles 40 km/hr
Review speed limit along corridor to see if a reduction to 40 km/hr is warranted.
get rid of your non-functioning traffic calming mess which is just plain dangerous
Prohibit on-Street parking in specific areas
Removing parking would make it safer but would create problems on narrow side streets
Adding bus pullouts might be possible by removing the traffic calming gardens in the middle of fort by Christies Carriage house.
Blinking cross walk control lights
Crosswalk near Redfern st with lights. Cross walk lights at Clare st.
1.) A simple fix: trim greenery so that drivers can see approaching pedestrians along the sidewalk, whilst they pull forward to see if traffic is clear to enter the roadway. 2.) Install a crosswalk with flashing lights by Red Barn Market. This is where most of the random pedestrian crossing occurs.
Ensure that sidewalks at intersections have proper curb cuts. Reflective signs or flashers at crosswalks. A few more trees along the corridor. Move the hydro poles out of the sidewalk and into the parking area. The placement can be tight and make it difficult for wheelchairs to pass through, especially if there is anyone walking in the opposite direction. Raised crosswalk both acts as a speed bump to slow down vehicles but also makes an easy crossing for people with disabilities.
Controlled street crossing for pedestrians
Bicycle racks along the route where you can safely secure your bike.
More bike lockup areas, and also the right turn from Fort Street to Pandora needs a separate advanced light, like the ones already existing downtown.
signage
Turn lane green signage
Well-marked merge points and obvious route markings so pedestrians won't step in front of bikes and won't walk on the separated bike lanes. Pedestrians already treat the separated lanes like multi-use paths in many cases.
Since it's not a protected lane along Leighton, signage so cars know to shoulder check before opening their doors when parked on that street would be nice.
Signage
better signage indicating (one-way) at Chicane zones, cars are often confused.
Maybe signs reminding people to yield to pedestrians on the sidewalk
In general: clear instructions what to do when a bicycle lane ends.
I appreciate the new car/bike red lights along Pandora. I feel safer both in a car and on a bike when making a right turn.



When you're driving along Fort Street towards downtown (where Fort splits to Yates and Pandora). When you go to turn right onto Pandora - perhaps an extra light for cyclists (where the cars turning right have to wait a bit longer to turn). Like the lights at intersections going down Pandora.
lane marking, add cycle-only signal lights
Wider Streets . Longer turn lights. One way bike lanes
Bike signals at stoplights to delay traffic turning right
Protected cycle signals that delay cars turning right at the major lights along this route.
much as the lights downtown, I would appreciate a bike signal on fort at foul bay, fort at richmond and fort and oak bay
Keep cars off Leighton, Pedestrian/bike operated light for crossing/turning onto Leighton from Richmond
Lights should be specific for bikes and have priority over cars turning. At t-intersections, bike lane should remain green on the side where there is no street until a pedestrian needs to cross.
Protected lane that buses can't enter (similar to pandora lane). More time for bikes to turn left at light.
Perhaps bike signals like downtown. Also better markings along Richmond. There are a lot of buses that pull in to bike lanes once you leave Oak Bay Junction area.
Clear signage and signals
Less speed bumps, better smoother roads. I cannot push my mother's wheelchair easily in these conditions, she cannot use her walker safely in these conditions.
Gradient lanes/sidewalks to make transition easy no matter what the non-vehicle mode.
speed bumps (the jut outs don't seem to help), restricting truck traffic to local deliveries only.
Those pads with yellow dots seem to be popular for people who are blind. Maybe they could be added at Richmond?
Lower speeds on Oak Bay Ave. It is very difficult at times to get out of my condo driveway as cars pick up speed from the light at the junction as they come down the hill. Curbed bike lanes are difficult for people with disabilities.
More traffic calming at Leighton and Amphion Traffic calming at Richmond and Leighton..as in only one car able to move at a time. Similar to Brighton
slower speeds and more diversions
honestly, less cars
Permanent mounted map showing cycling routes in the area with links to connecting routes
Clear signage for everyone that travels the route
Wider sidesalks
Widen sidewalks.
separate lanes and clear markings about what is allowed. Also sidewalks wide enough for wheelchairs and shop riders which many people in this neighborhood need
This corridor has very narrow sidewalks, I've had to pass people in normal times by stepping on to the bike path to pass by.
Wider sidewalks where possible.
Wider sidewalks, if possible. Clearly marked speed limits as people can go quite fast.



Wider sidewalks and larger passenger waiting areas and bus stop infrastructure (E.g. shelters) at key bus stops (E.g. Route 15 limited stop locations). Thoughtful integration between protected bike lanes and bus stops along the corridor, particularly since it is identified as a future RapidBus corridor.
Only a fully separated, AAA bike lane will make it safe for cyclists. Enforcement of reduced speed limits would also enhance safety for all vulnerable road users. Widening sidewalks.
Planters and expanded sidewalks for restaurant outside seating or sidewalk events like farmer's markets, art show etc similar to some European cities.
Wider sidewalks, street trees, protection from vehicles.
Increase sidewalk depth, provide landscaping, and provide a separated bike lane on the south side on Oak Bay Avenue.
Wider sidewalks; hard lane separation for bikeways from auto traffic lanes.
separated bike lanes with dividers. As a pedestrian, cyclist and reluctant car driver, the more we can do to separate the three, the better. Also wider sidewalks for walkers and mobility scooters.
Safer crosswalks — not just painted lines but flashing lights especially for rainy weather and the evenings. More plants, more trees, wider sidewalks.
Close Pandora from Oak Bay junction to Fernwood Road to restore the original road design in this neighborhood. Pushing the road through Stanley St, and by Stadacona park made this a transit corridor and undermines pedestrian and cycling transit.
Close Leighton to vehicles
Sidewalk on both sides and block vehicle traffic from going both ways the entire stretch of Leighton, making it a resident only area like some of the streets in James Bay or Oakland's
Less parking and safe crosswalks
Make sure that all traffic (bikes included) at the Oak Bay Junction be forced to enter into businesses at designated entrances.
N/A
Nothing
Only have cycling routes on new streets designed for bikes and cars
no comment
?
Traffic is more backed up at the Pandora/Fort/OakBay intersection and many drivers are impatient. Also many people try to turn left on Fort into Sandringham Long Term Care causing an extremely unsafe situation. Something needs to be done to prevent this.
I think that the route has most of the narrowing and traffic calming in place.
NA
Unsure
Unsure
c
Looks good to me
No idea
Not sure.
Na
n/a
looks good as is

nothing
Not sure.
Nothing
Nothing, I think it is great that finally a quite street is being considered for bike lines.
Unsure
Move bike lanes to a leisure area
Bike sensor
Create an overpass.
No
I think the current plan is sufficient
I understand the plan would be to have lanes on each side of the road - this would be appreciated more than having both lanes of travel on one side, as many of the earlier lanes have been.
leighton crosswalk at Richmond is on the wrong side if you walk down Fort Street.
No idea
nothing
Located on a less busy street other than Fort Street
Nothing
Not sure.
Nothing, thank you!
I have no need for any modifications/additions
Fort Street is a high volume road with multiple driveways and intersections and it will get busier as people are squeezed off other corridors like Richardson or OB Ave. Pedestrians doing mid-block crossing at the Subway is always a concern when you are trying to exit Save-On-Foods onto Fort. The advance right northbound to Foul Bay is exceedingly long (30 seconds) which frustrates people coming westbound on Cadboro Bay Road and is dangerous as is the new lane configurations eastbound where people still cross lanes and try and beat traffic before the lane ends at OBSS. Making the light at the Hospital more consistent will also prevent people and cyclists from jaywalking/crossing against the red after waiting so long. Anything that removes the dual left centre lane will create more issues for everyone leading to people making poor decisions as they wait for turns. It can already be seen westbound on Cadboro Bay Road at the turn to the OB Rec Centre so duplicating that elsewhere just leads to driver frustration and cyclists/pedestrians trying to get around the backup
None
a way to cross effectively
Adequate parking. Safe crossings across the bike lane, in particular for those with mobility issues.
Nothing
Nothing
.
No idea
No
Believe the proposed plan is quite good.

The proposed design looks good!
Unsure
moot if the neighborhoods are unsafe which is on you currently
Nothing
Additional lane width
Bike lanes
Stop having cars turning up and speeding up residential streets to cut through which they do already when the main roads are so congested!
Unsure
Would be nice to connect Leighton with Grant - maybe thru Fern St
nothing
Not sure
a
Stop making infrastructure choices that make motorists hate bike lanes! Also, you don't need to put huge cement barricades in when a lighter touch would suffice. I'm extremely glad to see that you aren't considering bi-directional lanes which cause no end of headaches for cyclists, pedestrians and motorists alike
I like the proposed idea
No
I'm not sure but I like the overall "look and feel" of what is being proposed.
Do it on fort street, the most logical thoroughfare
Nothing in mind
It's "good enough" and that's OK. Don't go overboard with street furniture, crapdoodle stuff and excessive pedestrian bump-outs at intersections.
I mean fort street is steep for biking, but that's not exactly in scope haha
Fort street will never be properly safe for AAA. There are too many driveways, parking lots and crossings. And cad bay road is too narrow to support good cycling infrastructure. For best safety, move protected cycling route to begbie then haultain/eastdowne. Lower veh traffic will make this AAA safe. Can put secondary route on oak bay ave.
I'm not sure
Nothing to add

Jubilee Route Alignment
<b>Q6: What general ideas, comments, or suggestions do you have for this corridor?</b>
<b>Answered: 283</b>
<b>Skipped: 140</b>
Responses
Provide frequent crossings for pedestrians
More pedestrian areas, cutting off through traffic between Fort and Oak Bay Ave. Cars zoom through and it's very unsafe, particularly at Bank, Fell, Duchess, Davie and Redfern
It would be nice in areas near the hospital, commercial zones, and parks, if there were bike racks and bike maintenance tools for cyclists.
Good bike parking for shops
neighbourhood and it is imperative that it is a safe space for pedestrians as most people choose to live here due to the proximity of services within walking distance. Cyclists can be very unpredictable on the road and see to have no governance as to how to ride safely where as cars and pedestrians do.
More education and mandatory helmets and safety/reflective vests for all cyclists.
i find many of these bike routes disruptive and am not sure if the cure is worth the disease
No protected bike lanes. Changes the rules for cars and cyclists and is not needed here. Signage and lane bike lanes will be fine and I cycle with an infant
It does not need any bike lanes.
I don't think it's necessary at all. There are already bike lanes there. This makes no sense to me
Leave it alone
leave it as is
That you're insane for thinking this is a good idea.
don't do it
Leave it alone, these exercises in city building are making the city uncomfortable for many residents that are being left out of the process.
As a cyclist, I have never felt particularly endangered on Oak Bay Avenue. I no longer use Fort Street out of safety concerns (cf. separated bike lane), so you could just leave it be and congratulate yourself on a job done adequately.
leave it alone
give it up and get back to the business of administering a city for all of its occupants instead of the Mayor and her bicycle friends
Can we start spending money on roads for everyone and not cater only to the special snowflakes!!!
STOP THE BIKE LANES - ESPECIALLY VANCOUVER STREET!!!!!!
None of the above. The bike lanes are unnecessary and a huge waste of tax dollars especially during this time of a pandemic.
none remove the bike lanes from the budget and fix the homeless problem
DONT DO IT. GET THE STUPID MAYOR TO MOVE TO EUROPE.
Leave it alone and stop wasting the taxpayers money!

No protected bike lanes. Expense is too great, and the benefits minimal, and they will be torn out in the future in favour of the blended model which is becoming more popular in the EU.
It currently works, so no need to recreate the wheel.
Obey the laws, everyone!
No need for a segregated bike lane. Need awareness of bikes by all motorists.
I'm used to bikes on the streets around me. But a corridor that empowers is a different. In Jubilee I smile at the bike riders that take and recycle tin cans from my bins. They are respectful. The City of Victoria has NOT made that respectfulness mandatory for bicyclists. My car has been kicked, pedestrians yelled at to "get out of the way". NOTHING has been done about that.
My car was not damaged but ...what should have done it was? Can the woman knocked down on the street sue the cyclist for a broken hip?
You will have more support from me when a liability is attached to the actions.
Having a traffic camera at Oak Bay and Richmond Avenue as drivers are routinely speeding and running red lights. Very dangerous!!!
Enforcement
bus stops on the outside of the bike lanes
It is very dangerous currently for non vehicular traffic. Too much land is paved for car parking. Buses should be always free for everyone
That's pretty much it. This is a key future transit corridor. Although I think it is also a fantastic choice for a future protected cycling facility, if it is not feasible alongside future RapidBus services, another corridor option should probably be selected instead.
Leave space in design for designated regional transitway for either bus rapid transit, or streetcar/LRT
More frequent transit or even rapid transit connecting the two hospitals VGH and RJH.
Better bus stops! Maybe a water fountain (though not sure with Covid if that is an option anymore!)
diverting some cross-town auto traffic to other routes, improve bus service to reduce auto use.
Make it more attractive.
I think Oak Bay Ave could be developed into a beautiful more pedestrian friendly street.
Make it feel 'more villagey' through street improvements - it has the commercial bustle, but feels like a bit like a highway! What about wider sidewalks and sidewalk patios for cafes?
tourism video that showed people cycling on a sidewalk in what looked to be Queens Park by the marina, pretending it was a multi-use path for the video. But if they put in separated bike lanes, they could separate by planters and landscaping, and pretty up their main street more. And then they can film this for their video...
the Village area and so little has changed in the Victoria-owned portion since the 1990s it's startling. The whole area badly needs revitalization and a properly done active travel friendly street redevelopment could kick that off.
that this is in the Bowker creek watershed, and look for areas to improve management of water and water quality.
More traffic calming (just curb bugles, more crossings once you're in Oak Bay Village (I realize that is Oak Bay), and general placemaking improvements would be nice.

Engineers are going to need a creative solution for the place where Leighton ends at Foul Bay. Left turns onto Foul Bay are currently dangerous.
unnecessary changes that will have a negative impact on residents and businesses (such as removing more parking spaces).
drivers matter too.
I am concerned about the lack of parking that would occur as it has on Fort Street closer to downtown.
There also needs to be sufficient bike parking facilities to provide an alternative to driving a vehicle to the area, especially with the loss of parking due to protected bike lanes.
None, other than avoid any loss of parking and any disruption to businesses.
Bay avenue and we experience high levels of cars parking, residents using our street to avoid traffic signals. Reducing parking and diverting traffic would be terrible for Jubilee and Gonzales neighborhoods.
Any construction should be done via the least disruptive ways to business.
Choose less expensive option and the fewer changes to existing traffic patterns the better.
I don't think driving lanes should be impacted.
This is a main corridor for all vehicles the proposal should not effect those vehicles like on Pandora.
See previous comments. And minimize construction impacts on traffic flow during the day. Build at night and charge the bicyclists the extra cost.
I like that it's the option that seems to have the least impact to existing conditions
Do whatever you can not to impede vehicular flow
vehicles as possible. As that area in particular has a lot of elderly folks (who have increased risk of disabilities) we should be considering how inclusive the plans are of the needs of folks with disabilities for whom biking isn't an option.
Get Oak Bay on board so the bike route could be extended beyond Foul Bay Rd
intended to continue to a longer more practical commute up Cadboro etc for to work or school commuting?
some sort of connector to it from ashgrove or birch to connect it to begbie green and the natural crossing of pembroke @ shelbourne for the oaklands neighborhood.
switch sides. Connecting the Fort bike lane straight through to central middle school would be much safer for students.
Dont do Leighton! It doesn't go anywhere when going away from downtown, and going to downtown makes for a tricky turn on fort
Get local businesses onside, and encourage them to court passing cyclists. Try to coordinate with Oak Bay so that there is a joined up network across the CRD.
Talk to oak Bay to see about extending the lanes into the village.
Need coordination with OB at Foul Bay Rd. Also, could use bike friendly crossing activation buttons at Richmond Rd.
abruptly end.
PRESSURE Oak Bay Municipality into doing their share of cycling infrastructure so that cycling infrastructure is more equal in all parts of the city. I have been lobbying the municipality for ONE bicycle lane - Henderson for 20 years. It's been a part time lane for 10 years now. I give up. Doesn't matter who is on council. They don't listen to their residents and vehicles ALWAYS get priority.
Would be nice if fort and Pandora bike lanes could connect as 2 way bike lanes to oak Bay ave
Adding a protected bike lane along Oak Bay Avenue would help people ride between Oak Bay village and Victoria more safely. Hopefully it would encourage Oak Bay to add some bike lanes as well.

comfortable biking the route with kids. Suggest working with Oak Bay Municipality to extend the lanes into Oak Bay!
Oak bay and a continuation of the fort corridor would "top off" the currently built bike lanes and hopefully pave the way for more north south routes
I think building the Fort Street bike lanes might encourage Oak Bay to expand their bike lanes along Cadboro Bay which would encourage bike traffic beyond Victoria's boundary.
Work with oak bay to make routes sensible for all communities.
Must connect with other bike paths.. doesn't make sense to build bike lanes unless they connect to the city-wide network
Reminder that many students from Victoria are students at Oak Bay High and cycle to school everyday, this should be taken into account as well, despite the cross-municipal boundary.
Work with Oak Bay council to ensure these bike lanes are contiguous and extended into Oak Bay.
That this be viewed as phase one of a protected bikeway to U of Vic
I think Victoria does a good job with the existing protected bike lanes, and I am confident they will do a good job on Oak Bay Avenue. I hope that eventually the neighbouring municipalities, such as Oak Bay, will get "with the program".
Any way of cooperating with the Oak bay municipality to possibly extend the lane into their jurisdiction would be extremely helpful for commuting between municipalities
Import route for getting to U-Vic.
operators
installed.
"Traffic Calming" mini roundabouts. Get rid of them. They serve only to throw pedestrians and vehicles into the same space.
If there are plans to add safety dividers, please fill them with trees and other native biodiverse plants.
More drought friendly landscaping around the bike lanes would be nice
More flowers, bushes, slow it down with nature
Road diet with bulbs or added trees medians where possible could be great, assuming there's room
I would like to see separated bike lanes, and in general, I would like on-street parking reduced in many residential streets in the Gonzales neighbourhood. It would make it safer for cyclists.
Make room for bike lanes by removing parking where required. Offset impacts to parking by providing more general parking where currently residential parking only.
Pandora by Standacona plaza and on Oak Bay Avenue at Rockland. In the dark drivers do not see the pedestrians.
missed it.
The right turn from Fort Street to Pandora needs a separate advanced light, like the ones already existing downtown.
Well marked, clear instruction/guidelines so thence lane is easy to understand.
Provide "turning boxes" at all the intersections to make the local streets easily available from the bike lanes on either side of Oak Bay.
Clear direction for bikes going straight when there is a right turn lane
Move bike lanes to less busy streets, or replace the bike lanes with a lane to be used by solar powered trolleys to move people around town in a more efficient and environmentally friendly manner.
Could it also be blocked to cars at a midpoint with access only from either end?



Oak bay ave gets a fair amount of cycle traffic and will continue to as it's a direct route. With potential vehicles from oak bay migrating their commute from Richardson to Oak bay ave in the future it feels most important to keep traffic calm for all the pedestrian traffic on the st (and I'll personally be migrating my cycle commute to Richardson come to think of it).
Traffic calming, protected bike lane, generally reduced traffic would be nice
I think signs detailing how far each location is, is useful. Would be nice for tourists to take this route from downtown to Oak Bay. So flowers or art would help
Billboards announcing upcoming changes, similar to zone/construction change signs for buildings vary.
Consider ability to turn onto Lee Rd for hospital employees to access bike cages
One concern with protected lanes is ability for faster cyclists to pass slower ones.
I would like to see sidewalks widened and some sort of bike path aligned so space can be utilized as best as possible.
Increase sidewalk width on both sides of Oak Bay Avenue, provide a plaza at Oak Bay Junction for socializing, provide gathering spaces similar to Fort Street proximate to Douglas Street and in front of the Dutch Bakery and Diner.
removal of utility poles from sidewalks and increasing sidewalk width so that businesses can spill out onto them and 3-4 people can walk abreast would change a lot on Fort St. It has the potential to attract a lot of pedestrianS commuters and otherwise if designed nicely. Also, make the bike lanes wide enough to accommodate E-bikes and bikes passing each other. Cars should be bottom priority in terms of allocating road space.
Narrow the road and replace on street car storage with bike lanes and wider sidewalks. The sidewalks are barely wide enough for a wheelchair or side by side pedestrians.
No two-way lanes. One way only please.
As I said with my first comment.....this is a NO BRAINER! Don't mess it up
No comment
None other than those above.
I'm not sure my comments would be listened to because some of the decisions made thus far have little support of those who live in and pay taxes to Victoria.
N/A
See above
none
Too much "stuff" in Victoria to be on the lookout for. Much less cluttered and better visibility before all this.
SIMPLE. KEEP THE DESIGN SIMPLE. RAISED CURBS!!! nothing else
Leighton is safe, focus on creating safety and greenery on Fort Street bike lanes to help demarcate the vehicle/bike lane separation.
much safer. Separating cars and bikes is much safer than "mixed use" roads, as drivers rarely seem to understand/obey it.
make it similar to Haultain!
I think it is good to have safe bike lanes from downtown up to this area for those commuting to this area from the Galloping Goose Trail and coming thru the city core up to the Jubilee area.
Overall like the plan for Fort St.



none
Very convenient for me personally, though I feel that the north-south corridors are more lacking in general at this time.
Thank you for prioritizing this area. It's really important to me to find a safe route to work and I've had several near misses on fort st and begbie as I tried different routes. I've almost been doored several times by parked cars on begbie, especially with the faster speeds going down the hill on begbie. I'd love to change my route to protected on fort!!!
with so many shops and traffic driving quite slowly already, i think Oak Bay would be a great street to be able to safely ride down and pick up groceries, etc.
traffic.
allowing cyclists to dismount and cross quickly to access other side streets away from major traffic routes. This means they aren't waiting at lights where vehicles are usually in a hurry to take off, get through before the light changes or turn quickly.
See above
As a motorist, there's a lot going on on the streets and also onboard the vehicles. The issue isn't the design of the corridor, the issue is there's more distraction than ever and car lanes are getting narrower. Cars and bikes really shouldn't be put together on. It's like putting mice in an elephant cage.
there needs to be complete separation, i.e. no painted lines. I would like the City to adopt this as a policy, to think of the needs of cyclists (vulnerable) first when looking at building cycling infrastructure before the needs of motor vehicles (already safe in their metal vehicle). Every road is first looked at through the lens of the roads most vulnerable (cyclists & pedestrians) and how to make the road safer for them, motor vehicles, and their movement come second. This is the policy in The Netherlands. The Netherlands has the world's most happy people, the world's most happy children, and the world's most happy drivers. This is because they put people first over that of the movement of car traffic. Creating infrastructure with people in mind and first, they make the roads safe for everyone. They also provide roads specifically for motor vehicles (no cyclists allowed), which keeps drivers happy. If we can get to this place, I'd say we have a win.
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It would be good idea to add great bike parking at oak bay high!
The more safe cycling routes we have in our community, the easier it will be to decide more often, "let's bike there". More bike lanes = more cyclists = less cars = healthier people & communities.
Consider having a "bikes take the lane" section for Richmond between Fort and Brighton Ave. It is too narrow for traffic, parked cars and cyclists.
NA

I don't understand how the Leighton option would work with cyclists then continuing on to Oak Bay as they would have to use Foul Bay to access it which has no bike lanes. Cyclists continuing on to Fort would have to turn left on to Foul Bay which would also be tricky.
Leighton is already a route used by cyclists and despite the through traffic, it is much quieter than Oak Bay Avenue. Which will only get busier as the condos get completed.
I hope you do it
I appreciate the efforts being made to implement these improvements.
Would really appreciate the protected bike lanes along the whole way.
None really, just make it safe for the cyclists.
c
share the lane
None at this time.
?
Victoria better and better, dragging it into a kinder, greener future. I'm glad you are persevering with this program. The lower part of Pandora, with the bike lane, bike parking, lights and cafés, and the bridge...just beautiful!
none
Keep building out the bike lane network! Much appreciated!
None really
n/A
Na
n/a
Vehicle travel is extremely restricted downtown and there is simply no place to park. I am no longer able to shop there
none
Both Fort AND Oak Bay need to be built. They serve different groups.
This would make a great bike connection to downtown and oak bay village
Please plan to include both Fort St. and Oak Bay Ave. as both are required. They service district and important destinations.
Build protected lanes on either side of the street, not the dual lanes the city has built to date.
!!!
I wish that cycle facilities could be safe *and* fast. The two-way tracks are so slow - I don't think the green lights align well. As a commuter, the snail's pace of large crowds on Copenhagen's tracks would make me want to drive. A small curb might help riders feel safe, but there's no way it would actually prevent a car from hitting someone. A curb prevents riders from making evasive maneuvers and left turns, and demonstrates to drivers that cyclists do not belong on our roadways.
A good choice, off the beaten path but excellent access to Fort St or Oak Bay Ave
N/a
No
More curbs and dedicated lanes.
.
-
None
the other. More cycling infrastructure means more cyclists, just as certainly as bigger roads bring more cars.

It's pretty nice already for the most part!
I'm not a fan of the 2-way, so I'm glad that's not in the proposal.
None
i regularly cycle and actually find the painted bike lanes more than adequate especially, the one exception being the crosswalk at Leighton and Richmond. Fort works remarkably well, Oak Bay avenue proves to be more difficult howere running down Leighton or over to Brighton solves this issue.
Lanes on Right side of road (not left), painted lines not cement barriers.
Keep planning for now, but do not start projects until the economy comes back online - not now.
See above.
none
its very busy and dangerous but a significant number of cyclista still use it. It would be a big help
None.
Fort Street and Oak Bay Avenue are already very busy commuter routes and these bike lanes will make it more dangerous for bikes and pedestrians.
TBH the traffic circle wasn't a bad idea, if there was a safe pedestrian and bike way through
Don't use this one.
Make it simple.
Have linkage side streets that are traffic calmed and safe for cyclists. Different system for right turns across bike lanes than currently is used on pandora and fort bike lanes.
as since it is only 1 block off Oak Bay avenue it could give good acces to the businesses on OB ave without sacrificing parking
It is fine the way it is
none
In addition to the above, it is difficult to get from Fern Street left onto Fort Street if coming from Fernwood. The light at the intersection (on Fern Street) should have a bike sensor.
Don't overbuild things. Invest in the key locations where there are issues but make sure that this is still a key vehicle corridor from OB to Victoria
allow people who want to make active transportation part of their daily routine able to get to these stores, restaurants, cafes, etc.
For me, this corridor is all about utility cycling... using my bike to get places I need to go. The road is too busy for it to be a pleasure ride, but that's fine. Bicycles are transportation.
None
see question 5
Awareness of possible future transportation corridor uses, eg light rail
at the end. But I think this corridor has the most to gain and would encourage more safe bike traffic in the area.
For example, if you go along fort street, and you want to turn on Vancouver street, you have to awkwardly try to turn right. There's no clear way to do this. Either improve the directions, or provide turning lanes. It's just a bad design at the moment.
It is encouraging to see viable, and desirable options exist, excluding Oak Bay Avenue.
It is an efficient route
I don't personally like shared use lanes.
None

priority.
Fort street already provides a safe ride on both sides with its bike lanes,.Leighton is a quiet street with traffic calming and a crosswalk with a controlled light at Richmond on the north side. A controlled light on the south side would be an easy addition.
However, Oak Bay Avenue with its wide one lane in each direction is a natural artery for a bike path. It would also provide a closer link to the proposed Richardson lane.
Bike paths would encourage more bike riders, and fewer cars on the road.
Needs safe and seamless connection on Foul Bay Road; ie bike lanes
I love that this might happen.
It's the only acceptable option of the three
n/a
.
Leighton already has traffic calming!
people get home. Some of these may encourage drivers to use other collector roads and they may need upgrading (i.e. if Leighton is right in/out at Richmond, then drivers will be expected to use Oakbay/Richmond, and there is already competing driver interest for left turning and through (currently there is no designated left turn lanes on Richmond)....so it can cause more assertive driving behaviours.
Cook Street should be a bike lane.
Advanced bike signals at busy intersections.
the tents out of Beacon Hill Park and close it to camping permanently. Then maybe we can talk about bike lanes.
N/a
Prioritize people over cars
None
None
Once bike lanes are in place, cycling should be restricted to the bike lanes only and not allowed on the roads nor sidewalks.
Make it safe for the elderly to take their ebikes on it. That is the way of the future
Buses are always a concern
N/A
Great return for low investment. This should be done even if another option is chosen. Love that it will connect to existing Pandora and Fort St projects.
Pass
I like the ideas you've put forth, seems simplistic and economical
More crosswalks, protected bike lane
Don't let municipality of Oak Bay influence route choice. They seem to prefer as little bike infrastructure as possible.
It is an obvious extension of the lanes that already exist on fort and Pandora. It can link to lanes on Foul Bay to Oak Bay ave
of the road. If this was done properly a cyclist would be able to easily ride from downtown to the through the Jubilee corridor without having to make a very awkward and dangerous road crossing at fort street and cook.

businesses. It is by far our families current favourite route for cycle and walking, as we do not have to have our young children on the arterial routes. Commuter cyclists will always use the arterial roads regardless of bike lanes, so having AAA routes in quieter areas with easy access to commercial districts is ideal for the average cyclist.
Please also consider better alignment of lanes for crossing Foul Bay at Fort/Cadboro Bay. it is very confusing for drivers as the lanes do not align well.
Build it
Keep bikes on Fort St. And consider the impact all of these bike lanes are having with increased cars funnelling onto all the sides streets and causing a whole different kind of problem and issue!
I think it's important to consider the safety of bikers making left turns off side streets back onto Oak Bay Avenue. How can one do this safely?
Help make left-hand turns available to cyclists without cutting off cars / people / other cyclists
increase tax on cars, increase gas tax, remove lanes for cars
There's already space for cyclists who don't have a regard for other people who are on the road
Fix Richmond Rd between Adanac and Newton. The bike lane simply disappears which is unsafe.
Great idea
None
none
Lanes with the traffic on both sides of the street will fix my concerns.
The addition of painted cycle lanes on Foul Bay Rd.
I'm happy about it. It's not save how it is currently
Prioritize Oak Bay alongside Fort, with both protected.
Install the bike lanes on Oak Bay Ave, which has been in the plan for more than 4 years.
I think it is great, but I would prioritize a cycling route up to Hillside Mall/Camosun/UVic
No
Perhaps paint on bike lanes of Oak Bay Ave
Fort street is the only safe option although I don't think oak bay needs a bike lane
Oak Bay avenue bike lanes will support oak bay avenue business
Bike lanes!
fell, Duchess, Davie are used by vehicles to cut through between oak bay and fort, often at 50km plus, endangering local kids.
None. Seems logical
Though this corridor will be strongly opposed by merchants, it is by far the best route to Oak Bay.
Do Fort AND Oak Bay Avenue. Both are key routes.
keep parking separate from bike lane
I like the proposed plan for Leighton.
current organization where cyclist have to cross to the other side of the road while going up a hill is awkward, and as a result, there are often one or two cyclists on either side of the road, which doesn't feel safe for motorists. It can also feel sketchy as a cyclist trying to find the right moment to cross, and is very vulnerable for cyclists turning right onto Fort from Cook St.
The cyclist on Fort st at the intersection of Fort/Pandora/Oak Bay is much safer with the introduction of the separated lane; however, those coming from Oak Bay Ave and turning left onto Fort St need some sort of protected lane as well. Right now, cars are very aggressive with cyclists trying to turn left there.

Thank you for finally bringing bike lanes here
Many people would use this route to get to RJH, BCCA, St. Pat's school Save-on-Foods LCB & UVic. Also keeps traffic out of neighbourhood.
As I said, don't go overboard! How about introducing the changes gradually rather than spending a whole sh*tload all at once then discovering later something has to be changed.
None
improvement.
A lot of care should be taken to make this a true AAA route, given that it goes to a busy regional hospital. Do what it takes to make it comfortable and safe.
Nothing to add
I like this idea a lot. Please proceed
As above.
and removable concrete borders for much of it. Get more kms for fewer \$\$\$, allowing the City to also do Fort Street improvements.
The Leighton street proposal is NOT AAA.
Need to have good corridor connecting from Fort&oak bay to Cadboro bay and Landsdowne. Lots of cyclists want to use this route. But fort/cad bay is not a good route because of all the cross traffic and junctions. Would be better to move the AAA route off of fort. Putting too much cycling barriers on fort/cad bay may result in vehicle traffic short cutting through neighbourhood streets.
i would really enjoy a protected bike lane on Fort St, and as a pedestrian, it would add a welcome separation from fast-moving car traffic
slower, and safer, than OB Ave between Fort and Foul Bay. Therefore, it makes sense to run a protected lane on the Vic portion of OB Ave. Also, OB has tons of cyclists who would use both Richardson and OB Ave.
Great potential for cycling to central Oak Bay, which is currently missing from the regional network.
I also strongly support construction of separated lanes along Fort St as a means of accessing the hospital; it should not have to be either-or. There is not currently good access to the northern portion of the Victoria-Oak Bay boundary despite a high number of local shops all along there.
Priorities cycle tracks Over Sharrows and advisory lanes. These are dangerous and have the potential to encourage less confident riders to ride on streets with traffic that fail to meet AAA. Victoria has taken two steps back with Vancouver St.
route.
I'm happy to see this option.
An old, wide car-centric street = A future complete street :)
protected in time.
Improvements to Fort Street seem useful and practical.
Protected intersection at Richmond and Oak bay Ave with sensible signal phasing
Be bold. Listen to your planning instincts, not whinny people.
Improve signal

Jubilee Route Alignment

**Q7: Rate your level of support for investments to support pedestrian and cyclist safety on this corridor.**

	strongly support	Somewhat support	Indifferent
	65.57%219	13.47%45	4.49%15

Somewhat oppose	Strongly oppose	Total	
5.39%18	11.08%37	334	

Answered

334

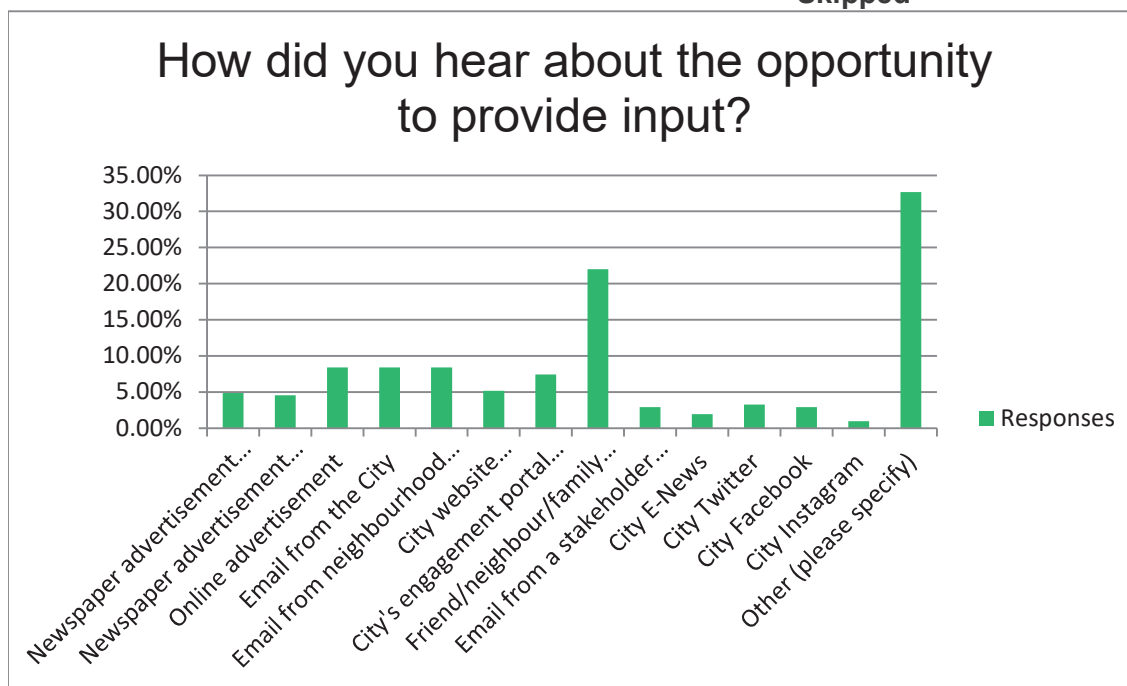
Skipped

89

## Jubilee Route Alignment

### Q8: How did you hear about the opportunity to provide input?

Answer Choices	Responses	
Newspaper advertisement (Times Colonist)	4.85%	15
Newspaper advertisement (Victoria News/Oak Bay News)	4.53%	14
Online advertisement	8.41%	26
Email from the City	8.41%	26
Email from neighbourhood association	8.41%	26
City website (victoria.ca/cycling)	5.18%	16
City's engagement portal (engage.victoria.ca)	7.44%	23
Friend/neighbour/family member/colleague	22.01%	68
Email from a stakeholder group	2.91%	9
City E-News	1.94%	6
City Twitter	3.24%	10
City Facebook	2.91%	9
City Instagram	0.97%	3
Other (please specify)	32.69%	101
<b>Answered</b>		<b>309</b>
<b>Skipped</b>		<b>114</b>



Respondents	Response Date	Other (please specify)
	1 Sep 21 2020 0	VIHA notice
		Letter from city of
	2 Sep 20 2020 0	Victoria
		Letter that came in the
	3 Sep 19 2020 0	mail from the city



Received it in my  
4 Sep 18 2020 0 mailbox  
5 Sep 18 2020 0 occupant mail

6 Sep 18 2020 0 City mailed a document  
7 Sep 18 2020 0 Was mailed to me  
8 Sep 18 2020 0 Letter from the city  
info mailed from city of  
9 Sep 18 2020 0 victoria  
Neighbourhood  
10 Sep 17 2020 0 newsletter.

11 Sep 17 2020 0 Island health internal  
communications to staff  
Island Health staff  
12 Sep 16 2020 0 information  
email from employer  
13 Sep 16 2020 0 (Island Health)  
Email sent to Island  
14 Sep 16 2020 0 Health staff.  
15 Sep 16 2020 0 Island Health email

16 Sep 16 2020 0 twitter and my employer  
work (Island Health)  
17 Sep 16 2020 0 newsletter  
18 Sep 16 2020 1 City staff contact.  
South Jubilee  
Neighbourhood  
19 Sep 14 2020 0 Association  
20 Sep 14 2020 1 Island Health Intranet  
21 Sep 14 2020 1 poster  
Island Health employee  
22 Sep 14 2020 0 intranet  
23 Sep 14 2020 0 VIHA Intranet  
Island Health internal  
24 Sep 14 2020 0 news article  
Island Health Employee  
25 Sep 14 2020 0 Notices  
26 Sep 13 2020 0 radio  
Neighborhood  
27 Sep 13 2020 0 newsletter  
28 Sep 10 2020 0 Social media  
Great Victoria Cycling  
Coalition Facebook  
29 Sep 08 2020 1 page

30 Sep 08 2020 0 General city website  
 31 Sep 08 2020 0 CFax radio station  
     North Jubilee  
 32 Sep 08 2020 1 community newsletter  
 33 Sep 08 2020 1 Email from colleague  
 34 Sep 08 2020 1 Friends  
 35 Sep 08 2020 0 GVCC  
     a post on facebook  
 36 Sep 07 2020 0 'oak bay locals' page  
     Victoria cycling coalition  
 37 Sep 07 2020 0 Facebook.  
 38 Sep 07 2020 0 gvcc facebook post  
 39 Sep 07 2020 1 radio  
 40 Sep 07 2020 1 Facebook group  
 41 Sep 06 2020 1 Facebook  
 42 Sep 06 2020 0 Radio  
     Friends who live in the  
     area that would be  
     negatively impacted by  
 43 Sep 06 2020 1 this proposal  
 44 Sep 06 2020 1 local Facebook page  
 45 Sep 06 2020 0 Fb  
     Old grumpy people on  
     Oak Bay Local  
     Facebook page who are  
     against cycling  
 46 Sep 06 2020 0 infrastructure  
     Facebook (of  
     course....I'm surprised  
     this isn't an option on it's  
     own). Someone posted  
 47 Sep 05 2020 1 in a local FB group.  
 48 Sep 05 2020 0 Radio  
 49 Sep 05 2020 0 radio news  
 50 Sep 05 2020 0 Message board  
     gvcc trying to drive  
 51 Sep 05 2020 0 specific responses.  
     Facebook —Oak Bay  
 52 Sep 05 2020 0 Local Page  
 53 Sep 05 2020 0 M  
 54 Sep 05 2020 0 CFAX  
     GVCC website via Oak  
     Bay Local facebook  
 55 Sep 05 2020 0 page

56 Sep 05 2020 1 CFX radio news cast.  
 57 Sep 05 2020 1 Radio news on CFX  
 58 Sep 05 2020 1 ///  
 59 Sep 05 2020 0 Cfax news  
 Discussion about the  
 Jubilee routes on  
 60 Sep 04 2020 0 Twitter.  
 Watching Facebook  
 broadcast of Friday  
 61 Sep 04 2020 0 report  
 62 Sep 04 2020 0 vibrant victoria  
 63 Sep 03 2020 0 Twitter  
 64 Sep 03 2020 0 Social Media post  
 The City's Facebook  
 65 Sep 03 2020 0 page.  
 66 Sep 03 2020 0 Social Media  
 67 Sep 03 2020 0 Instagram  
 68 Sep 03 2020 0 Twitter  
 City of Victoria twitter  
 69 Sep 02 2020 1 post  
 greater victoria cycling  
 70 Sep 02 2020 0 coalitoon  
 71 Sep 02 2020 0 Instagram  
 72 Sep 02 2020 0 City Facebook page  
 73 Sep 02 2020 0 Twitter  
 74 Sep 02 2020 0 Twitter  
  
 are you referring to the  
 other times the city and  
 mayor has ignored  
 75 Sep 02 2020 0 input? I've lost count  
 76 Sep 02 2020 0 Instagram  
 77 Sep 02 2020 0 social media  
 Online News collector  
 78 Sep 02 2020 0 site  
 79 Sep 02 2020 0 Twitter  
 80 Sep 02 2020 0 Twitter  
 City of Victoria  
 81 Sep 02 2020 0 Facebook post  
 82 Sep 02 2020 0 Facebook  
 83 Sep 02 2020 0 social media (twitter)  
 84 Sep 02 2020 0 Twitter  
 85 Sep 02 2020 0 Instagram  
 86 Sep 02 2020 0 twiiter

87	Aug 31 2020	1	Facebook
88	Aug 29 2020	0	Saw on Facebook A friends post on social
89	Aug 28 2020	0	media.
90	Aug 28 2020	0	Facebook I saw a sign saying it
91	Aug 27 2020	1	was proceeding.
92	Aug 26 2020	1	email from a friend Posted by the Greater Victoria Cycling
93	Aug 26 2020	0	Coalition on Twitter
94	Aug 25 2020	0	Social media social media (not City
95	Aug 25 2020	0	accounts)  Text by Greater Victoria
96	Aug 25 2020	0	Cycling Coalition
97	Aug 25 2020	0	Twitter Twitter post by gvcc. I'm on the city update email list so it's a bit dissuading not to have heard via that channel but thank you for your hard work and commitment to improving this beautiful
98	Aug 25 2020	0	city
99	Aug 25 2020	0	social media/twitter
100	Aug 25 2020	0	twitter tweet from
101	Aug 25 2020	0	GreaterVictoriaCycle

## **APPENDIX 2-B: PHASE 2 SURVEY REPORTS**

# Oaklands Connector - Phase 2 - Virtual Corridor Tour

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## **SURVEY RESPONSE REPORT**

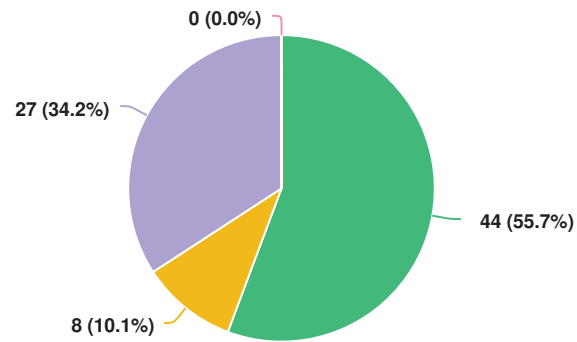
19 October 2020 - 30 November 2020

### **PROJECT NAME:**

All Ages and Abilities Cycling Network

# SURVEY QUESTIONS

**Q1** How did you view the full-length designs?



**Question options**

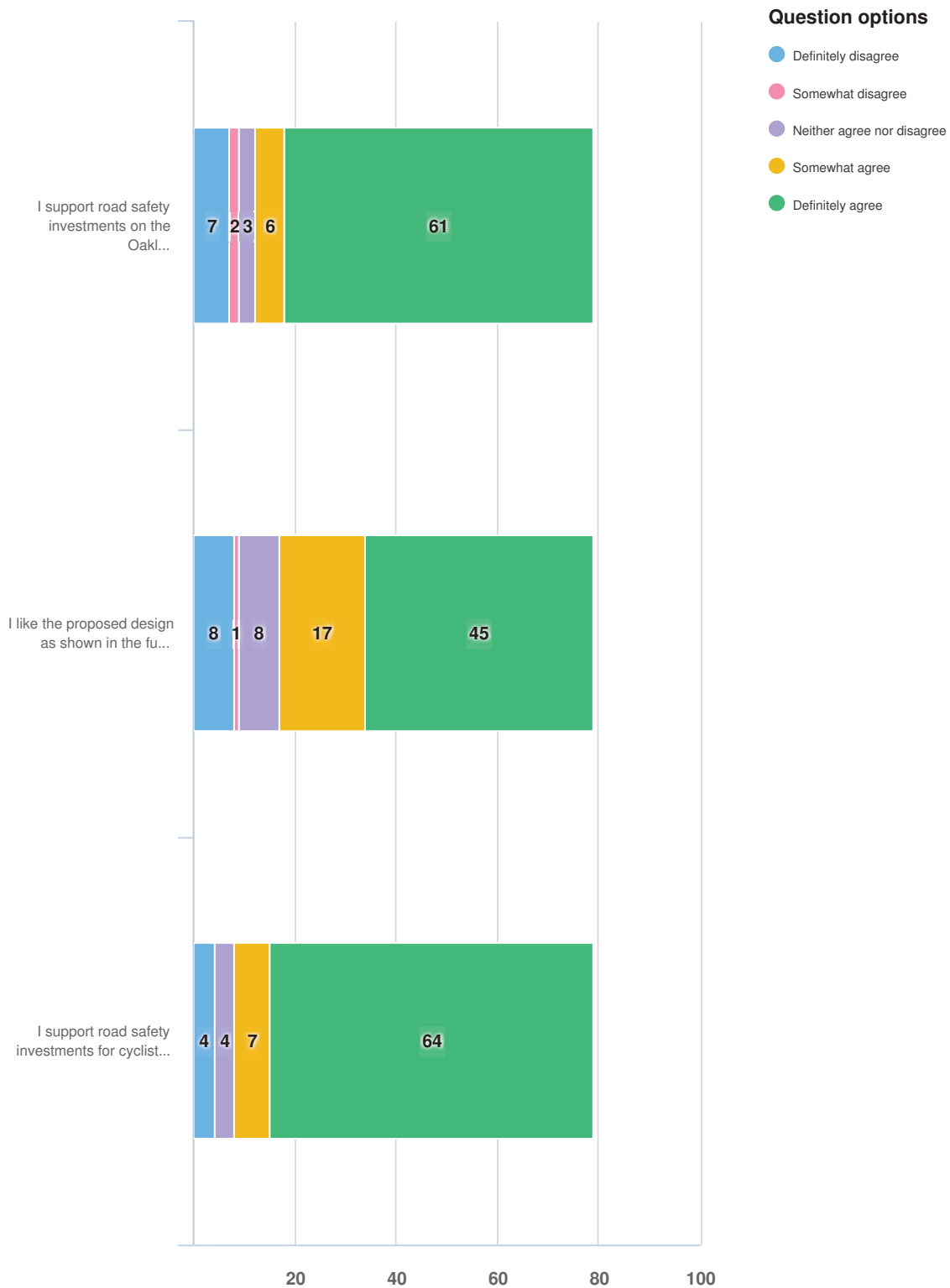
- Virtual corridor tour video
- PDF design drawings
- I viewed both (video and PDF drawings)
- I did not view the full-length designs

*Mandatory Question (79 response(s))*

*Question type: Radio Button Question*



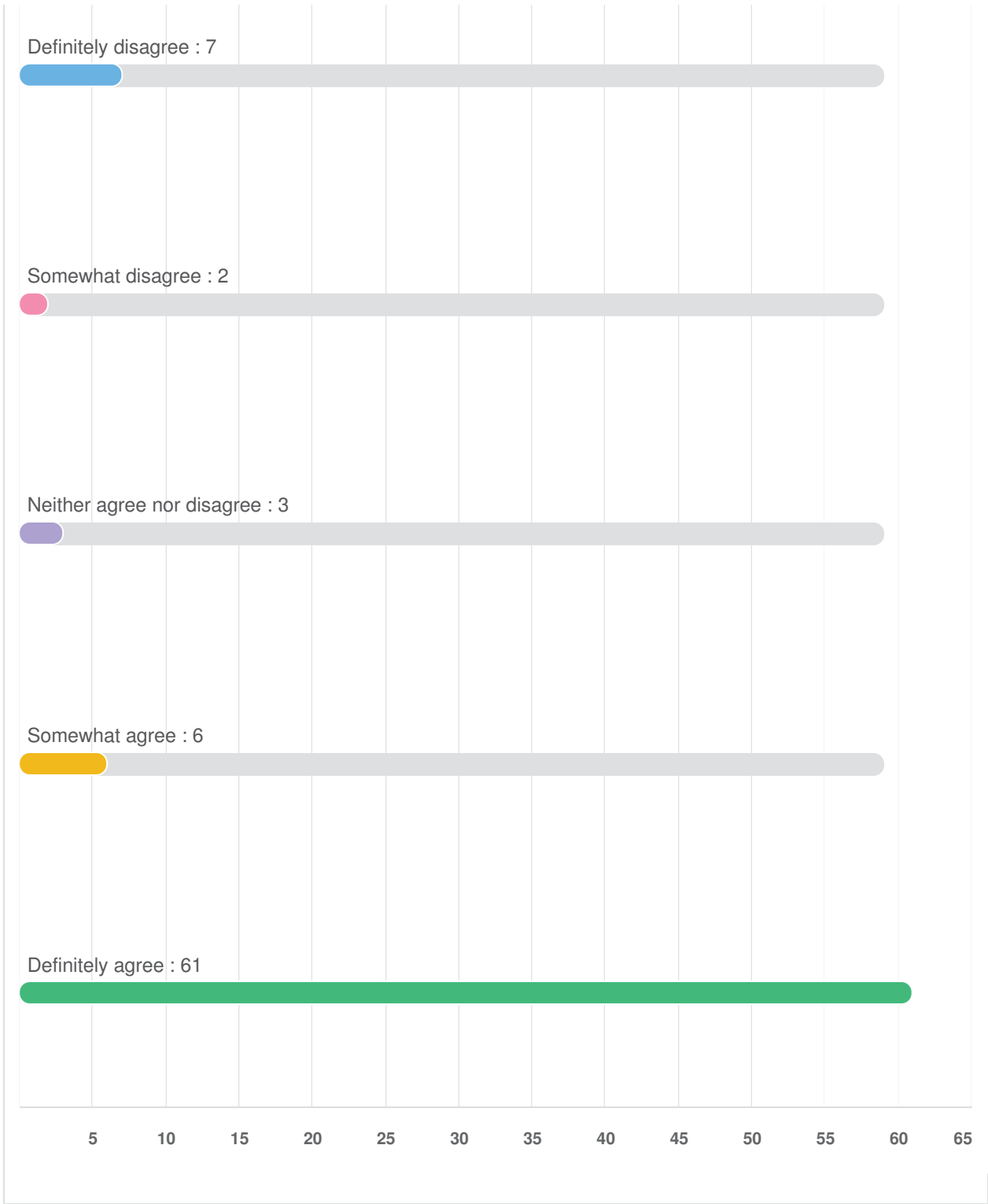
**Q2 Please rate your level of support for the proposed design based on the following statements.**



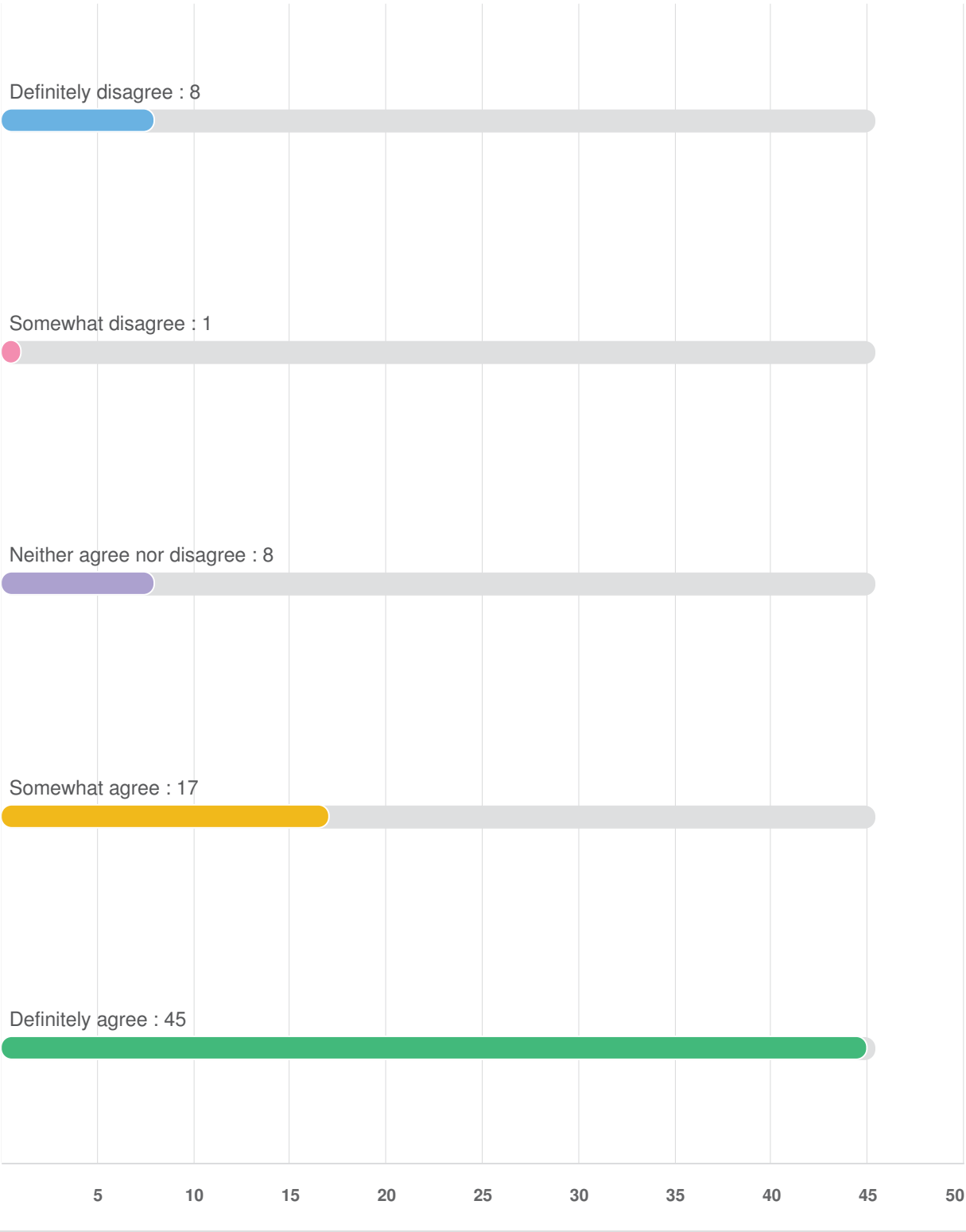
Mandatory Question (79 response(s))  
Question type: Likert Question

**Q2** Please rate your level of support for the proposed design based on the following statements.

**I support road safety investments on the Oaklands Connector corridor.**



I like the proposed design as shown in the full-length designs.

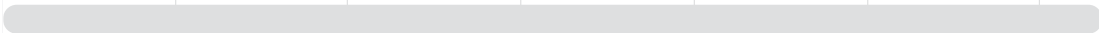


### I support road safety investments for cyclists and pedestrians, in general.

Definitely disagree : 4



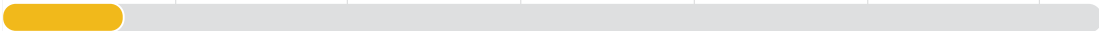
Somewhat disagree : 0



Neither agree nor disagree : 4



Somewhat agree : 7



Definitely agree : 64



10

20

30

40

50

60

70

**Q3** Share any comments related to your level of support.

Screen Name Redacted

10/19/2020 04:28 PM

I bike this route all the time, there are some safety issues currently that are nicely addressed.

Screen Name Redacted

10/19/2020 05:10 PM

Excellent proposal. Looks good. The fence near the playground is also a good idea.

Screen Name Redacted

10/21/2020 04:22 PM

Anywhere that speed bumps are added, including little gaps that bikes can pass through would be lovely.

Screen Name Redacted

10/23/2020 09:38 AM

I ride my bike from Rockland to the Hillside area at least 3 times weekly and I am fine using the current roadways. I do not need these changes and will not use them for my transportation. If you want to something, please repave Belmont from Pandora to Pembroke. It's a logical bike route from upper Fort to Hillside Mall, but it's in terrible condition. Try it out sometime.

Screen Name Redacted

10/25/2020 01:43 PM

Most of this route exists in some form already. So this should be able to be in place relatively quickly

Screen Name Redacted

10/26/2020 06:12 PM

The design is sensible, however I think that the path through Oaklands Park and the tennis courts needs some form of lighting. One of the important goals of a AAA network is to allow people to live without a car, and that means supporting riding at night. Many more vulnerable riders will not feel safe riding through the park at night unless they can see what is around them.

Screen Name Redacted

10/27/2020 03:28 PM

These roads carry very little traffic and are inherently safe already, therefore I don't really see the need for additional safety investments. Save the valuable resource dollars for more critical areas.

Screen Name Redacted

10/28/2020 02:41 PM

Reducing speed is unnecessary, people are already driving at 30 KM through those areas as they are playground and school zones. people drive for the road conditions.

Screen Name Redacted

10/28/2020 04:00 PM

Most of the route is commonsense. I used it every day for 5 years. Very modest changes are required to make it even safer.

Screen Name Redacted

10/28/2020 08:04 PM

Would love to see these changes implemented. I take this route very frequently and the changes would improve safety immensely!

Screen Name Redacted

10/30/2020 12:47 PM

This is so simple and effective! This should have been the approach used on Vancouver and Haultain!

Screen Name Redacted

10/30/2020 04:58 PM

I whole-heartedly support bike-friendly infrastructure that connects bike lanes with the existing cycling network. However, "sharrows" that indicate a road is to be shared between cars and cyclists often leads to frustrated drivers who try to pass slower-moving cyclists on an already narrow road. As a cyclist, it's unnerving to have cars following close behind you on the road, inching closer and closer to you as they wait for a break in oncoming traffic before swerving

	even experienced cyclists, and are not welcoming infrastructure for new or less confident cyclists such as children or elderly.
Screen Name Redacted 10/30/2020 09:24 PM	I am very pleased to hear that road crossings are planned for Ryan St. at Shakespeare leading into the park. My children cross there on their way to school and I think it requires a crosswalk.
Screen Name Redacted 11/03/2020 08:44 AM	I would support a AAA lane along Shelbourne more but this is also needed. We need a connector from Gordon Head for people that commute daily on their bikes. Biking needs to be more efficient than car travel, winding through the oaklands wont do it for daily commuters.
Screen Name Redacted 11/03/2020 10:37 AM	I'm glad to see that the new rout is on a smaller road instead of trying to navigate Hillside.
Screen Name Redacted 11/03/2020 10:53 AM	This will be a great improvement to this neighborhood, for both cyclists and pedestrians.
Screen Name Redacted 11/03/2020 01:23 PM	You need to remove parking on one side of the street if you want to allow for cyclists to be passed safely when on the road. Just adding paint and a few speed bumps doesn't address current safety problems which are tight passing and dooring
Screen Name Redacted 11/03/2020 02:26 PM	I really love the idea of fencing around the park area at Oaklands Playground Park. Increased use of this route could lead to safety concerns, this park is very well used and loved by kids.
Screen Name Redacted 11/03/2020 03:53 PM	Of course we all support road safety investments. That is an insulting question. Many of us don't see value for money in the use of concrete barriers which are expensive and not green. There are more affordable and equally effective means of providing safe cycling routes. Quit wasting taxpayers money on one means of transport. You are creating a hostile environment that increases conflict between cyclists and everyone else.
Screen Name Redacted 11/03/2020 07:21 PM	Not a route I would regularly bike down, and these improvements wouldn't be enough for me to move to the AAA route instead of biking down Shelbourne. A better idea would be investing in bike infrastructure upgrades to Shelbourne.
Screen Name Redacted 11/03/2020 08:15 PM	I live on Shakespeare St and support the changes. Speed bumps can be noisy if people take them fast though and are not my favorite to ride over as a cyclist.
Screen Name Redacted 11/04/2020 06:02 AM	I live in Oakland's on the other side of Hillside an support any safety improvements for crossing. The street to get to Oakland's or landsdown schools.
Screen Name Redacted 11/04/2020 06:32 AM	Looks great! I LOVE the quieter street option as opposed to busy street protected bike lane.

11/04/2020 04:05 PM

realized without a significant investment. I strongly support the improvements outlined here.

Screen Name Redacted

11/04/2020 04:48 PM

Happy to see this corridor being built! Lots of families, students, and other cyclists in the neighbourhood will be able to take advantage.

Screen Name Redacted

11/05/2020 02:44 AM

If there's going to be roadside parking making routes single lane (as in this case, or the nightmare which is Shelbourne) then bikes and cars should not be passing each other.

Screen Name Redacted

11/06/2020 02:09 PM

These are sensible improvements to a route I currently use and I fully support them. I like the lowered speed limit and speed humps to slow traffic - even on these residential roads, people in cars will move too fast for the conditions (of having people on bikes on the street and pedestrians crossing).

Screen Name Redacted

11/06/2020 09:16 PM

I use this route and the proposed investments would make my use safer and more enjoyable.

Screen Name Redacted

11/11/2020 03:42 PM

I bike this corridor often and find the roads already safe, however, some of the other proposals like making smoother entrances to the park and behind the tennis courts would be greatly appreciated.

Screen Name Redacted

11/18/2020 02:50 PM

I believe this is a necessary enhancement to the existing bike paths. Specifically, the connection between the bike path at the basketball courts/tennis courts is extremely awkward and definitely needs attention. In addition, accessing the park by crossing from Shakespeare to the park entrance is dodgy!

Screen Name Redacted

11/18/2020 04:24 PM

As someone that lives at Myrtle & Doncaster we fully support a 4 way stop at the intersection. We have witnessed many near misses with cyclists & cars.

Screen Name Redacted

11/22/2020 10:48 AM

Some sort of fencing or clear separation between the path and the playground on one side and the fitness area on the other side in Oakland park will be critical to avoid accidents between cyclists and unpredictable toddlers!

Screen Name Redacted

11/22/2020 11:03 AM

I think you've done an excellent job of proposing an attractive and safe route.

Screen Name Redacted

11/22/2020 05:39 PM

After living on the corridor for 15 years, I don't believe that there is a problem with road safety. My opinion is based on dog walking the corridor 1-2 times daily, bicycle riding for pleasure and vehicle commuting to work downtown. I request that the City shares the stats that indicate this is a required improvement. Further, I believe that there are far more appropriate areas for investment.

Screen Name Redacted

11/26/2020 06:39 PM

lighting is needed next to the tennis courts, that area is very dark at night



Screen Name Redacted

11/26/2020 11:25 PM

I support this project as parts of this route need updating for visibility.

Screen Name Redacted

11/28/2020 04:52 PM

Glad to see planning for sustainable transport.

Screen Name Redacted

11/28/2020 06:48 PM

This may be suitable if the route only provided one way for car traffic that way a lane could be converted to a bike lane possibly two way

Screen Name Redacted

11/28/2020 11:05 PM

I appreciate the speed humps. Will traffic be sufficiently low for a true AAA type connection? What are the risks on Pearl, in particular, given only paint will be used as a treatment there?

Screen Name Redacted

11/29/2020 03:55 PM

Driver Training related to bicycles is a must!!!

Screen Name Redacted

11/30/2020 08:53 AM

Very supportive of these routes. As an avid cyclist, these do provide a good safety benefit.

Screen Name Redacted

11/30/2020 09:10 AM

I appreciate the fabulous new bike lanes all around the city & have been cycling more than ever due to the lanes' welcome existence. Thank you.

Screen Name Redacted

11/30/2020 09:48 AM

This is a complete waste of taxpayers dollars. This counsel does not have the support of a plurality of it citizens, or the business community. Who does it have support of beyond the cycling coalition which represents less than 5 % of the city population. What the city needs is more lanes for car and public transit routes.

Screen Name Redacted

11/30/2020 10:36 AM

I live in Oaklands and ride part of this proposed route on a regular basis. I like everything about the proposed Oaklands Connector except for the dividing line down the middle of the path that runs through the park. If the path is divided, it will be impossible to keep all the users on this path in the correct side. I ride this path regularly. There are often small children, people with dogs, etc on the path. Trying to keep them all on the right side is a waste of effort - it's just not how people or dogs behave in a neighbourhood park. Any cyclist currently using the path knows to go slowly and that they might need to swerve around a person or dog. And that is just fine - it forces cyclists to be careful, and it allows everyone to share the path in a friendly way. A dividing line will actually encourage cyclists to speed up and may cause collisions.

Screen Name Redacted

11/30/2020 12:10 PM

This survey is designed to obtain a limited number of pre-approved opinions, particularly question 2, not to actually open the door to some substantive feedback. This makes it, and this entire consultation process, an exercise in the manipulation of the public and dishonest on its face. Here is some real feedback: 1) If there are safety issues on particular roads and routes please provide the public with the statistics on accidents and injuries and the

information for the public to consider any public safety investment proposals. You have not provided this information to the public, so how can we judge> 2) If you are going to propose investments to reduce accidents, they please provide information on how the investments proposed will address the known causes of accidents and the projected number of accidents that will be reduced or eliminated. We, the public, can then judge if the investments are reasonable or justified by their projected impact. You have not provided this information to the public, so how can we judge? 3) If you are going to propose investments which are supposedly based on safety considerations, what is your plan for reporting back to the public in future years on how those investments have performed? That is, how accidents have been reduced? No plan for reporting, no investment is the only reasonable comment. You have not provided this information to the public. 4) What analysis has been conducted on the impact of the changes to other users of the corridor? Any? How about another Question for inclusion in #2 above: Do you support safety investments which are supported by a careful analysis of the accidents that have occurred on the corridor and which are targeted to the reduction of those accidents in the most cost-efficient manner with the least impact on other users of the corridor? I would answer "definitely agree". I hope my comment have illustrated for you the explicit dishonesty of your survey due to its transparent bias in the slanted nature of the questions asked. The staff who worked on this survey should be ashamed of themselves.

Screen Name Redacted

11/30/2020 04:37 PM

It's already completely residential and safe. Bike lanes are a waste of taxpayers dollars. Cyclists should be licensed and insured!

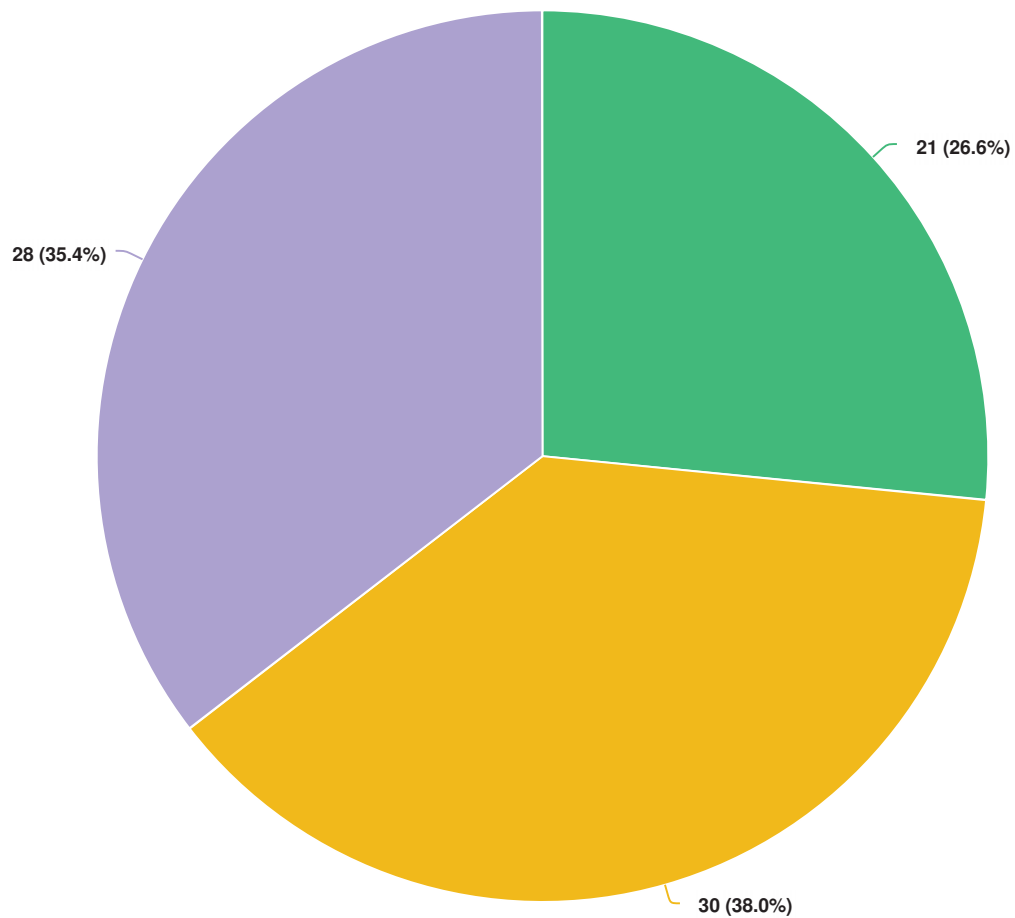
Screen Name Redacted

11/30/2020 09:03 PM

Why go through Doncaster and not Shakespeare to Hillside? Will the corridor extend up Doncaster in the future? Is it to avoid the mall traffic around Hillside and Shakespeare? Going up Shakespeare would make the route more straightforward though I think it's ok as-is. Also, is it really necessary to paint centerlines on the path through the park? Not sure if the value outweighs the cost on that.

**Optional question** (47 response(s), 32 skipped)**Question type:** Essay Question

**Q4 Do you plan on sharing detailed design feedback using the route map tool?**



**Question options**

☐ not sure ☐ no ☐ yes

*Mandatory Question (79 response(s))*

*Question type: Dropdown Question*

# Fernwood Connector - Phase 2 - Virtual Corridor Tour

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## **SURVEY RESPONSE REPORT**

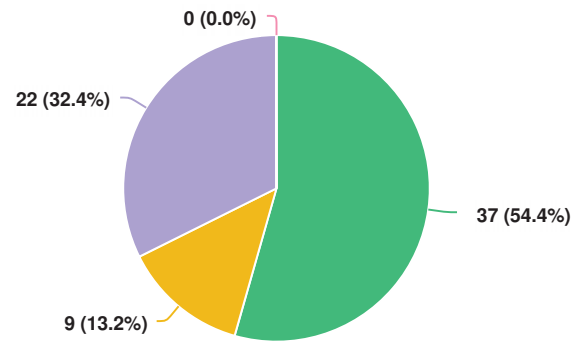
19 October 2020 - 30 November 2020

### **PROJECT NAME:**

All Ages and Abilities Cycling Network

# SURVEY QUESTIONS

**Q1** How did you view the full-length designs?



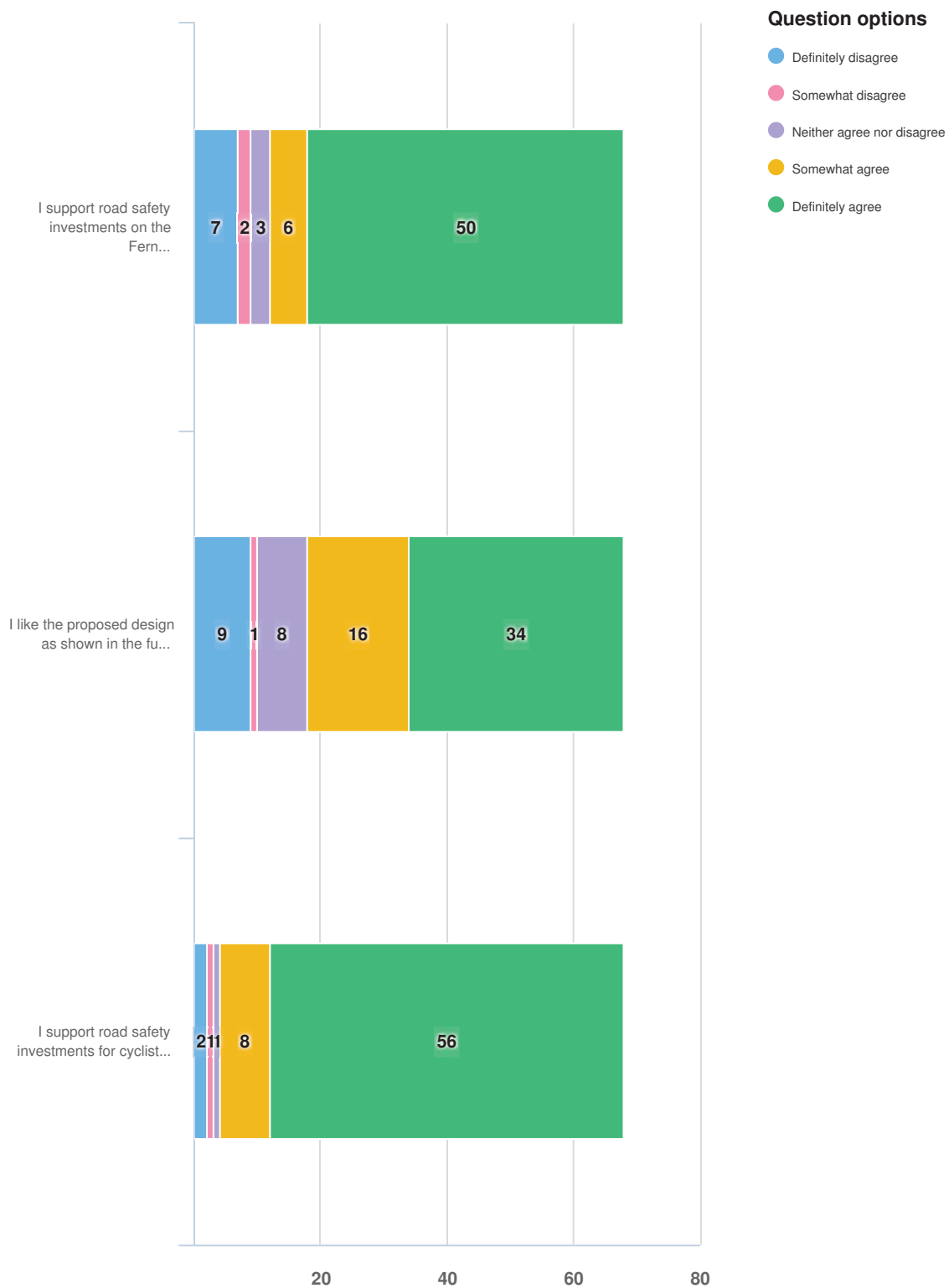
**Question options**

- ☒ Virtual corridor tour video
- ☐ PDF design drawings
- ☐ I viewed both (video and PDF drawings)
- ☐ I did not view the full-length designs

*Mandatory Question (68 response(s))*

*Question type: Radio Button Question*

**Q2 Please rate your level of support for the proposed design based on the following statements.**

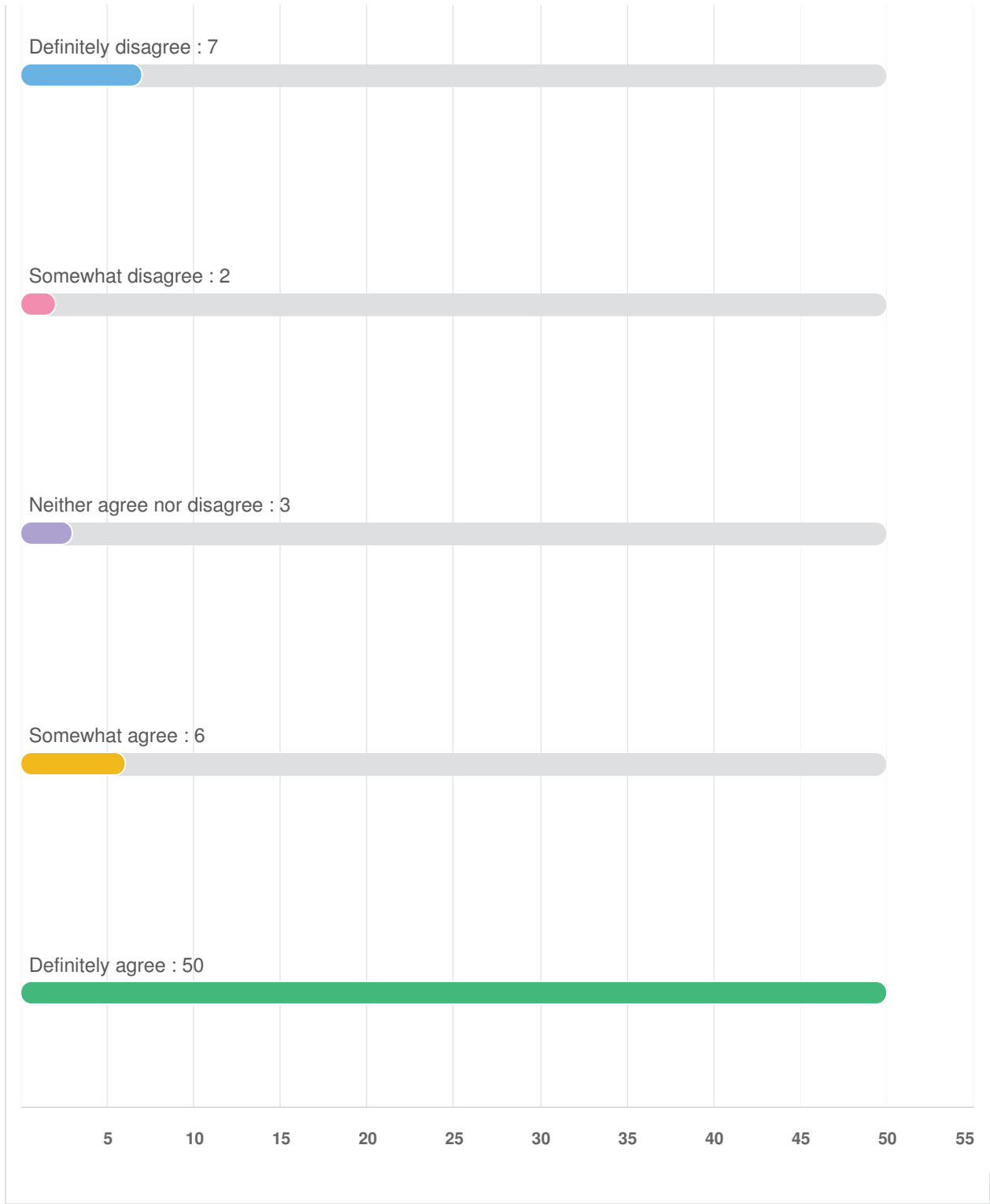


Mandatory Question (68 response(s))  
Question type: Likert Question

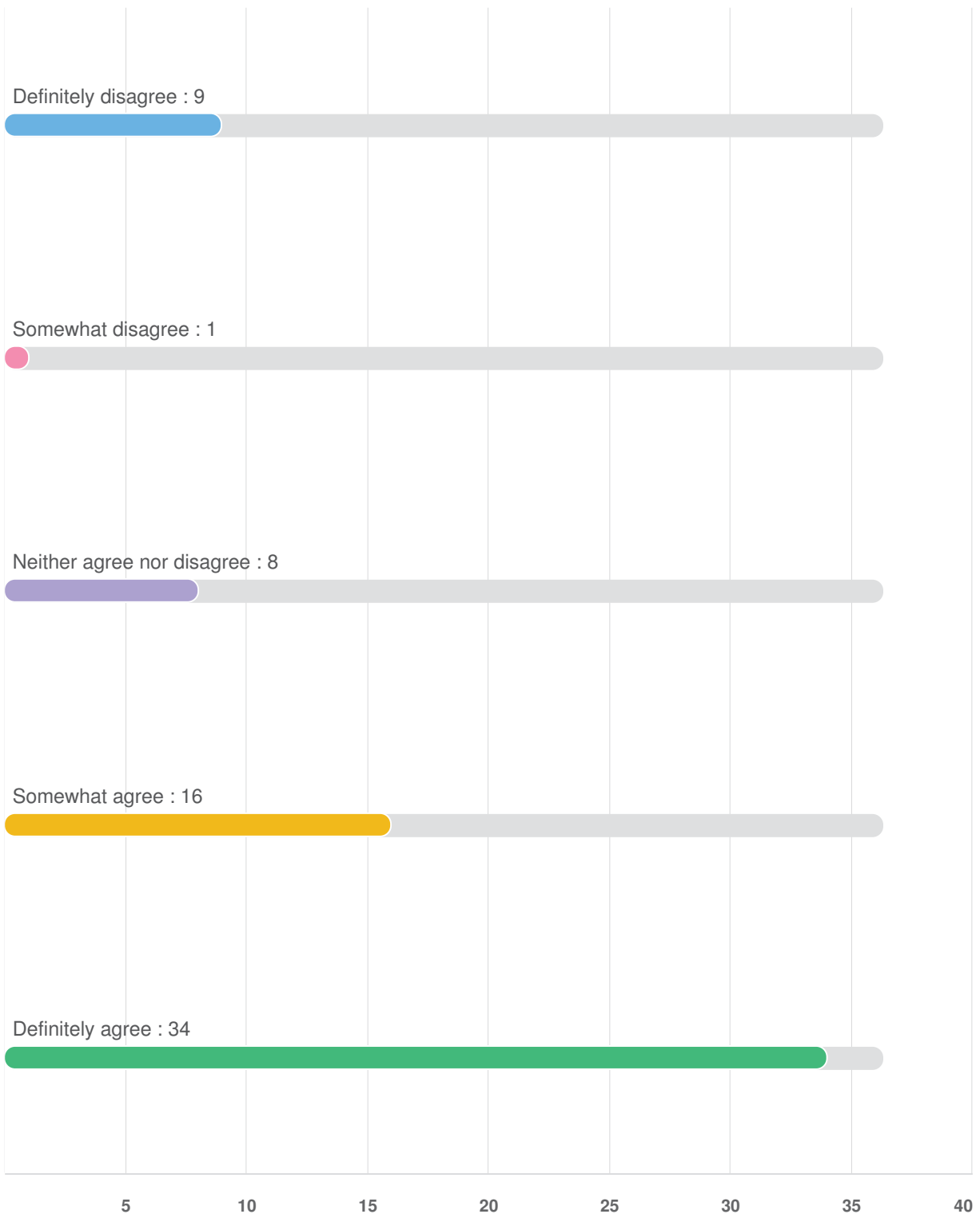
**Q2** Please rate your level of support for the proposed design based on the following statements.

**I support road safety investments on the Fernwood Connector corridor.**

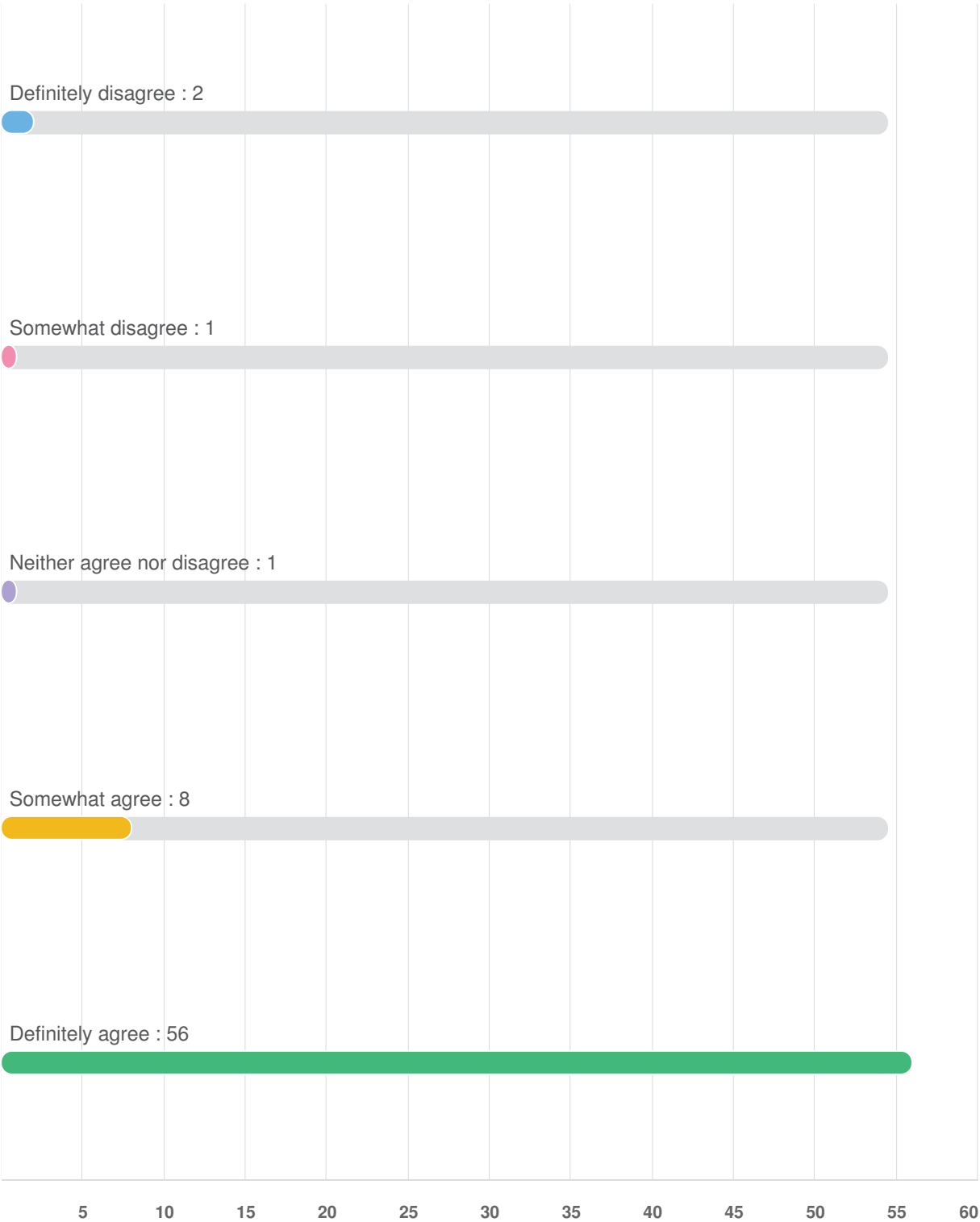




### I like the proposed design as shown in the full-length designs.



I support road safety investments for cyclists and pedestrians, in general.



**Q3** Share any comments related to your level of support.

Screen Name Redacted

10/19/2020 04:40 PM

I live along the Fernwood connector, so excited for the safer crossing at Bay!

Screen Name Redacted

10/19/2020 05:26 PM

A major improvement. Thank you!

Screen Name Redacted

10/21/2020 03:48 PM

Sharrows aren't infrastructure, they don't do anything substantial to protect cyclists or reduce vehicle traffic. The design is a good start, but I hesitate to call it AAA.

Screen Name Redacted

10/25/2020 10:00 AM

I support the improvement to bike and pedestrian use of all the roads in the CRD and Victoria specifically. I also support the increase of pedestrian only areas, such as now occurs on Government Street at Bastion Square and Broad St at Fort. I believe the increase in "right turn only" four way stops with no through or left turn traffic should be increased. This will improve bicycle and pedestrian safety and reduce speeds on the side streets.

Screen Name Redacted

10/25/2020 01:55 PM

I like the topography, but the Bay Avebury intersection is confusing for cyclists. Why not put in a pedestrian / cyclist controlled intersection at Oregon for bikes heading south? Then another at Avebury for bikes going north? That way you just need a queuing area instead of a two way bikelane for half a block and all that it entails. That way too you don't add another awkward bike intersection like Fort and Wharft and Cormorant / Pandora at Store. Just a thought.

Screen Name Redacted

10/27/2020 03:25 PM

I particularly dislike the short 2-way dog-leg on Bay St which has southbound cyclists facing oncoming traffic. Also the south end at Stanley St involves a complicated and rather dangerous intersection. In any case the chosen route doesn't even connect directly to the Oaklands section. It would be more useful ( and provide a good alternative to Shelbourne) if Shakespeare and/or Scott were utilized. At the Bay St crossing, it would be safer to use Shakespeare -> Scott northbound and Shakespeare southbound; that way a bike lane is needed only on the south side of Bay, with cyclists going the same, safer, direction as vehicles. BTW, I "somewhat disagree" with the 1st question as, really, these roads carry very little traffic and are inherently "safe."

Screen Name Redacted

10/27/2020 05:41 PM

This looks basic, but fine. I will be very interested in the details of the Bay Street crossing, and on what you decide to do at Gladstone if you don't go with a four way stop.

Screen Name Redacted

10/28/2020 02:51 PM

How about putting bike lane on the oversized boulevards provided on Haultain. How about enforcing cyclists at the 4 way at Fernwood and Haultain? How about cutting the the boulevards 6-12 inches less to add a bit more space for buses and bikes on Haultain and not waste money on paint markings? Maybe make pull outs too? Boulevards don't need to be that wide.

Screen Name Redacted

10/28/2020 08:54 PM

Looks great - I especially like the safety additions to cross Bay - a troublesome spot. I hope that good lighting will be considered as part of this

Screen Name Redacted

10/30/2020 12:51 PM

This is so simple and effective! This should have been the approach used on Vancouver and Haultain

Screen Name Redacted

10/30/2020 05:03 PM

Sharrows seem appropriate for this corridor. Improved lights and crosswalks over Bay street are very needed.

Screen Name Redacted

11/01/2020 08:22 AM

As a multi transport user, I support this.

Screen Name Redacted

11/01/2020 09:02 AM

Great idea for the bay st/Oregon intersections

Screen Name Redacted

11/03/2020 08:52 AM

More the better, make sure there is density added to these areas and possible corner stores where people can get small grocery items.

Screen Name Redacted

11/03/2020 10:54 AM

I like the idea of community bike safety but.. I think we also need bike safety improvements on major commuter roads like Cook. Cook st connects Quadra, Hillside, Bay, to Pandora where the existing bike lanes take you into town.

Screen Name Redacted

11/03/2020 10:59 AM

This looks really good. It will be a useful route.

Screen Name Redacted

11/03/2020 11:14 AM

no more bike lanes; build a park and help the homeless

Screen Name Redacted

11/03/2020 12:43 PM

I would support a AAA route on Fernwood road. It should still allow buses through like the Richardson route will, but block cars using Fernwood as a cut through.

Screen Name Redacted

11/03/2020 01:29 PM

Doesn't address issue of passing space for vehicles, one side of parking needs to be removed so there is adequate space to pass a cyclist

Screen Name Redacted

11/03/2020 02:14 PM

Significant level of support

Screen Name Redacted

11/03/2020 04:02 PM

A strong supporter of all abilities bike routes so our aging population feels safe riding.

Screen Name Redacted

11/03/2020 07:25 PM

Don't like speed humps for bike routes, would rather other traffic calming measures be used.

Screen Name Redacted

11/03/2020 08:18 PM

I am not a big fan of speed bumps when cycling and they can be noisy when cars take them too fast

11/04/2020 06:35 AM

Screen Name Redacted

11/04/2020 04:10 PM

Much like the improvements proposed in Oaklands, the changes proposed here would greatly improve safety for cyclists, drivers and pedestrians for a relatively low investment. Fernwood is an especially popular cycling route for commuters and those cycling for leisure, and I fully support these improvements.

Screen Name Redacted

11/05/2020 02:47 AM

Seems helpful!

Screen Name Redacted

11/05/2020 03:41 AM

Cook St is a more tempting route to take on my commute towards downtown Victoria than what is detailed in this proposal. It seems longer and more hilly to bike through this route.

Screen Name Redacted

11/05/2020 10:28 AM

I think the Fernwood corridor project is a step in the right direction but more needs to be done in the neighbourhood to make it safe for our children in the future. I agree with these bike improvements in general but it seems like this part of the project doesn't go far enough to make Fernwood safe for cyclists and pedestrians. It is somewhat of a lazy fix considering these streets are already relatively safe for pedestrians and cyclists alike. I understand Fernwood is currently not the main focus in the grand scheme of things but I would like to share my thoughts anyway. I believe Fernwood Road is the main route in the neighbourhood and it is currently quite dangerous for cyclists and pedestrians at the moment. We currently see many children and teenagers cycling on Fernwood Road with cars driving way over the 40km/h speed limit. The space is scarce for cyclists with cars parked on the street and buses going back and forth. Pedestrians also have to share sidewalks that are too narrow (they often have to walk on the streets to let others pass and get in the way of cyclists). A crosswalk should be added at Pembroke+Fernwood and a stop sign at Gladstone+Fernwood at least if no pedestrian improvements are made at the moment. Hopefully, cyclists will use Stanley more once improvements are made but I think teenagers attending Vic High will continue using Fernwood Road once their school reopens. I would like to see a big improvement in the future for Fernwood Road similar to what is currently being built on Vancouver Street, which I think is an amazing design and I applaud the city of Victoria for their courage in implementing such a forward-thinking project. Thanks for reading this very long comment.

Screen Name Redacted

11/05/2020 03:28 PM

I would like to see additional measures made to protect people on bikes from cars. I think additional curb bump-outs are needed to improve visibility at cross-walks.

Screen Name Redacted

11/06/2020 02:29 PM

I strongly support this design and route. I like the 30 km/hr limit; the stop signs and the plan for crossing Bay street. The route makes sense, connecting Haultain to Pandora. Can't wait for it to be built.

11/16/2020 09:24 AM

faster than a major road. I didn't see an alternate proposed though.

Screen Name Redacted

11/22/2020 11:09 AM

I'm not sure that the proposed changes - speed humps, 30 km, and stop signs - will be enough to make the route safe and enjoyable. Perhaps traffic volume on the route is low enough already? My experience commuting up Dean Avenue for 20 years made me very wary of stop signs for crossing traffic. Too often they were ignored. I'm afraid they can give cyclists a false sense of security.

Screen Name Redacted

11/25/2020 07:47 PM

The proposed route along stanley then oregon then avebury is not practical or convenient for cyclists. i am a daily commuter and will not ride that route.

Screen Name Redacted

11/28/2020 04:55 PM

Glad to see more progress on sustainable, activ transport.

Screen Name Redacted

11/28/2020 06:52 PM

I am concerned the route is too narrow for two way shared roads with parking. I would like to see an alternate location with fully protected bike lanes, or reduce this route to one way car traffic with two way protected bike lane

Screen Name Redacted

11/28/2020 11:39 PM

Does all of the parking need to be maintained? Could a two way protected lane be an option in some parts? What are traffic levels? Bay St is scary; will the crossing be signalized and sensor triggered like Wharf and Fort?

Screen Name Redacted

11/30/2020 08:56 AM

VERY supportive. Great initiative.

Screen Name Redacted

11/30/2020 09:19 AM

Most of these designs add Sharrows only... not so effective when streets have traffic; vehicle drivers mostly ignore. Routes next to parked cars also dangerous as Victoria drivers are unaware of danger of "the door zone."

Screen Name Redacted

11/30/2020 09:50 AM

This is a complete waste of taxpayers dollars in the middle of the worst public health crisis in a century. Shame on Victoria city counsel.

Screen Name Redacted

11/30/2020 12:08 PM

This survey is designed to obtain a limited number of pre-approved opinions, particularly question 2, not to actually open the door to some substantive feedback. This makes it, and this entire consultation process, an exercise in the manipulation of the public and dishonest on its face. Here is some real feedback: 1) If there are safety issues on particular roads and routes please provide the public with the statistics on accidents and injuries and the analysis of the causes for those accidents. This is mandatory background information for the public to consider any public safety investment proposals. You have not provided this information to the public, so how can we judge> 2) If you are going to propose investments to reduce accidents, they please provide information on how the investments proposed will address the known causes of accidents and the projected number of accidents that will be reduced or eliminated. We, the public, can then judge if the investments are

information to the public, so how can we judge? 3) If you are going to propose investments which are supposedly based on safety considerations, what is your plan for reporting back to the public in future years on how those investments have performed? That is, how accidents have been reduced? No plan for reporting, no investment is the only reasonable comment. You have not provided this information to the public. 4) What analysis has been conducted on the impact of the changes to other users of the corridor? Any? How about another Question for inclusion in #2 above: Do you support safety investments which are supported by a careful analysis of the accidents that have occurred on the corridor and which are targeted to the reduction of those accidents in the most cost-efficient manner with the least impact on other users of the corridor? I would answer "definitely agree". I hope my comment have illustrated for you the explicit dishonesty of your survey due to its transparent bias in the slanted nature of the questions asked. The staff who worked on this survey should be ashamed of themselves.

Screen Name Redacted

11/30/2020 01:10 PM

I somewhat agree, however, I believe most neighbours do not know the details of the proposal. I think that for example on Vining street, although not in this new plan, has not been considered for safety enhancements. Many Vic High Students use this street to come and go from the school either by foot, bicycle or car. Speed bumps should be required in between Fernwood and Stanley, as many vehicles tend to speed up in this section of the street. This requirement should be highly considered because of the increase in the number of the students once the seismic upgrades are completed.

Screen Name Redacted

11/30/2020 02:43 PM

Once again, complete waste of taxpayer \$

Screen Name Redacted

11/30/2020 04:44 PM

This is a completely residential area and cycling is safe here. No additional investments are required. Cyclists should be licensed and insured!

Screen Name Redacted

11/30/2020 09:17 PM

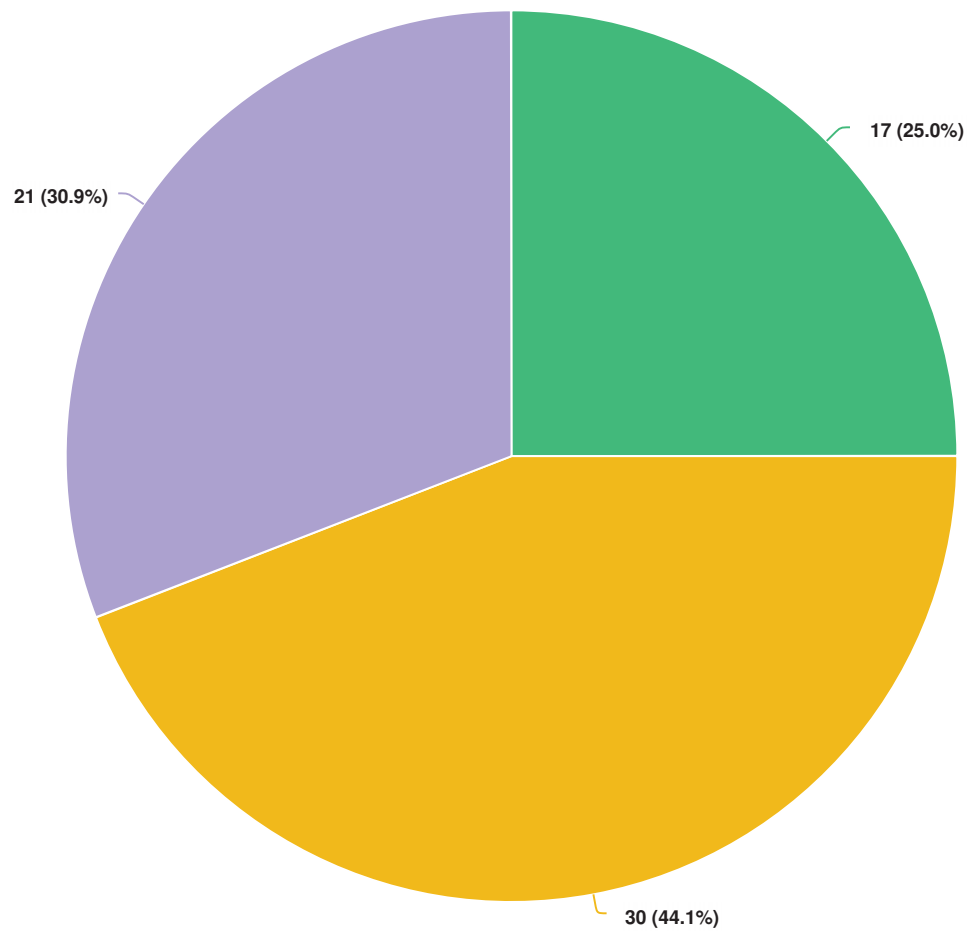
Just not sure how much cyclist traffic will use this corridor vs vehicle traffic. Will the speed bumps and lower speed limits be a significant hinderance for not much cyclist traffic? I don't live in that area so can't say. Also, Bay is a very busy street and the proposed enhancements there are very vague. I think there needs to be some sort of pedestrian/cyclist controlled signal there. I don't think a simple crosswalk will be sufficient.

**Optional question** (44 response(s), 24 skipped)

**Question type:** Essay Question



**Q4 Do you plan on sharing detailed design feedback using the route map tool?**



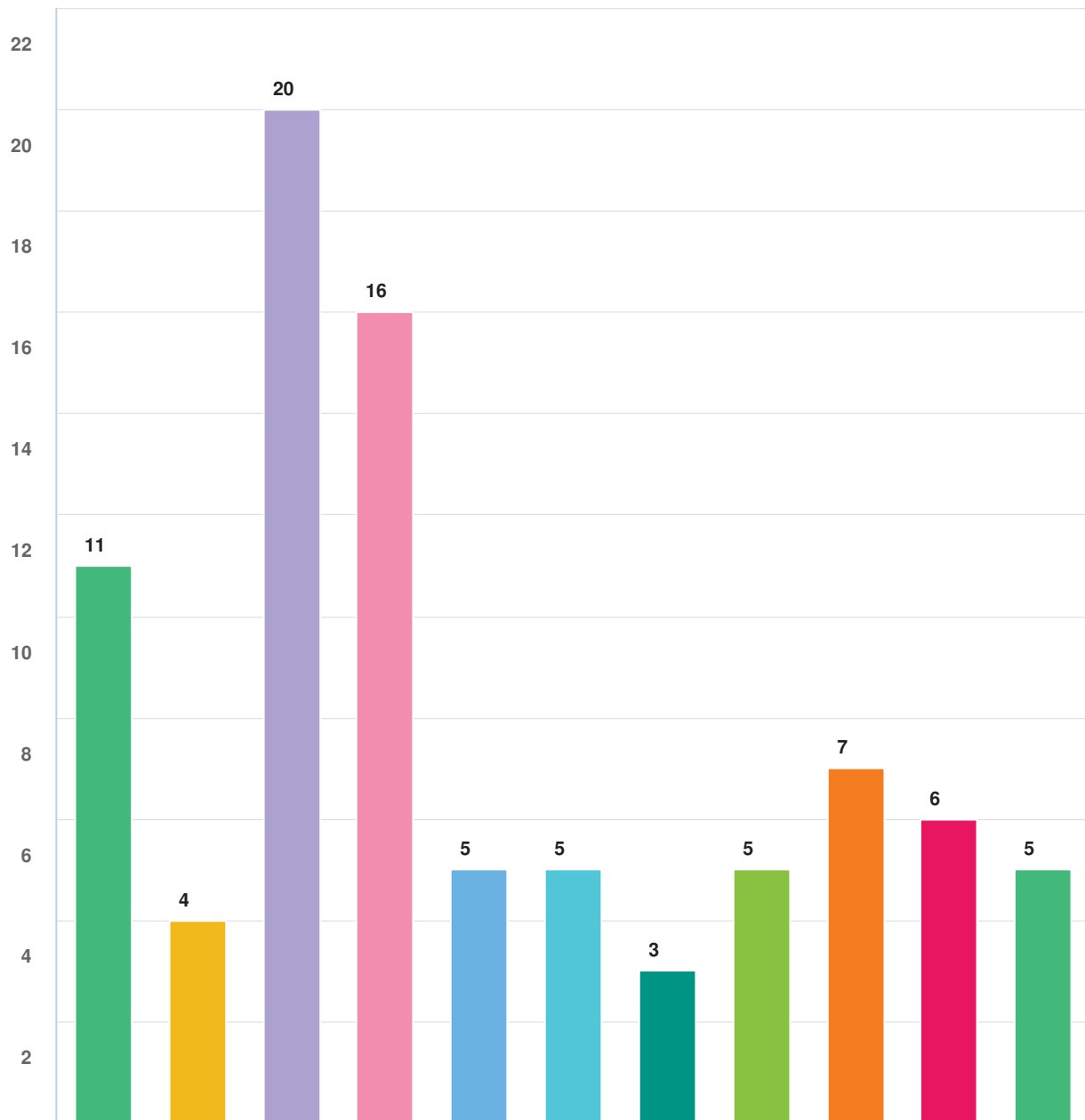
**Question options**

☐ not sure ☐ no ☐ yes

*Mandatory Question (68 response(s))*

*Question type: Dropdown Question*

**Q5 How did you hear about the opportunity to provide feedback?**



**Question options**

- Other (please specify)
- Friend/family member/colleague
- Engagement portal (engage.victoria.ca)
- City website (victoria.ca)
- Stakeholder/advocacy group
- Notification from neighbourhood association
- Direct mail from the City
- Other social media account
- City social media (Facebook/Twitter/Instagram)
- Newspaper advertisement (Vic News/Oak Bay News)
- Newspaper advertisement (Times Colonist)

*Mandatory Question (68 response(s))*

*Question type: Checkbox Question*

# Fernorddw dCrrctwPhcad sw2Vri ctw errVerwei r

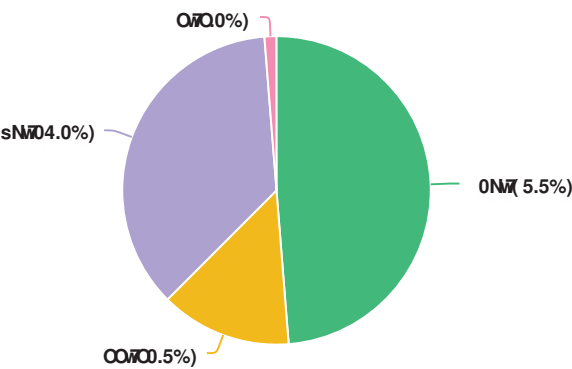
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# SURVEY QUESTIONS

Q0 Why will you be viewing the designs?

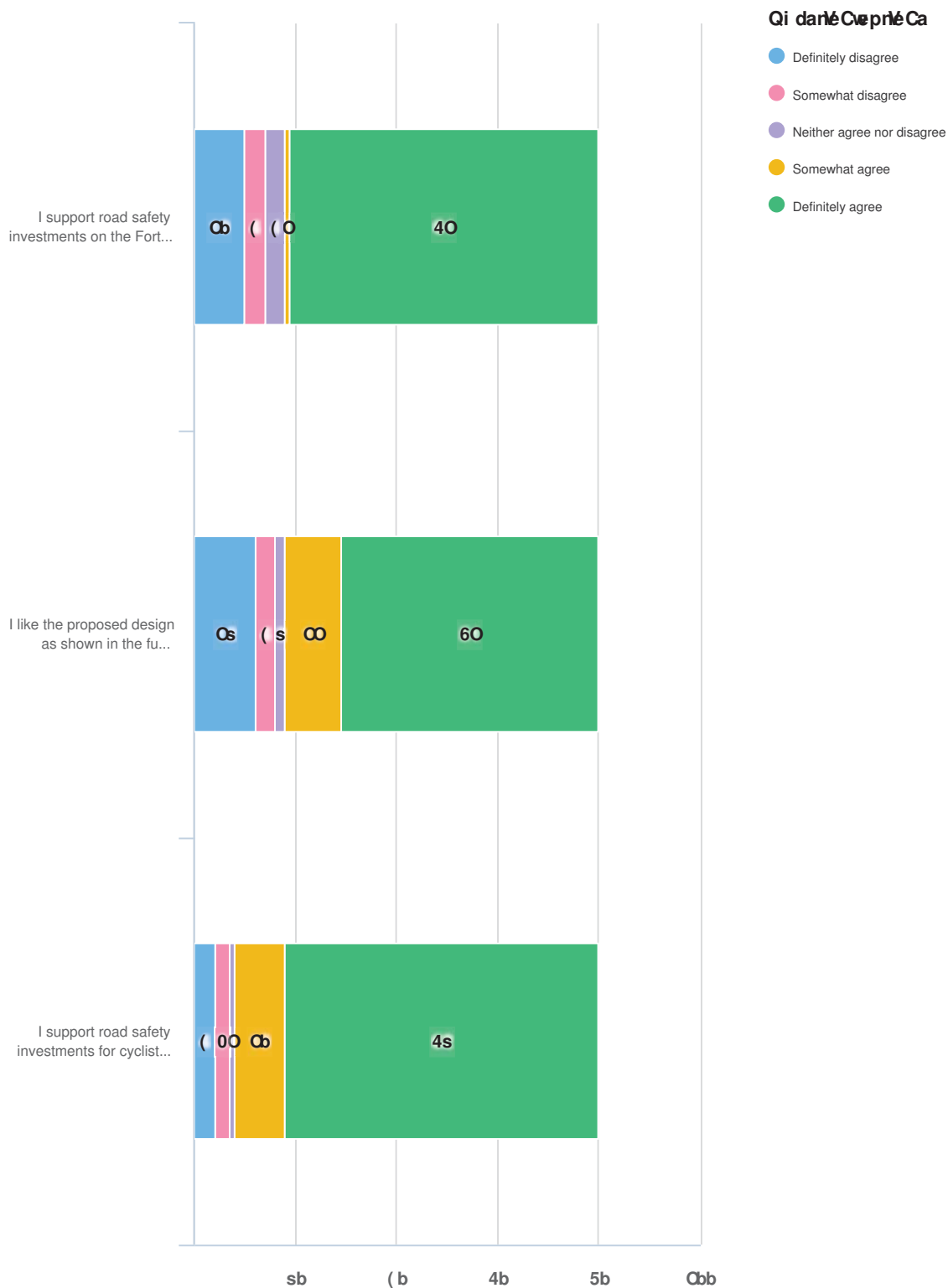


Q1 How often will you view the designs?

- Virtual corridor tour video
- PDF design drawings
- I viewed both (video and PDF drawings)
- I did not view the full-length designs

Mandatory Question (80 response(s))  
Question type: Radio Button Question

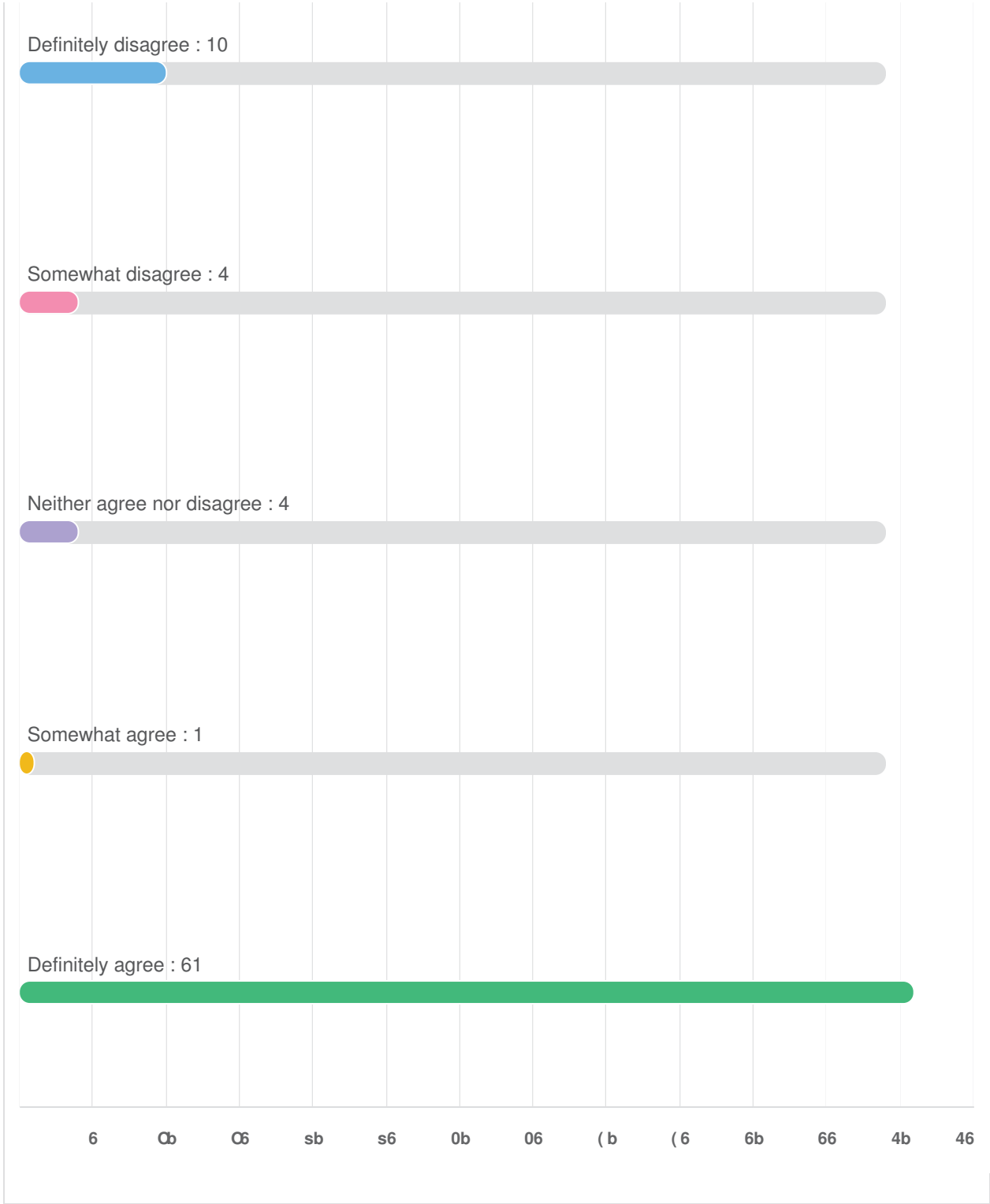
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Mandatory Question (80 response(s))  
Question type: Likert Question

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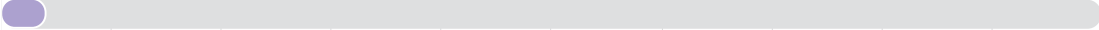
Definitely disagree : 12



Somewhat disagree : 4



Neither agree nor disagree : 2



Somewhat agree : 11



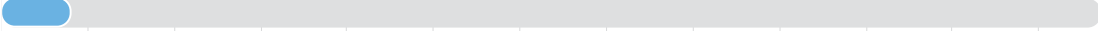
Definitely agree : 51



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Definitely disagree : 4



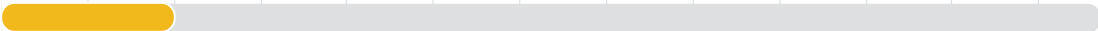
Somewhat disagree : 3



Neither agree nor disagree : 1



Somewhat agree : 10



Definitely agree : 62



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Q0 vohcrdvCgvtev v dCravdtcrduwvgei rvd3dtvfuai ppern

Screen Name Redacted

10/19/2020 05:43 PM

Impressive design. I thank you.

Screen Name Redacted

10/19/2020 05:44 PM

We are into our 5th year of cycling through downtown and to and from Central Middle School every school day, all year long. An extension to the bike lane on Fort Street is long overdue. Right now, once the existing bike lanes on the left "end" near Linden Ave, we either (1) continue cycling up Fort Street to Central Middle School by taking the full left traffic lane and get a lot of negative comments/behaviour from rude motorists, (2) continue cycling up Fort Street to Central Middle School by taking the full left traffic lane until Ormond St and then cycle up the left Fort St sidewalk to Central, or (3) continue cycling up Fort Street by taking the full left traffic lane, turn left onto Ormond St and then turn right onto the sidewalk of Yates and cycle up the Yates sidewalk to the Central Middle School pedestrian/bicycle exit. Extending the 2-way bike lane from Linden Avenue to Central Middle School needs to be completed ASAP so that students' safety can be improved right away. The Moss Street/Fort Street intersection also needs improvement. Even when the traffic crossing is activated vehicles exit from Moss Street and turn right onto Fort Street when pedestrians (i.e., students aged 10-14) are crossing. This is dangerous. At the end of the school day tons of students exit the Central Middle School parking lot on their bikes and cycle straight down Moss Street. The design needs to enable these students to cross Fort Street safely on their bikes, on the right side of the intersection, not the left side where the pedestrian crossing is located. Right now, if they cycle across Fort Street at the pedestrian crossing they then swerve to the other side of Moss Street to continue to cycle down Moss Street. A crossing needs to be painted at all 3 crossing locations of the intersection. The City of Victoria needs to work with Central Middle School staff and SD61 to improve the vehicle entranceway into Central Middle School. New rules have been made this school year (2020/21) that parents are not allowed to enter the school property to pick up their child(ren) due to Covid-19. This has greatly improved the problems that have existed until now with numerous motor vehicles driving into, reversing and exiting the small parking lot at the same time as 600 10-14 year olds exit the school property via the same parking lot, mostly on foot or by bicycle. Central Middle School created new rules in the 2019/20 school year, that parents were not allowed to drive into the parking lot at school drop-off/pick-up time but many caregivers ignored it and continued to endanger the children. The new design on Fort Street needs to help discourage (or prevent) parents from driving into the school property parking lot at school drop-off/pick-up time.

Screen Name Redacted

10/21/2020 04:02 PM

Love the amount of actual hardscaped infrastructure, it's the only way to really make cycling safe.

Screen Name Redacted

10/23/2020 09:26 AM

I am 69 years old and ride my bike daily in this area. I see no need to make any changes to the current conditions, or to spend any money on this.

10/24/2020 12:01 AM

city of Victoria. I support more public transit and hope we can reduce the automotive access in the city.

Screen Name Redacted

10/27/2020 02:57 PM

The link or reference above is INCORRECT - the area I selected is "Fort St Central". Therefore I can't agree or disagree with first question. However I mostly support the Fort St Central design and safety investments, EXCEPT: The part between Moss and Yates where the transition from 2-way to 1-way bike lane is overly complicated, tortuous to navigate, and dangerous. Why are there bike crossings at Harrison St MID-intersection? Make the eastbound transition to the south side of Fort at Moss or even Fernwood - certainly before the Yates intersection - and make the westbound crossover WEST of the Harrison intersection, not in the middle of it (yikes!) Also, there would then be no need for the new restriction on Fernwood southbound which makes exiting from the locality even harder than it is now.

Screen Name Redacted

10/27/2020 06:37 PM

I'm a bit concerned about the how the bus stops are handled in Segment C. I would think that having buses to stop in the travel lane and providing an island for passengers would improve transit performance. Also, on Fernwood Road, will there be any bollards to encourage drivers not to park in the new bike lane there?

Screen Name Redacted

10/29/2020 06:49 AM

The design of the existing bike lanes in Victoria is terrible. It causes confusion to drivers, who constantly turn across the bike lanes when it is not safe to do so. It reduces parking space and travel lanes for cars. It reduces access to businesses. It forces bus stops to be out from the sidewalks, which is challenging for people with physical or visual disabilities. Aside from the poor design, there is a glaring larger issue at stake. Bike lanes benefit only a small number of people, those who are physically and financially capable of owning and riding a bike. Spending public tax money to benefit a privileged few people is elitist garbage. Spending money on bike lanes when Victoria has an overwhelming problem with homelessness and open drug use during a global pandemic is wildly irresponsible and shameful. You are spending millions to benefit an elite few while the most vulnerable in our community languish in tents.

Screen Name Redacted

10/30/2020 01:01 PM

Special bike traffic lights are an indication of bad planning

Screen Name Redacted

10/30/2020 10:13 PM

This is your priority! The existing Fort network is useless because it stops at Moss!

Screen Name Redacted

11/01/2020 08:55 AM

I utilize the piece of Fernwood road to turn (from my car) left onto fort to get back to my apartment on St Charles. If that piece of Fernwood is turned into a one way I would be forced to turn left onto Fort from Stanley, Elford, or Stadacona. I often avoid turning left from these streets because I find it less safe to turn and wait for a gap between bikes, pedestrians and cars to get onto Fort. Though I love the continuation of the bike lanes up fort, as I us this path a lot at the moment, I do have concerns about turning that piece of

left onto fort from Fernwood, I can't imagine I'm the only one who thinks this way!

Screen Name Redacted

11/03/2020 08:06 AM

Of all the bike corridors the city has installed, from my observation, and from common sense, this is the most unnecessary and under-utilized. If the city is truly intent on going ahead, it should first measure bike traffic on the Cook to Wharf section. This was not a case of If We Build it They Will Come. It was a waste of resources compared to the much higher needs elsewhere (e.g., for East-West in that vicinity, Richardson). Please don't compound this waste by extending this corridor.

Screen Name Redacted

11/03/2020 08:57 AM

I would prefer a continuous 2 lane bike path

Screen Name Redacted

11/03/2020 11:05 AM

This looks great. I cycle this route frequently to get between James Bay and Gordon Head, as well as other destinations, so I look forward to it.

Screen Name Redacted

11/03/2020 11:11 AM

No more bike lanes; use the moeny for the homeless or create a park

Screen Name Redacted

11/03/2020 12:59 PM

Immeasurable level of support

Screen Name Redacted

11/03/2020 01:50 PM

I will definitely use this on my commute between my home in James Bay and work at RJH

Screen Name Redacted

11/03/2020 03:58 PM

We need more protected bike lanes. I ride with my husband, a life-long cyclist who now has Parkinson's and rides a recumbent tricycle. His dyskinesia makes it hard for him to stay entirely within a painted bike lane. One protected by a curb would be much safer.

Screen Name Redacted

11/03/2020 05:22 PM

I think the most important part to making bike lanes safest for pedestrians and cyclists is to have a separated bike lane. And to not have parking on the inside of a protected bike lane. This is dangerous for cyclists due to vehicle traffic as well as people getting in and out of their cars.

Screen Name Redacted

11/03/2020 08:21 PM

Always in support of improving bike and pedestrian travel. Too much focus has been on automobiles previously.

Screen Name Redacted

11/04/2020 04:19 PM

This is a core cycling route for commuters and people cycling for leisure. A significant benefit of the proposed improvements is the upgrading of pedestrian crossings. The proposed improvements to cycling infrastructure make sense in that they complement existing and future cycling infrastructure. That said, I do think a decorated/green median, while aesthetically pleasing, may take away existing road space in an area that is already cramped. If it is necessary that a median be in place to create safe spaces between opposing traffic or other road users, then by all means invest

consulting with City engineers, if a median is taking away from valuable road space for either motor vehicles or bicycles, I would suggest foregoing the median.

Screen Name Redacted

11/05/2020 02:50 AM

Fort is a major route, this is a very good idea.

Screen Name Redacted

11/05/2020 09:47 AM

I think you should add more pedestrian crosswalks on Fort Street. Especially at the corner of Fort and Fernwood where Central Middle School, I understand there is already a crosswalk not too far from there but a pedestrian-friendly city, every intersections should have its own crosswalk.

Screen Name Redacted

11/05/2020 06:38 PM

Love this proposal and support the city pursuing these protected bike lanes! I only think that the bust stop on fort street (segment 3) should likely be a floating bus stop.

Screen Name Redacted

11/06/2020 12:49 PM

As a frequent(daily) cyclist I fully support enhancements to cycling infrastructure, not so much for myself, but because I see how just a few improvements have brought more cyclists unto our roads.

Screen Name Redacted

11/06/2020 02:05 PM

This is great! I strongly support this route and the design. Last night I rode this route on my way home, after dark, thinking it was past the busy traffic time with few motor vehicles on the road, when two speeding cars (probably 80-100km/hr) who were chasing each other, raced past me (enjoying the clear lanes). I think that the extra safety offered by barriers (albeit low) from moving cars really helps to encourage people to ride for transportation as I do. Completing the grid - connecting protected lanes - will really help people move around by bike and may also improve the safety of the street for others.

Screen Name Redacted

11/06/2020 02:34 PM

My only question is how does an eastbound cyclist on Fort make a left turn onto yates to travel west/north? Other than that, looks amazing. I specially love the choice to for a westbound cyclist to go down either Fort or Yates.

Screen Name Redacted

11/09/2020 01:21 PM

I need more information about the transition from a 2-way bike lane to 1-way lanes at Yates Street. Will there be a traffic light to control this? Will bikes yield to vehicles? Will vehicles yield to bikes? This seems like a major point of conflict.

Screen Name Redacted

11/21/2020 08:04 PM

Bike lanes on Pandora together with bus stops, are unsafe for pedestrians. Bike lanes on Wharf were unnecessary. Disappointed that there will be no bike lanes on Cook, but Vancouver will be OK, although car traffic will be heavily impeded.

Screen Name Redacted

11/24/2020 12:24 PM

Corridor not required east of Cook St. There are good bike lanes there already. Has safety been a documented issue? The City simply does not do enough for pedestrians.

Screen Name Redacted

11/26/2020 06:25 PM

I 100% support the plan for this route.

11/26/2020 06:44 PM

Screen Name Redacted

Do not need the landscaping in the centre median.

11/26/2020 07:04 PM

Screen Name Redacted

I think that this is a vast improvement to cycling safety along this corridor.

11/26/2020 10:29 PM

Screen Name Redacted

The changes only make movement writ large more up unpleasant. The amount of car idling has increased substantially. THE blockage of roads for cars and directing cars onto roads like cook street that we're not designed the for the amt of traffic makes Victoria horrible. We are not a small northern European city, and these changes will not make people use bikes over cars. Merely create disharmony and frustration. Why not make some more green space and buy some lots for small neighborhood parks. I do not like living here anymore and I'm a 5 th gen Victorian. Based on the designs In place I do not support my taxes going to the current City's plans.

11/28/2020 01:06 PM

Screen Name Redacted

I live in Esquimalt, and work in Victoria so I plan on using the cycling, pedestrian, and driving infrastructure. Glad to see more cycling infrastructure to support active, sustainable transport.

11/28/2020 04:48 PM

Screen Name Redacted

I really like the plans for Fernwood. I was nearly run off the road there while on a Vespa a few weeks ago and calming would be helpful. Please do what you can to minimize wait times at the Fort and Yates crossing. It appears convoluted as a crossing, so I hope you'll help us get through it quickly.

11/28/2020 11:27 PM

Screen Name Redacted

PDF download did not work on iPad. Route is sensible, bring it on.

11/30/2020 08:18 AM

Screen Name Redacted

I don't think any further changes are needed here with the cement barriers it takes space away, parking away and added cost. I have had to attend medical appointments at Jubilee Corners and it is impossible at present to find space with main roads limited and residential streets all restricting parking. I feel safe cycling along these roads as they are but also encourage shallows along quieter streets to encourage cycling traffic onto these roads like Vancouver has. They leave busier streets for car traffic keeping them double lanes like 16th and then making 10th, 14th etc quieter bike streets. At present we are not doing that in Victoria. I have had visitors from Vancouver even comment on how odd to compress cyclists and cars on the busiest roads, cutting down lanes and increasing congestion. It won't encourage us all to get on bikes it encourages a lot of people to move and shop and do business where they don't have to do deal with this. Taking away designated turn lanes adds increased risk for all drivers and greatly slows down traffic which adds to commute times, conjection and frustration at the intersections so drivers are forced to make last minute turns on yellows and red lights. I was in New York in the past couple of months and did a fair bit of cycling

11/30/2020 08:41 AM

making many of the smaller streets one way so parking would be retained but in the wider remaining lane there was plenty of room for a marked bike lane (one way)and lots of room for cars to safely go by. I think this is a far smarter idea than the Humbolt plan with cars having to move aside and cyclists and cars playing chicken with two way traffic of cars, bikes and parked vehicles.

Screen Name Redacted  
11/30/2020 09:01 AM

VERY supportive. Great work.

Screen Name Redacted  
11/30/2020 09:22 AM

This is the best improvement design I've seen in today's plans.  
Addition/improvement of separated bike lanes as opposed to Sharrows = A+

Screen Name Redacted  
11/30/2020 09:42 AM

This is a complete waste of taxpayer dollars in the middle of the worst public health crisis in 100 years. Its shameful

Screen Name Redacted  
11/30/2020 11:06 AM

Much needed. This, to me, is the most important of the four routes that are being explored.

Screen Name Redacted  
11/30/2020 12:46 PM

This survey is designed to obtain a limited number of pre-approved opinions, particularly question 2, not to actually open the door to some substantive feedback. This makes it, and this entire consultation process, an exercise in the manipulation of the public and dishonest on its face. Here is some real feedback: 1) If there are safety issues on particular roads and routes please provide the public with the statistics on accidents and injuries and the analysis of the causes for those accidents. This is mandatory background information for the public to consider any public safety investment proposals. You have not provided this information to the public, so how can we judge> 2) If you are going to propose investments to reduce accidents, they please provide information on how the investments proposed will address the known causes of accidents and the projected number of accidents that will be reduced or eliminated. We, the public, can then judge if the investments are reasonable or justified by their projected impact. You have not provided this information to the public, so how can we judge? 3) If you are going to propose investments which are supposedly based on safety considerations, what is your plan for reporting back to the public in future years on how those investments have performed? That is, how accidents have been reduced? No plan for reporting, no investment is the only reasonable comment. You have not provided this information to the public. 4) What analysis has been conducted on the impact of the changes to other users of the corridor? Any? How about another Question for inclusion in #2 above: Do you support safety investments which are supported by a careful analysis of the accidents that have occurred on the corridor and which are targeted to the reduction of those accidents in the most cost-efficient manner with the least impact on other users of the corridor? I would answer "definitely agree". I hope my comments have illustrated for you the explicit dishonesty of your survey due to its transparent bias in the slanted nature of the questions asked. The staff



Screen Name Redacted

11/30/2020 01:22 PM

I'm not sure about closing Fernwood to vehicle traffic in one direction between Yates & Fort. I think quite a few people use that route & it might cause inconvenience.

Screen Name Redacted

11/30/2020 02:41 PM

Extending the already terrible design on lower Fort Street further up Fort is further proof that whoever is in charge of this project is deaf to feedback of city taxpayers. As a cyclist and a driver I absolutely hate the design. I hate that we are losing road space and parking space for an area that has always been easy to bike on. There are currently 2 bike lanes going up Fort Street towards CMS. I have never experienced any safety issues biking up there. I have never experienced any issues biking in the marked lane past that spot. Ridiculous waste of \$.

Screen Name Redacted

11/30/2020 04:41 PM

This segment of road is already very wide and generally does not have much traffic. Cyclists have plenty of room and are not at risk. They should be licensed and insured!

Screen Name Redacted

11/30/2020 09:03 PM

The roadway is already over crowded, has horrible Difficult to lines & paving seams on the roads, very dangerous in dark Especially with extremely bright overhead lights Must be a better Place to put one way bike lanes where bikes and vehicles can coexist Extra density is area makes it so confusing to know rules if road & Extra bright building lights make cyclists, pedestrians And cars less visible - all to many distractions and things competing for attention

Screen Name Redacted

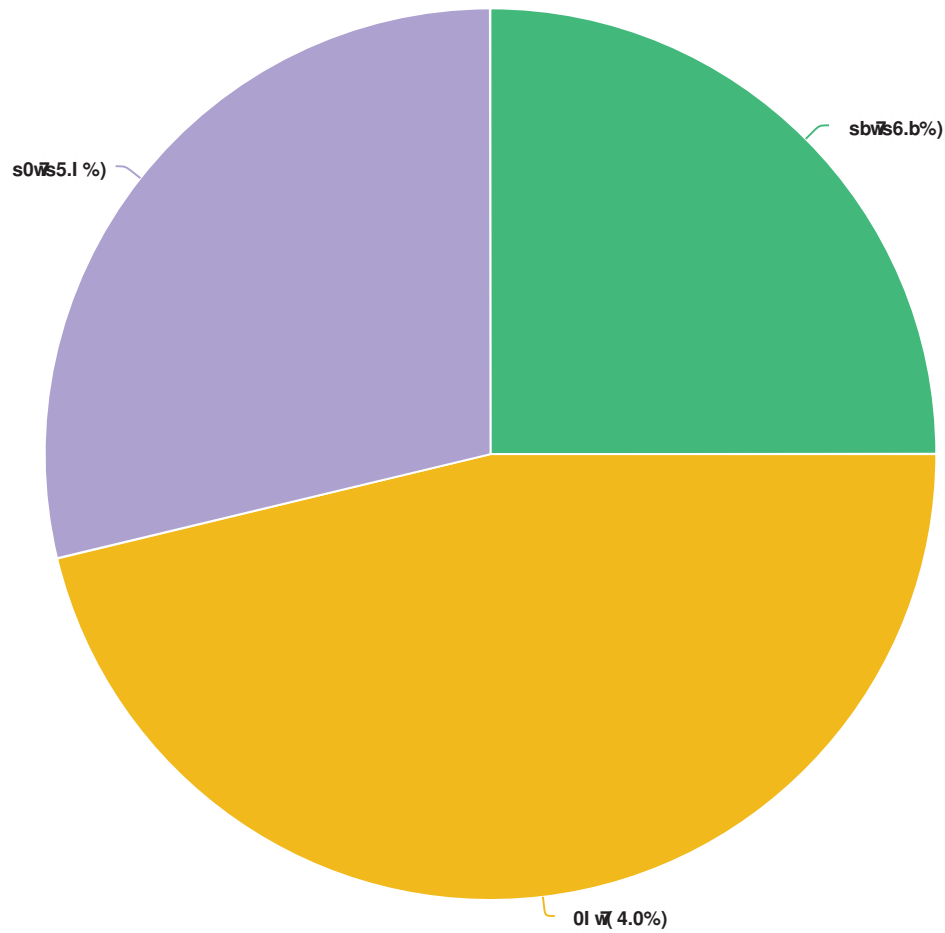
11/30/2020 09:32 PM

I really like the proposal overall. I'm just not sure about the transition from 2 way bike lane to 1 way bike lanes. I think the positioning of where the transition(s) occur should be looked at more closely for safety and ease of turning into/off of. Is there a better way to transition that can help people better maintain their flow cycling? As someone who used to bike this corridor every day for work, I'd always go down Yates heading west and be on the south side of Fort going East. Does there even need to be a 2 way bike lane on Fort? Are people just going to head down Yates and cut over to Fort on Vancouver if need be?

EpriéCctwji daniéC (49 response(s), 31 skipped)

Qi daniéCugpdMEssay Question

Q( vDegei vptcOe CnhcrVC: wdrCVduwdaV Cvddu9c1kwaVC: whdwei rdw cpwæet?



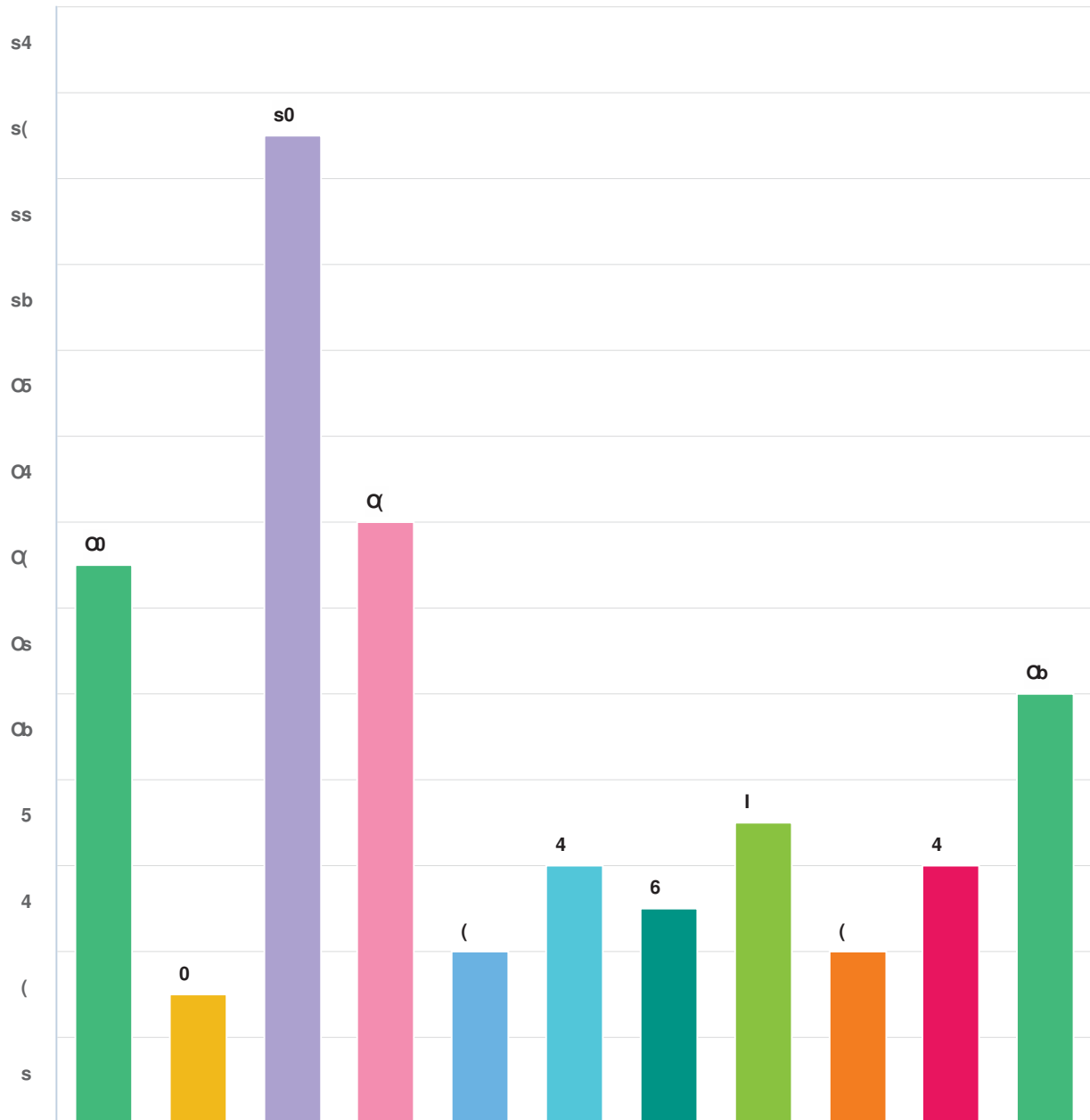
Q( darte CæpnæCa

not sure no yes

Mandatory Question (80 response(s))

Question type: Dropdown Question

Q6 Why will you be interested in the proposed changes?



Legend

- Other (please specify)
- City website (victoria.ca)
- Direct mail from the City
- Newspaper advertisement (Vic News/Oak Bay News)
- Friend/family member/colleague
- Stakeholder/advocacy group
- Other social media account
- Engagement portal (engage.victoria.ca)
- Notification from neighbourhood association
- City social media (Facebook/Twitter/Instagram)
- Newspaper advertisement (Times Colonist)

Mandatory Question (80 response(s))

Question type: Checkbox Question

# Jubilee - Phase 2 - Virtual Corridor Tour

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## **SURVEY RESPONSE REPORT**

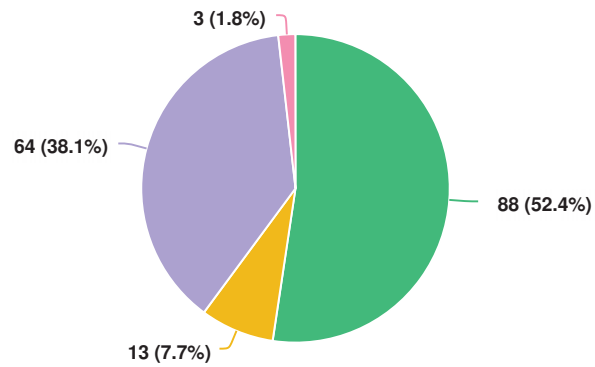
09 October 2020 - 30 November 2020

### **PROJECT NAME:**

All Ages and Abilities Cycling Network

# SURVEY QUESTIONS

**Q1** How did you view the full-length designs?



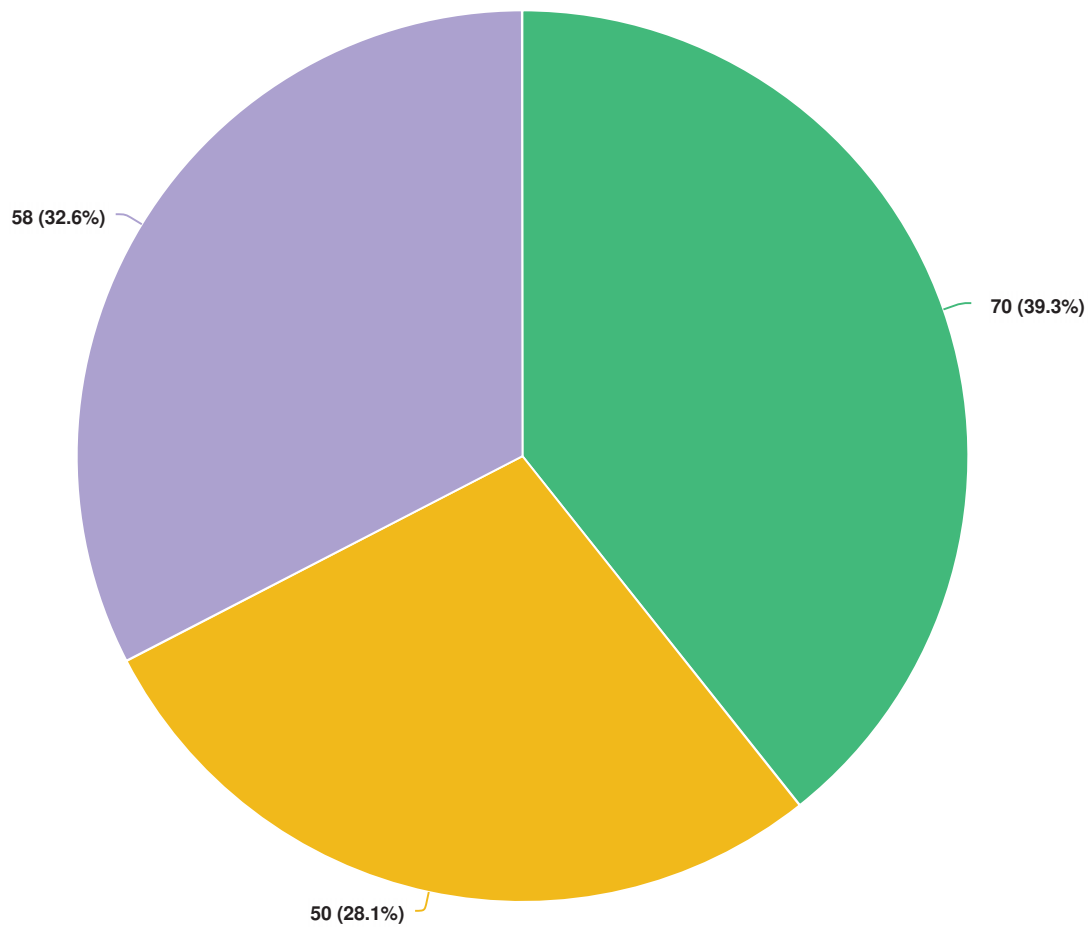
**Question options**

- ☒ Virtual corridor tour video
- ☐ PDF drawings
- ☐ I viewed both the video and PDF drawings
- ☐ I did not view the full-length designs

*Mandatory Question (168 response(s))*

*Question type: Radio Button Question*

**Q2** Please select your preferred route for priority investment.



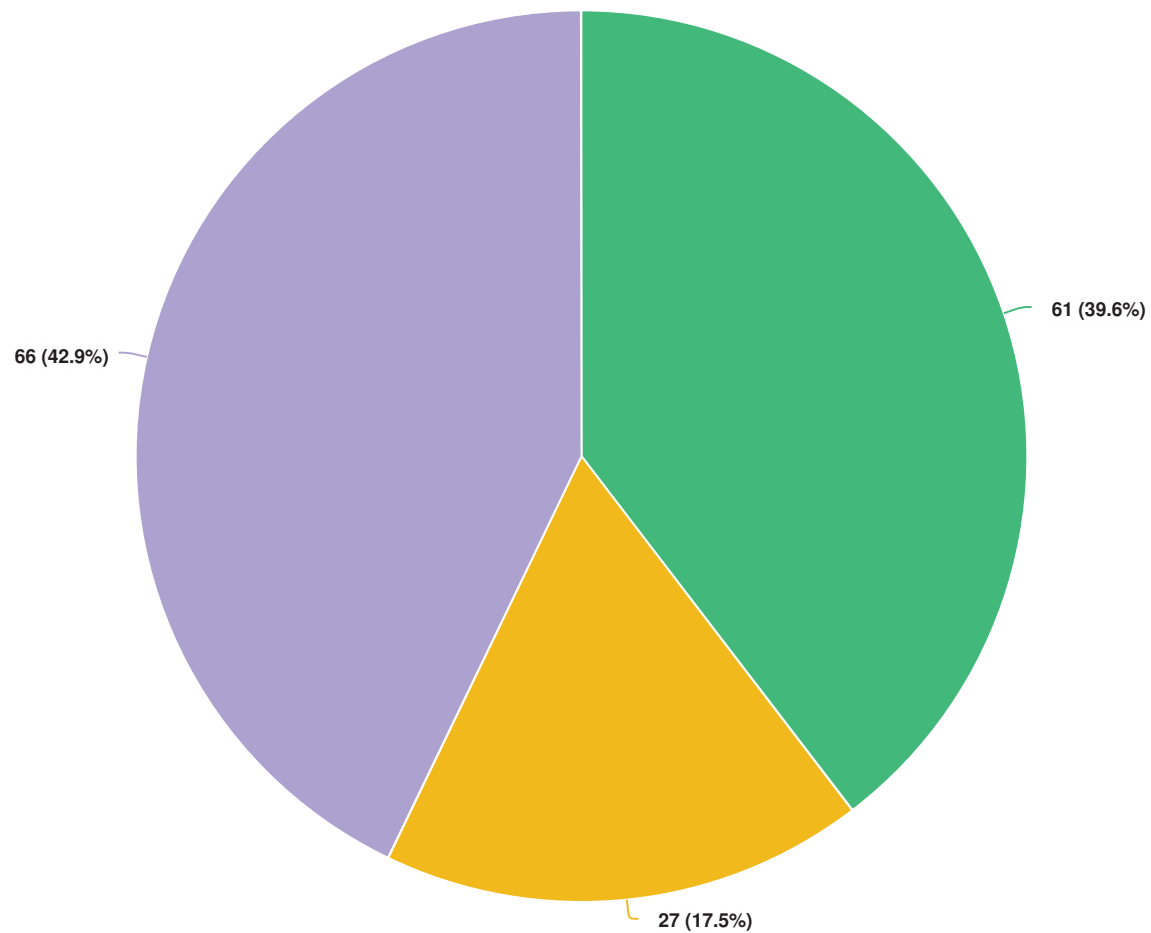
**Question options**

● Fort Street ● Fort-Leighton ● Oak Bay Avenue

*Mandatory Question (178 response(s))*

*Question type: Dropdown Question*

**Q3** Please select your second choice route (if applicable).



**Question options**

● Fort Street ● Fort-Leighton ● Oak Bay Avenue

*Optional question (154 response(s), 24 skipped)*

*Question type: Dropdown Question*



**Q4 Share any comments related to your route preference. Note: any detailed feedback on the design should be shared using the Route Map tool.**

Screen Name Redacted

10/15/2020 11:59 AM

I think money is better spent adding bike lanes to a main road that doesn't already have any (Oak Bay) rather than one that already does (Fort) or one that doesn't need any (Leighton)

Screen Name Redacted

10/15/2020 12:32 PM

I prefer the Oak Bay route, because it offers a route towards Oak Bay shopping destinations that I am likely to use, and there is no other safe cycling route in that part of the city. That said, the Fort Street option (through to Cadboro Bay Rd is a very close second, because it fulfils a different unmet need for safe urban cycling. If the Haultain route is ever completed to the AAA standard, it eliminates some of the need for the Fort-Cadboro Bay connection, but is still useful for getting to central Oak Bay (and shopping along Foul Bay Rd). My preference would be to seriously investigate the feasibility of putting in protected bike lanes along both of the above corridors. The Fort-Leighton route does not fulfil any criteria that are not better met with either of the other two route options – it is by far the least useful option, as it does not lead anywhere particularly useful without having to turn onto a major (unprotected) artery to end up where people want to go. If Foul Bay Rd featured protected bike lanes, my opinion might be different, but it would still not easily to connect to anything past Victoria's eastern boundary.

Screen Name Redacted

10/15/2020 01:25 PM

At this time I believe council should delay further bike lanes and focus on other more timely issues eg. homelessness, COVID 19 related issues. I chose the Fort-Leighton route, if a route must be chosen, as it seems like the least expensive and least disruptive of the options. During this pandemic, we have enough disruptions in our lives and creating more seems irresponsible at this time. Thank you.

Screen Name Redacted

10/15/2020 02:19 PM

There are no bike lanes on Oak Bay Avenue and lots of traffic and lots of parked cars. There are painted bike lanes on Fort (certainly not safe, nor ideal). The Route Map is not working so I shall just state that attention in the Richmond intersection is necessary, improved pedestrian crossings too.

Screen Name Redacted

10/16/2020 05:26 PM

Your route-map tool link is broken! <https://engage.victoria.ca/aaa-cycling-network/maps/jubilee-route-map> does not work. Regardless, the Leighton Road plan is not necessary and dangerous. The street is already 30km/h east of Richmond. Preventing turns at Richmond and Leighton could severely affect emergency service access to buildings on Leighton. I am the Strata president for 1745 Leighton Road. Ambulances, Police, and Fire need access from Richmond to Leighton. Having them enter and exit from Fort adds extra time and problems. Cyclists have no problems getting across Richmond now. If you try to implement this plan without real consultation with Stratas and building owners we will seek legal recourse.

Screen Name Redacted

10/16/2020 08:19 AM

The biggest oversight by city planning is that the cost of these improvements often isn't paid by people who use them. Motorists are often left holding the

bike everywhere, it's the equivalent of getting a free pass on paying into the projects. Long term it becomes a deterrent to own property if everyone else but you benefits from it because city planners are riding the coattails of your taxes. I get it, it's catchy to have a city with bike lanes but we're running short on room for vehicles and the answer is not getting rid of the vehicles. This might have worked in a place like Holland where the bike was first before the car but in Victoria you don't just get to work backwards. It's a failed plan that will drive down tax input from people that can afford to contribute. Think twice before chopping off vehicle access:

Screen Name Redacted

10/16/2020 09:11 AM

Just keep the same procedure as pandora where vat's cannot turn right on red light. Do not have different rules on that throughout the city. It's too confusing with drivers. We're as lol used to Pandora bike lanes now. Do the same everywhere. And please do not put so many marking on the road. Keep it simple. Bright green is good on bike lanes. But too much writing and symbols on the pavement distract drivers trying to read them and this is dangerous.

Screen Name Redacted

10/16/2020 01:10 PM

I support whatever route is the least invasive to roadways (i.e. stop closing sections of streets to cars like Vancouver and Richardson!!!)

Screen Name Redacted

10/18/2020 04:56 PM

It makes sense to invest in bike infrastructure along routes that people already have to choose to get to places- and it also makes sense to make upgrades on BOTH Fort street and Oak Bay avenue for bikes. These are incredibly busy roads that commuters need to use regularly

Screen Name Redacted

10/19/2020 09:39 AM

Definitely do not put the protected bike lane on Oak Bay Ave. There are too many businesses that depend on using parking on both sides of the road. Fort Street is also a very busy street with many businesses and apartment buildings, so encourage using Leighton St.

Screen Name Redacted

10/19/2020 05:09 PM

I didn't even bother reviewing the designs that included Leighton, I don't think it's a route worth considering. Fort street would be great for commuters and Oak Bay ave would be great for shopping and tourism. Leighton goes nowhere.

Screen Name Redacted

10/20/2020 03:57 PM

Oak Bay avenue is too wide, fast and loud. We could easily add protected bike lanes to modernize the corridor and improve access to shopping in Oak Bay on bike.

Screen Name Redacted

10/20/2020 11:04 PM

Oak Bay Expands Network Others do not

Screen Name Redacted

10/21/2020 01:26 PM

If I had to choose one, the Fort St. option definitely makes the most sense. It is by far the most used route already in terms of number of cyclists. Even if protected lanes were developed on the other route options, I know many cyclists (including myself) would still use Fort St. as it is the most direct and convenient road for most bike traffic travelling through the area. For the long term, I think it would be ideal to have protected lanes on Fort St. AND on

Screen Name Redacted

10/23/2020 09:53 AM

You need to provide a no option. This survey is designed to get a yes answer  
The City does not have the money to do any more bike lanes . You are in the  
process of making a mess of Vancouver st. and will then move on to  
Richardson st which will put cyclists in danger.

Screen Name Redacted

10/24/2020 09:45 AM

Oak bay ave is the most direct route for anyone living along the corridor and  
is already a common cycle route

Screen Name Redacted

10/25/2020 09:40 AM

Having been on these streets many times as a pedestrian, cyclist and vehicle  
operator, I believe the Fort St option is the first option to be processed. I  
believe the Fort-Leighton option should be completed in the future and the  
Oak Bay option should be completed in the future as well.

Screen Name Redacted

10/25/2020 01:37 PM

I like what you have done on Oak Bay Avenue. Business may decry the loss  
of car parking though.

Screen Name Redacted

10/25/2020 06:22 PM

I cycle all these choices. At the moment Oak Bay Avenue is the worst to  
cycle on with Fort and Leighton being not too bad so I would like to see Oak  
Bay targeted first

Screen Name Redacted

10/27/2020 03:58 PM

I support bike lanes on both Fort and Oak Bay as they go in different  
directions, both useful to cyclists. Hopefully the Oak Bay council (are you  
consulting with them?) have plans for extension along both these routes. I do  
not support any development of Leighton, for three reasons - 1) the vehicle  
traffic is negligible so there is no need for any safety improvement, 2) the  
eastern end doesn't lead anywhere except to a particularly bike-unfriendly  
part of Foul Bay Rd, 3) the intersection with Richmond becomes unbelievably  
restricted and will surely antagonize vehicle drivers, for essentially no benefit  
to cyclists.

Screen Name Redacted

10/28/2020 02:44 PM

How come I don't have a choice to say "NO" to anything. this survey is a joke.

Screen Name Redacted

10/28/2020 03:53 PM

The Fort/Richmond junction is extremely dangerous as drivers SB on  
Richmond do not stop for red light and turn right without regard to  
pedestrians and their priority on the crosswalk. I have been hit by 1 car there  
already. The proposed Leighton/Fort junction is not user friendly. Buses and  
bikes cannot share a space - the bus will block bikes.

Screen Name Redacted

10/28/2020 04:29 PM

Safe way for students to get to Oak Bay HS and Camosun/UVic

Screen Name Redacted

10/29/2020 11:56 AM

My preferred route would be Oak Bay Ave but there's no way the merchants  
would tolerate it so, by default, I've chosen Leighton. The main question I  
have there relates to the intersection treatment at Leighton and Foul Bay.  
Note: it's terribly unfortunate that Oak Bay has next to zero investment in  
Bicycle infrastructure.

10/30/2020 12:37 PM

turn left would have to turn right, travel a few metres, dismount, use a crosswalk, and then mount and ride in the direction they wanted - that's bad bike lane planning!

Screen Name Redacted

10/31/2020 07:29 PM

There's already bike lanes on Fort, and will have minimal impact on street parking. Offers better connections towards UVic.

Screen Name Redacted

11/01/2020 03:21 AM

This route connects well with Fort St. in Oak Bay

Screen Name Redacted

11/01/2020 08:58 AM

The leighton street design spits you out onto Foul bay at the most restrictive part which doesn't really benefit anyone. If money was no issue I would say that doing both the plans for oak bay and fort would be beneficial.

Screen Name Redacted

11/03/2020 05:45 AM

As a full time bicyclist that lives in Oakbay I strongly feel Oakbay Avenue is confusing and busy enough. Fort st or fort and Leighton which is my route home anyway is a good option

Screen Name Redacted

11/03/2020 08:00 AM

I choose you leave our tax money alone until you start making Bikes follow the rules of the road and they are insured

Screen Name Redacted

11/03/2020 08:03 AM

This is great! I'm new to this site...nice to NOT have to have or use Facebook!

Screen Name Redacted

11/03/2020 08:18 AM

The main difference for me is about whether the priority is improving commutes (safety, speed) vs a more livable city. Oak Bay offers a route that takes cyclists to a lot of community destinations (popular retail stores, coffee shops) and therefore integrates cycling with a support for merchants. Fort is more of a thoroughfare and would promote expediency, but I don't see opportunities where cyclists are likely to stop in at local businesses -- they're just heading home.

Screen Name Redacted

11/03/2020 08:39 AM

ideally, all of the routes shown in the video would get a AAA bike lane

Screen Name Redacted

11/03/2020 08:57 AM

It was a tough choice - ideally the city would build both fort & oak bay

Screen Name Redacted

11/03/2020 10:47 AM

Fort street provides the best and most direct connections to major destinations such as RJH, UVic, and Fort/Foul Bay commercial area.

Screen Name Redacted

11/03/2020 11:10 AM

We cannot afford to lose parking on Oak Bay Ave. I live on Fell St. and even now, Oak Bay shoppers frequently park in Residential spaces on my street. Oak Bay Ave. is heavily traveled, too, so reducing lanes will adversely affect access and hurt local businesses. Leighton is ideal for many reasons. It is often used as a shortcut by drivers avoiding traffic lights. A shared bike lane should further reduce through traffic. The Fort Street option is my second

	the Oak Bay option.
Screen Name Redacted 11/03/2020 11:38 AM	It would work really well to have both Fort St. and Oak Bay Ave.
Screen Name Redacted 11/03/2020 12:08 PM	Build bike lanes and don't block the flow of traffic. What you've done on Pandora and Vancouver nothing short of moronic. Build bike lanes that are simple and not over engineered. Simple bollards to separate traffic and bikes is used in pro-bike cities like Paris and Barcelona. Build bike lanes in a manner that doesn't surprise and piss off neighbouring municipalities like Oak Bay by impeding intra-municipal traffic flow. Imagine how Victoria would feel if Saanich decided to block car traffic on Cook St above Maplewood for their own bike lane development. Bike lane development must represent the needs of all street users, not just single interest groups like cycling coalitions. I walk, cycle, and drive.
Screen Name Redacted 11/03/2020 12:38 PM	I need to go to businesses, residences, the hospital etc. The Leighton Route reaches none of those places.
Screen Name Redacted 11/03/2020 01:12 PM	Fort street is much more dangerous than the other two, and I think this would benefit the safety of riders more often than the other two.
Screen Name Redacted 11/03/2020 02:07 PM	Both the Fort St and Oak Bay route run along street that I'm most likely to have errands and shopping. The Leighton route is quieter, good for commuting but away from businesses
Screen Name Redacted 11/03/2020 02:19 PM	I prefer the Fort Street and Oak Bay Ave options for their use of protected bike lanes throughout each route. Protected bike lanes make me feel a lot safer on busier roads than unprotected lanes do.
Screen Name Redacted 11/03/2020 02:31 PM	As a Leighton Road Resident, and an avid cyclist that also drives more frequently in the wet, winter months, I do have concerns with the restricted left turns at Richmond and Leighton. I live right on the corner of this intersection and it means that if I drive home coming from Oak Bay Ave and Richmond I can only access my home from a vehicle if I then go down two side streets. It seems odd to direct vehicles down side/residential streets (Belcher) to access homes on Leighton. I think the crossing at Richmond and Leighton can be improved for cyclists without having to require vehicles no access to Leighton off of Richmond via left turn. Maybe make it a double crossing with lights to flash and make vehicles stop. This would be a compromise for all methods of transportation. Otherwise the proposal looks great.
Screen Name Redacted 11/03/2020 03:47 PM	It keeps cyclists on lower volume streets. Fewer conflicts with cars. How much does the City spend to facilitate those who rely on mobility scooters to get around?
Screen Name Redacted 11/03/2020 03:48 PM	Option 2 leaves the rider without a bike lane when it reaches Foul Bay Road. I already use the Fort St bike route and Oak Bay Avenue.

Screen Name Redacted

11/03/2020 04:03 PM

The disadvantage of the Fort Street route is that there are inadequate bike lanes to Oak Bay Village. It would be great if Oak Bay could make Cranmore and Hampshire bike friendly streets. They are already very bike friendly but having signage and paint to make them more bike friendly would provide and excellent route for bikes to get to Oak Bay village.

Screen Name Redacted

11/03/2020 07:13 PM

Fort St. gets users farther north than Oak Bay. There is already (going to be) one AAA bike lane south of here, but none(?) north of here. Plus, Fort St. to Foul Bay is the best bike route from downtown to the University, and passing right past the hospital is another big plus.

Screen Name Redacted

11/03/2020 08:12 PM

Using main roads allows for easier connection to services (bus connections for example) and business.

Screen Name Redacted

11/03/2020 08:28 PM

If Victoria will put in the bike corridor in Oak Bay Avenue, hopefully the city of Oak Bay will continue the tracing through Oak Bay Avenue. This is a road which already has a high level of bike traffic, but as it is now, it is not a save route for bikes.

Screen Name Redacted

11/03/2020 08:45 PM

The only real solution here should be to do BOTH Fort St and Oak Bay Ave plans. They provide a completely different service and destination and shouldn't be considered interchangeable. 100%. Do both please. Commuters won't use Leighton in significant numbers in my opinion.

Screen Name Redacted

11/03/2020 08:49 PM

Leighton is my ideal route to currently access the amenities at Fort and Foul Bay. It is a safer, less hectic route than Fort or Oak Bay and Foul Bay.

Screen Name Redacted

11/04/2020 06:27 AM

I love the connection to the village of Oak Bay Ave, which is a great biking destination for all Victorians.

Screen Name Redacted

11/04/2020 09:42 AM

The priorities for this route would include the Royal Jubilee Hospital and surrounding area/services, and access to Oak Bay. The Leighton option splits the difference in these options while providing cyclists a more scenic route with less traffic. The Pandora-to-Foul-Bay option solves the problem of getting to Royal Jubilee, but it directs traffic away from Oak Bay, with the Oak Bay Ave option serving the opposite problem. The Leighton option really is the "goldilocks" option of the three.

Screen Name Redacted

11/04/2020 10:49 AM

The section of Oak Bay Ave. described is not residential but primarily small business which are having a difficult enough time to survive right now without the upset of street closures etc. However, until the city aligns with neighbouring cities, e.g. Oak Bay, it is a waste of time and money and cannot be called all ages all abilities. There also has to be recognition of how many bikes are now electric --which is different than my cycling on a 10 speed bike. These are actually motorized vehicles--albeit electric motors not gas but greater speeds etc. Not to mention motor scooters--where do these fit in?

11/04/2020 09:13 PM

chosen route.

Screen Name Redacted

11/05/2020 02:39 AM

Fort is a main route, but having a relatively unused road where bikes feel safe is worth a small detour. Kinda like how Vancouver is worth taking instead of Quadra, even if its out of your way.

Screen Name Redacted

11/05/2020 01:35 PM

I think that Fort street is a better corridor to connect with other bike lanes. Leighton is great in some ways, but because it gets so narrow I think it might be harder for bikes to fit with cars.

Screen Name Redacted

11/05/2020 06:21 PM

I think the fort st should be a higher priority as it provides direct AAA access to the hospital, businesses, and a closer connection to UVic. I also think that it has slightly more traffic than Oak Bay ave. However, I think Oak Bay Ave should also be a priority as that will greatly improve access to businesses in that area as well and also is a high traffic area.

Screen Name Redacted

11/05/2020 09:22 PM

This is an awesome survey with high barriers to completion. You will not get a representative nor large sample of public interest by forcing people to sign up. Make public feedback more accessible please.

Screen Name Redacted

11/06/2020 09:13 AM

Because of all the traffic calming features Leighton is already a challenge to bike along and the exit from Leighton to Foul Bay or from Leighton to Fort can be hazardous. The Fort st. corridor is so close to the Haultain corridor that it won't serve a lot of residential areas. The Oak Bay Avenue gets people into the heart of Oak Bay and all the surrounding residential areas.

Screen Name Redacted

11/06/2020 01:46 PM

Protected bike lanes on Both Oak Bay and Fort St are needed but I prefer to prioritize Fort St with protected lanes because by connecting Fort with protected bike lanes to the intersection at Foul Bay, people will not have gaps in their route. But if you build Oak Bay only, then there is a gap in AAA routes if you turn north at Foul Bay from Oak Bay - and that stretch from Oak Bay Ave up Foul Bay to Fort has no bike lanes and is narrow and difficult to navigate on a bicycle among the cars and parked cars. So that means people would likely have to choose to take a side street like Redfern and Lee, which then deposits them on Fort Street without a protected lane. And with Foul Bay being the boundary of Oak Bay and Victoria, I think it might be difficult to get municipalities to agreement on a time frame and/or need to build infrastructure on that section of Foul Bay Road. In terms of the actual design, I like the protected design with barriers, in general (although I'd prefer to route bike traffic around the bike shelters, not in front to avoid intersecting with buses - but maybe not possible) and I like the improvements for crossing at Chestnut as it provides a link to Shelbourne (or Shakespeare).

Screen Name Redacted

11/06/2020 02:16 PM

If you choose not to do the Fort Street design, then may cyclists on their way to UVic will still take that route (I'm personally fine without the protected lanes), but there will be issues at the Fort/Foulbay Road intersection. This left turn is the biggest pain point for me due to the lack of bike lanes at all here and lack of bike turn boxes.



11/06/2020 09:13 PM

other existing road infrastructure are preferred. Leighton St goes past nothing, from nowhere to nowhere.

Screen Name Redacted

11/09/2020 11:50 AM

I choose Fort as my preferred route because of it's connection to the Cadboro Bay Bike Lanes. If the Oak Bay option is chosen then improving the transit service to Oak Bay would help with the removal of on-street parking since there are a lot of medical buildings that people need to access for appointments. I did not choose the Leighton option because it doesn't connect to community amenities and Foul Bay Road is not very bike friendly.

Screen Name Redacted

11/10/2020 10:58 PM

Oak Bay Ave. is a bit steep for some cyclists. And with more businesses, let's keep the area clear for parking. Therefore I chose the other options.

Screen Name Redacted

11/13/2020 07:24 PM

Oak Bay Ave. longest

Screen Name Redacted

11/14/2020 08:46 AM

Fort St has more busses, therefore more dangerous for cyclists. Crosswalk at Redfern pls!

Screen Name Redacted

11/14/2020 10:29 AM

I live directly in the area and have great concerns about the Leighton and Oak Bay Ave options. I am a cyclist, and appreciate thought about my safety, but both those options will make traffic in this area even more challenging. There is not nearly enough parking already, and removing parking on Oak Bay Ave is only going to make that worse. Banning turns to/from Leighton will make it very challenging to move about the neighbourhood by vehicle, which I understand is the city's goal, but not everyone has the ability to walk/cycle, and even those who do, like myself, still need to drive on occasion. Jubilee is already a pleasant place to cycle and walk, and these changes won't make that any different, they will just make it more difficult for area residents to get to/from their homes. The Fort Street option is really a no-brainer. It will not remove any parking from the street, and will simply improve the existing bike path. I personally don't feel any of this is necessary, as a cyclist, but if you're going to spend millions of taxpayer dollars for any of these, this is the right one. It is a main thoroughfare, with a lot of existing bike traffic. The plans will not affect the neighbourhood negatively like the other two would. It also feeds directly from the rest of Fort Street, which I believe has plans for bike lane upgrades, and to Cadboro Bay Road, which also has existing bike lanes in place. The other two routes will not lead to the same infrastructure, as Leighton ends at Foul Bay, and Oak Bay Ave in Oak Bay proper has no cycling infrastructure at all. I really hope you will take my thoughts into consideration. I would be very upset if you move ahead with the poorly-thought out Leighton or Oak Bay Ave options, as they would take away from the ease of movement in this neighbourhood.

Screen Name Redacted

11/14/2020 03:30 PM

Leighton was first choice because it suits me personally. If I was a NON Jubilee resident, I would pick Fort as it provides direct access to Jubilee Hosp and links to Foul Bay going to Oak Bay, Camosun College and UVIC.



11/15/2020 12:08 PM

the three proposed routes, and should be a priority. Fort seems to get a lot of truck traffic, which I'm most afraid of as a cyclist, and Fort would be greatly improved with protected lanes. Fort is also a major route for students living downtown and riding to UVic by turning north at Foul Bay Road. Leighton is OK, but of limited utility as it dead-ends at Foul Bay. Traffic on Foul Bay is constant, so a light would have to be installed to stop cars and allow cyclists to turn on and off Leighton. I don't know how Oak Bay would feel about that. Oak Bay Avenue is a local "high street" with lots of storefront retail, unlike Fort. **THOSE BUSINESSES MUST BE CONSULTED** before any decision is made to remove half of its on-street parking. The blocks here are short, and many drivers turn off and onto side streets, a tendency that will increase if on-street parking is removed. But those drivers will not be looking for cyclists, and may not even be able to see them if they're behind parked cars. It would be like Pandora or Fort downtown, but without the lights at every block indicating when bikes can safely go, or cars can turn right: a mess, and one I would avoid, to keep from getting clipped by cars turning across the bike lane. **DO NOT PUT PROTECTED LANES ON OAK BAY AVENUE.**

Screen Name Redacted

11/16/2020 03:57 PM

I like the Leighton Avenue route best, but think Fort Street and Oak Bay Avenue are likely to be more popular and used by folks.

Screen Name Redacted

11/16/2020 05:25 PM

Parking is a priority on Oak Bay Avenue as businesses and increased densification of residential projects is causing frustration for parking as it is. There will be a new 4-story development at Redfern and Oak Bay Avenue. Existing parking will be lost due to new bump-outs and 'commercial vehicle only' parking--as explained at a neighbourhood meeting with the developer. Your video mentions Redfern heading south to "Redfern Park". The park mentioned is north of Oak Bay Ave, not south. The 900 and 1000 block Redfern are used excessively by traffic trying to avoid Fort and Foul Bay. Finally consolidating the thru and right hand lanes heading East on Foul Bay is a **TERRIBLE** idea. Your plan will be funnelling even more traffic down Redfern, so I must assert that it would be a very poor decision. As it is, traffic in two lanes in each direction on Oak Bay Avenue results in cars backing up all the way to Redfern. Please don't mess with the existing traffic pattern at Oak Bay Ave and Foul Bay. It's already strained, but it works. What your plan will cause is even more traffic cutting through along north and south Redfern (as we experience now) and other side streets, as traffic tries avoid the congestion at Foul Bay. Note our attempts to stop excess traffic with the use of large concrete planters on Redfern. Even more traffic blockers are planned for Brighton avenue, as we neighbours are the ones to get the excess traffic. There is a current neighbourhood project being reviewed for a grant to reduce traffic flow on Brighton. The more obstacles you create on Oak Bay Avenue, the more traffic will flow through adjacent neighbourhoods. It's not safe for people on these streets. Please do not change traffic on Oak Bay Ave. I wish the city would put even one tenth of their efforts into dealing with important issues in our City and stop these projects that make it worse for

Screen Name Redacted

11/16/2020 07:51 PM

Oak Bay is best for getting bikers safely from Johnson and Fort bike lanes to the shops of Oak Bay Avenue and on to the shoreline. It's also best for west to east bikers as it connects smoothly to Fort and Pandora bike lanes.

Screen Name Redacted

11/16/2020 10:02 PM

For me as a South Jubilee resident the Fort Leighton route is probably best but for the many people coming from other parts of the city to the Hospital or going on to Oak Bay High or Willows or Camosun college, the Fort street option makes for a safer route

Screen Name Redacted

11/17/2020 10:47 AM

Fort-Leighton is already a low-traffic route for bikes. The real problems and dangers are on the higher-traffic routes.

Screen Name Redacted

11/17/2020 11:08 AM

I think that all 3 of the designs should be implemented starting with the Fort Street route and as it goes by the Chestnut connector, that block out to be paved as the surface is very rough and dangerous at night and with the Fort street route the traffic on that connector will increase. I think then in the future the Oak Bay route should be completed....the Leighton Road route in the most part falls out of the Fort St route. Question...Has a count been made of the bike traffic currently on each of the routes?

Screen Name Redacted

11/17/2020 11:25 AM

The Oak Bay modification is ill-conceived. Oak Bay is already congested and is lacking in sufficient parking. With the planned Richardson Bike lane construction, and closure of Richardson at Foul Bay, traffic will be diverted to Oak Bay and Fairfield resulting in more traffic on Oak Bay Ave. The removal of parking will compound the issue of accessibility to Oak Ave. The proposal is a bad concept!

Screen Name Redacted

11/17/2020 03:51 PM

After many years previously living in Vancouver where bike lanes have exploded in number and use, and as a long time cyclist as commuter and recreational rider I strongly support any improvements to safety and utility of cycling. Any of the options would be an improvement over the existing situation. However from a utility point of view (accessing stores, shops of other sorts, schools etc and connecting to other major cycling routes) the Fort Street option seems optimal to me. The Leighton street option does provide a nice recreational route (it is a lovely street near our house in fact) but lacks utility of providing safe access to shops, restaurants etc. Notably the Leighton street option also dumps one onto Foul Bay Road which is not cycle friendly between Oak Bay and Fort. The middle ground perhaps is Oak Bay Avenue as it does improve safe access to stores etc and for now is a somewhat quieter street than Fort Street. But I am not convinced that it overall provides the biggest bang for the buck in terms of utility and linkage to other cycle routes. So for me, Fort Street is by far the top candidate.

Screen Name Redacted

11/17/2020 08:37 PM

The proposed bicycle/ pedestrian crossing at Chestnut street should include space on the south edge of the street for bicycles to stop outside (rather than within) the bike lane while waiting for the crossing signal.

Screen Name Redacted

Fort street is the most logical route assuming turns at Richmond and Foul

Screen Name Redacted

11/19/2020 11:21 AM

Fort Street continues the bike stream from downtown and connects with the existing bike lanes of Cadboro Bay Road. Simplest and safest for all traffic.

Screen Name Redacted

11/19/2020 03:37 PM

We feel leighton would be the best route because it is not as busy both oak bay and fort st are very well travelled and main arteries

Screen Name Redacted

11/19/2020 04:15 PM

I am against Leighton Road, as that road really doesn't connect you with any other routes or commercial business.

Screen Name Redacted

11/20/2020 10:11 AM

Oak Bay Avenue is not a tenable option. The lack of surface parking near those retailers is already an issue and results in reduced residential parking and problems with people accessing the retailers. leighton is a logical choice as it prevents the issues associated with bus-bike conflict (huge for parents like me - I am not letting my kids use a bike lane where buses and bikes need to share the route at any point) and avoids the parking reduction associated with putting the bike lanes on Oak Bay Ave.

Screen Name Redacted

11/20/2020 12:10 PM

Leighton is a natural bike lane...especially with Sundance School, Redfern Park and the new Wasapi Park. A Big concern is the traffic that the new Jawl Development at Oak Bay and Redfern will funnel all traffic to their underground parking by way of Redfern via Leighton Street!! A Variance must be made to allow residents of that building to enter off the main arterial, Oak Bay Ave. Another plus for making Leighton a bike lane is the connection through Redfern Street on both sides of Oak Bay Avenue to the proposed Richardson bike lane. Either Redfern or Foul Bay (once it is made safe for bikes) could connect to Richardson. Slowing the traffic on Leighton will help the safety aspect and eventually, as more and more bike traffic uses Leighton, less cars will use it as a speedy cut though. Something also needs to be done where Leighton meets Foul Bay Rd, which is a very dangerous bike route for the blocks between Fort and Oak Bay Ave. A crosswalk at Redfern to Redbarn is absolutely needed regardless for where the bike lanes are.

Screen Name Redacted

11/21/2020 10:49 AM

Leighton is already a challenge for drivers, pedestrians and cyclists. If Bank Street School re-opens it will add to the situation. There are too many blind spots at junctions to allow for additional safe cycling.

Screen Name Redacted

11/21/2020 12:25 PM

Fort Leighton seems like a good middle route, building on current usage and avoiding shared bus-cycling access, but would require a safe solution to the Leighton-Foul Bay intersection. I definitely do not support the Oak Bay Avenue option - Lifelabs new location on Oak Bay avenue will increase congestion and road user conflict in this already busy area, potentially expanding into surrounding residential areas.

Screen Name Redacted

11/21/2020 10:33 PM

Fort / Cadboro Bay Rd already has bike lanes. Leighton goes nowhere. Oak Bay Ave needs upgrading and may prompt the Dist of Oak Bay to do

Screen Name Redacted

11/22/2020 10:59 AM

Fort Street is my preference because it connects places like Urban Grocer and the Oak Bay Rec Centre. Oak Bay Avenue would be nice, but the pushback from all the shop owners would be horrendous. Oak Bay isn't TOO bad to cycle along right now, but Fort Street is awful. Leighton would be useless because it doesn't go to enough locations that cyclists need to access. And it ends in the middle of Foul Bay Road. It is already good for cycling because of the traffic calming already done.

Screen Name Redacted

11/22/2020 01:34 PM

Both Fort and Oak Bay Ave offer routes along which fast-paced travel is expected, and it follows a straight path. Oak Bay would be great for more casual riding, and commuters will use Fort regardless of a bike lane, but it would help. But the Leighton route meanders around traffic calming sections, would create an additional intersection through Richmond where resident and rush hour traffic is already tight, and it is way too close to the Fort/Richmond intersection that already deals with blockage due to the 3 or so businesses on Fort that ask customer traffic to turn into the parkinglot, thereby clogging Richmond. Bank street school will open in 2021 and further complicate things with morning and 3 pm drop offs and pick ups. Why battle to go down traffic-calmed Leighton when there are direct and smooth flowing routes that serve a greater number of destinations and you don't have to slow down for school children?

Screen Name Redacted

11/23/2020 11:22 AM

I drive the Fort Street corridor every day and see how tight the pathways can be, especially at the Oak Bay/Fort junction and up to Leighton Street. I used to attend Oak Bay High School and would choose to cycle Leighton rather than Fort because of the high volume of commuter traffic and busses on Fort, and would avoid Oak Bay most times due to the lack of bike infrastructure and the higher volumes of traffic. Any way we can avoid busses and cyclists sharing space and having to avoid each other, especially when considering young students biking to school, I would prefer.

Screen Name Redacted

11/23/2020 06:04 PM

Regardless of the route choice, it is vital that there are excellent connections with Richmond and Foul Bay.

Screen Name Redacted

11/25/2020 07:41 PM

Oak Bay Ave is a main throughfare in need of protected bike lanes

Screen Name Redacted

11/26/2020 10:16 AM

Fort already has a separate, marked bike lane, whereas Oak Bay Avenue has nothing. Recently (Nov 26, 2020), a cyclist was taken to the hospital after getting "door"-ed riding on Oak Bay Avenue and Fell. There seems to be a greater need to make this area safer compared to the other route options.

Screen Name Redacted

11/26/2020 02:20 PM

While I support those project, construction needs to wait until we are through the pandemic and not in a state of emergency/recovery phase. FULL STOP.

Screen Name Redacted

11/26/2020 04:50 PM

Fort Street already has bike lanes and cycling on Leighton is relatively safe now whereas cycling on Oak Bay Avenue. is currently dangerous. Also this

Screen Name Redacted

11/26/2020 06:20 PM

Please PLEASE choose Oak Bay Avenue. Cyclists put their lives at risk riding down that road. Fort Street and Leighton Ave are already moderately safe, while Oak Bay Avenue is an absolute nightmare due to traffic and risk of getting "doored."

Screen Name Redacted

11/26/2020 06:36 PM

Linking school catchment of Oak Bay High with Oaklands

Screen Name Redacted

11/26/2020 07:26 PM

The Oak Bay Avenue option will link in with the eventual Oak Bay Avenue (in Oak Bay) extension. Many cyclists bike along this route every day, and it is exceedingly dangerous with the commuter traffic. Meanwhile, the avenue is certainly wide enough to accommodate bike lanes.

Screen Name Redacted

11/26/2020 08:53 PM

I chose Oak Bay Avenue because cycling on Oak Bay Avenue is awful right now, and there's no road South of Oak Bay Avenue that would be suitable for cycling. This means that anyone South of Oak Bay Ave would have to cross the street and take Leighton. At the same time, I think that the Fort Street route is also a good choice. In particular, it would provide safe access to Jubilee Hospital, Oak Bay High School, and the plaza at Fort and Foul Bay. And I like that Fort would have protected lanes from its start to its end. In fact, both candidates are so strong, that I feel that the city should seriously consider doing both.

Screen Name Redacted

11/26/2020 10:06 PM

I would prefer to see Fort St upgraded as I believe it has nice connections to other major cycling networks. An upgrade along Oak Bay Avenue would be great; however, I feel like it is already a wide enough street to cycle along for the moment. The Leighton Rd upgrades seem largely pointless as this is already a low traffic volume route. While not considered much here, I would love to see something done on Foul Bay Rd between Oak Bay Ave and Fort St as this is currently too narrow of a street on which to cycle. Nevertheless, it feels like a major North/South route for people travelling from Camosun/UVIC into Oak Bay.

Screen Name Redacted

11/26/2020 10:28 PM

This route will have the most impact on cycling comfort and safety.

Screen Name Redacted

11/27/2020 10:41 PM

Fort Street is already an established cycle route that is easily extended. Leighton Street is a charming, unique quiet street that cannot accommodate additional traffic - either by bike or vehicle - or a loss of parking. The suggested changes to Oak Bay Avenue would actually make it more pedestrian and bicycle friendly.

Screen Name Redacted

11/28/2020 04:49 PM

Use Fort the most.

Screen Name Redacted

11/28/2020 06:43 PM

I would rather the Fort Street protect lane be two way to allow easy transition from the currently built Fort Street protected two way lanes

11/28/2020 07:21 PM

been completed all the way to Fort Street? If so, be sure that the connections are sensible -- changing from two way bike lanes to one way bike lanes requires some cyclists to cross the street.

Screen Name Redacted

11/28/2020 08:19 PM

Leighton has few cars and no buses, and is the least likely to disrupt the preexisting traffic flow. We need bike lanes to have just as much usability as roads for cars. Too much bike infrastructure in the city lately has been develop to the detriment of car users, like the Vancouver street changes. Bikes should not have access at the expense of cars. We need an equitable system. Casual and amateur cyclists tend only to bike when it's not raining, which is not a good fit for this climate. We cannot make infrastructure that only accommodates a tiny fraction of the population, and only when the sun is shining. We need to develop infrastructure that utilizes the routes we have, without taking those routes away from cars. Blocking roads or reducing lanes increases drive time, and also creates resentment for cyclists. At the same time, the city is installing electric vehicle charging stations. We should be encouraging cycling while also encouraging the use of green technology. If we make the roads undriveable, residents aren't going to bother switching over to clean energy vehicles.

Screen Name Redacted

11/28/2020 10:15 PM

Fort would be the best choice since it won't over crowd oakbay ave. While still giving access to cyclists to the jubilee and oakbay area.

Screen Name Redacted

11/29/2020 09:57 AM

From my observations (I live just off of Oak Bay Avenue) Oak Bay is a heavy traffic area for bikes. As observed in other areas, regardless of the bike lane, cyclists will continue to use the same routes they always have. Also Leighton makes no sense at all--it would feel like an orphaned stretch of a bike lane with no purpose. let's put bike lanes where we need them.

Screen Name Redacted

11/29/2020 12:55 PM

Fort was already upgraded in the recent past (thank you! I love it.) so further investment would be limited to an upgrade and might not deliver much bang for the buck. Leighton is unworkable due to difficulties crossing Richmond, variable single lane traffic calming Richmond to Foul Bay, and an end point on Foul Bay Road that is beyond the comfort zone of the most vulnerable/insecure riders who would benefit from a segregated bikeway. Oak Bay presently has nothing for cycling infrastructure, therefore appearing to be most worthy of priority investment. In my view the need is highest there. Hopefully Oak Bay will continue the route into Oak Bay Village in the near future.

Screen Name Redacted

11/29/2020 04:03 PM

Intersection at Leighton and foul bay road!! Deadly crossing Foul Bay. Lots of speeding, aggressive drivers. Crossing FoulBay is very dangeours.

Screen Name Redacted

11/30/2020 08:13 AM

Fort st. Is the most industrial of the three options, most of the businesses along the way have off street parking. This is easily the widest road and should have the most room. The intersections are all not square, and this poses a challenge. But compared to the Leighton route it does not require cyclists to cross major arteries like Richmond and Fort so in the end should

Screen Name Redacted

11/30/2020 08:16 AM

Nothing wrong with Fort as it is and too busy to lose more space to concrete barriers. Add Leighton as a bike share route much like many Vancouver bikeways that have road markings and simple controlled crossings. Easiest and cheapest.

Screen Name Redacted

11/30/2020 09:06 AM

I prefer the simplicity and safety of this option.

Screen Name Redacted

11/30/2020 09:10 AM

Leighton is a lovely street for bikers. Oak Bay and Fort do not need the added congestion that these lanes provide as seen by downtown. Both fort and oak bay have high volumes of traffic and cyclist would be much safer on Leighton.

Screen Name Redacted

11/30/2020 09:44 AM

Cancel this project, a complete waste of taxpayers dollars

Screen Name Redacted

11/30/2020 10:34 AM

Prefer Leighton Road option since it is already preferred by cyclists. This route also avoids continuing congestion on Fort Street and will avoid ongoing issue with bus and blind individuals.

Screen Name Redacted

11/30/2020 11:49 AM

I don't agree with the whole premise of the network itself. I am an older resident who is not capable of riding a bike so my safety and convenience depend upon the use of a car. By its very nature, your network is not "all ages and all abilities" nor can it ever be so. This fact contradicts the ridiculous and propagandistic title for the entire endeavour. You are setting out to literally wreck the ability to get around this rather small city in a convenient and efficient manner. I have to ask: has there been any calculation of the excess carbon that will be pumped into the atmosphere by the cars sitting in small traffic jams up and down this route? In any event, my route preference, if this retrograde program is going to go ahead, is definitely to use the Fort-Leighton Corridor Design option. This is side street with little traffic, let the bikes go there and leave the arterial roads alone. Oak Bay Avenue will be unusable if you go forward with this in addition to shutting down Richardson. This is a very very strong preference. My last major suggestion is that you ban bikes from Fort and Oak Bay once the Leighton Corridor is completed. Have a safe bike lane and make people use it. And last by not least, any businesses on these will routes will also be very negatively affected by the lanes, more of a reason not to use the Oak Bay route. This submission is on behalf of my entire extended family of 14 who live here in Victoria.

Screen Name Redacted

11/30/2020 01:13 PM

I ride my bike every day, so safety is important, but also important is cost & impact on vehicular traffic. It appears to me that the Leighton St option should be the least expensive & disruptive to put into place.

Screen Name Redacted

11/30/2020 01:20 PM

Please ensure that whatever route is taken that local resident consultation and planning for all affected areas is undertaken. The impacts on traffic and parking will be significant for business, but also for residents on minor streets



looking for parking) and parking in residential areas (regardless of signage). Please consult widely and design with all concerned. That said, I think this is a great initiative!

Screen Name Redacted

11/30/2020 01:30 PM

Fort Street is a very busy street, and with the hospital and emergency vehicles coming and going constantly, I have major concerns with safety for cyclist, pedestrians and vehicles if the route were to go along Fort Street.

Screen Name Redacted

11/30/2020 02:49 PM

Let's do the least costly design and try to impact as few drivers as possible. Save taxpayer \$

Screen Name Redacted

11/30/2020 07:05 PM

It's time to do Oak Bay Ave. It's just time. I'm a medium-skill cyclist, not particularly bold, but Fort St at least has the painted lanes and I do use them to ride to UVic and to see friends in the Jubilee neighbourhood. In contrast, because Oak Bay Ave has no cycling facilities at all, I avoid it unless absolutely necessary. If I need to go to a store there, I plot a convoluted route through side-streets to within a block of the store I want, bypassing all the other stores who \*could\* potentially have had my business. I would love to shop more on Oak Bay Avenue, but it just doesn't feel safe to do so.

Screen Name Redacted

11/30/2020 08:53 PM

Leave main roads With so many retail locations open to vehicle traffic, too much cross over, extra lights and markings make sharing dangerous for bikes and cars

Screen Name Redacted

11/30/2020 08:53 PM

I feel like the majority of bike traffic will be on oak bay ave so I think that corridor should be prioritized. Having previously lived on Leighton, I don't like the restrictions on accessing housing that would entail from the proposals for the Leighton corridor.

Screen Name Redacted

11/30/2020 10:33 PM

I think Fort Street makes the most sense as it is already a heavily-used bicycle route. Absolutely do not like Leighton becoming a route. It is narrow and used by neighbourhood drivers to enter/exit the area.

**Optional question** (126 response(s), 52 skipped)

**Question type:** Essay Question



## **APPENDIX 2-C: ROUTE MAP TOOL RESPONSES**

## OAKLANDS ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design.

**41 pins were added to the Oaklands Connector Route Map Tool.**



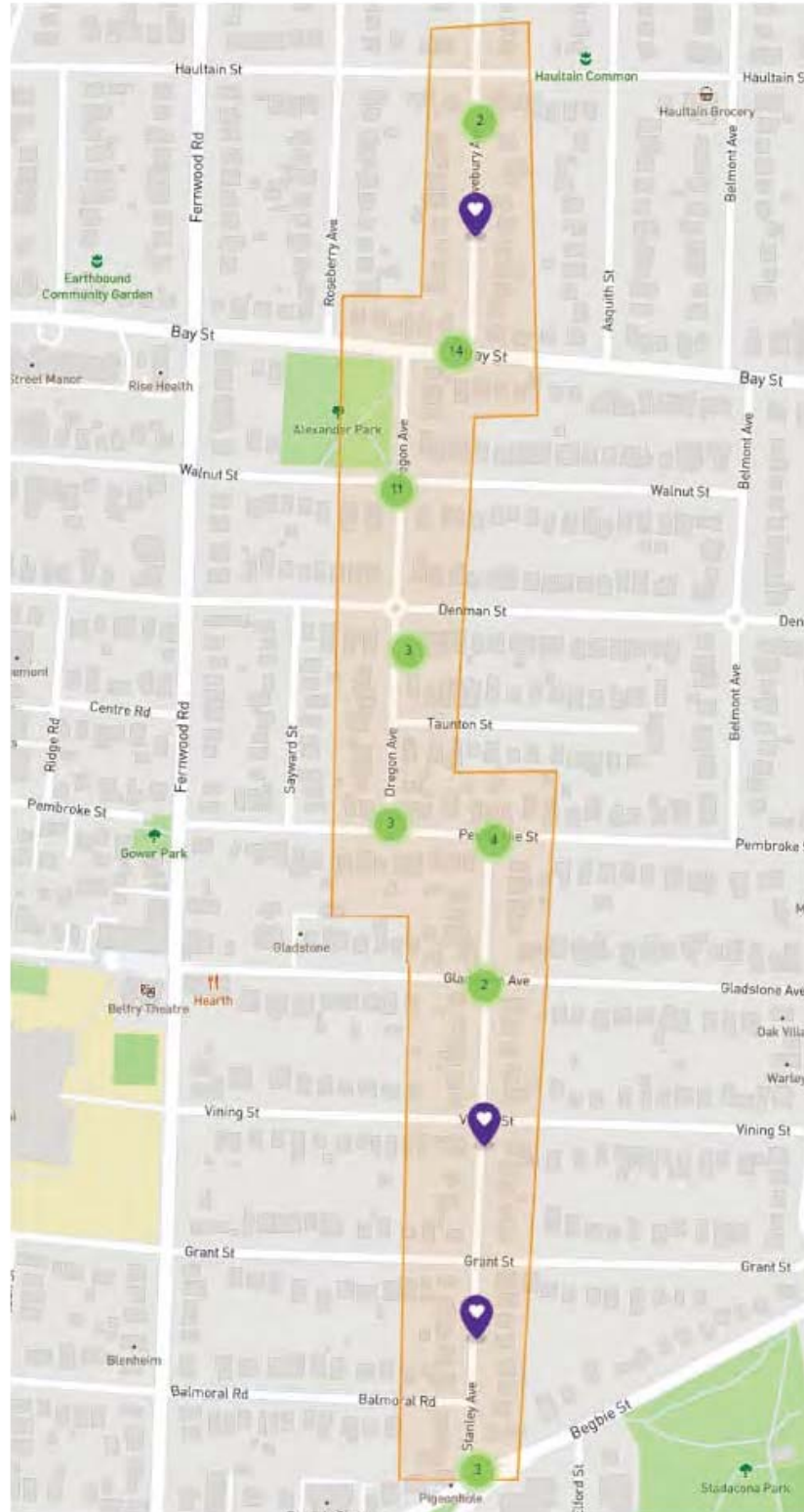
# OAKLANDS MAP - PIN DETAILS

Date of contribution	Marker Details	Location	Your Comment
	Category		
Oct 19 20 04:35:38 pm	Suggest something to be added	Doncaster	fix the dip in the road
Oct 19 20 04:29:59 pm	Design element you like	Doncaster @ Myrtle	safer crossing with stop signs for cars on Myrtle
Oct 19 20 05:13:35 pm	Design element you like	Doncaster @ Myrtle	Improved crossing
Oct 21 20 04:16:12 pm	Design element you like	Doncaster @ Myrtle	Stop signs here would be good.
Nov 18 20 09:11:28 pm	Suggest something to be added	Doncaster @ Myrtle	Part of the safety problems at this intersection are parking issues related to the daycare. Lots of cars coming and going at peak times, u-turns being done in that intersection, and parking on both sides of the street (even though one side is residential only) cause problems with the sight lines and congestion.
Nov 26 20 11:47:19 pm	Design element you like	Doncaster @ Myrtle	If the parking on the daycare side of the street was opened up more by being time limited and communication. A better crossing here would be great. Consider jutting out a section of sidewalk for easier visibility and to reduce the width of the road to prevent U-turns at this intersection - perhaps one or two residential parking spots would be removed. I used to work here and the parking along the North Side of Myrtle is almost always full.
Oct 19 20 04:36:26 pm	Design element you dislike	Hillside @ Doncaster	bikes don't work well at 90 degree turns, you provide smooth turns for cars, do the same for bikes. People are creating a curve in the dirt.
Oct 19 20 04:37:04 pm	Suggest something to be added	Hillside @ Doncaster	this lane to connect over feels like being a sitting duck in between car lanes, so dangerous.
Oct 21 20 04:15:55 pm	Design element you dislike	Hillside @ Doncaster	This crossing doesn't feel easy or safe on a bike
Oct 24 20 01:21:01 pm	Design element you dislike	Hillside @ Doncaster	This is an uncomfortable crossing particularly since crossing is synced with left turning (impatient) vehicles off Doncaster.
Nov 26 20 11:39:44 pm	Suggest something to be added	Hillside @ Doncaster	So there's a dirt/mud path here created by cyclists cutting the corner of the current pathway. Admittedly, the current path isn't ideal for cyclists - ideally the dirt path would just be paved. However, perhaps the current design was constructed due to property line limits with the Hillside Professional Building. Nevertheless, I find it particularly annoying (as a pedestrian in particular) when cyclists don't keep on their dedicated pathways because they become unpredictable. Perhaps it's possible to address this issue by widening the path just a little. Additionally,
Nov 13 20 04:11:36 pm	Suggest something to be added	Kings @ MUP	Add speed hump before the crosswalk or raise the cross walk so cars slow down coming into the parking lot/crossing the biking and walking path
Nov 26 20 11:50:30 pm	Suggest something to be added	Kings @ MUP	Same as other comment - add a speedhump to reduce speed of park entrants.
Oct 19 20 04:34:08 pm	Suggest something to be added	Kings MUP entrance	improve the path here, the bollard narrows the access for bikes and pedestrians too much
Nov 26 20 11:51:02 pm	Suggest something to be added	Kings MUP entrance	Same as other comment - allow easier access for cyclists
Oct 19 20 04:34:22 pm	Suggest something to be added	MUP	add lighting, its too dark
Oct 19 20 04:37:51 pm	Design element you like	MUP	some fencing would make it safer
Oct 19 20 05:16:20 pm	Suggest something to be added	MUP	Wider path and additional lighting.
Oct 21 20 04:20:28 pm	Suggest something to be added	MUP	This path could stand to be widened.
Oct 24 20 01:12:56 pm	Suggest something to be added	MUP	Multi-use pathways are less than desirable (particularly in a new infrastructure context), however in this case seems unavoidable. I think the pathway should be widened with designations for walking and bicycling. And added lighting as noted by others.

Oct 26 20 06:17:27 pm	Suggest something to be added	MUP	The pathway through the park needs lighting. If the AAA network is to succeed as a transportation network, it needs to attract users at night. Many more vulnerable riders will not feel safe riding through a park, or by the tennis courts, at night without being able to see around them.
Nov 06 20 09:21:00 pm	Suggest something to be added	MUP	Widen path by adding permeable pathway on one side (or both sides), to create options for walking and cycling without increasing impermeable surface area.
Oct 21 20 04:17:34 pm	Suggest something to be added	Myrtle	Speed bumps on Myrtle on both sides of Doncaster are necessary here. I used to work for Romeo's as a driver, and the delivery vehicles fly down this road at unsafe speeds constantly. The stop sign would be good, but speed bumps would also ensure they travel at a safe speed, since they don't right now.
Oct 19 20 04:30:24 pm	Suggest something to be added	Pearl	sidewalk on the north side of Pearl
Oct 19 20 04:31:56 pm	Suggest something to be added	Pearl	stop signs for those on Shakespeare
Oct 19 20 04:35:17 pm	Suggest something to be added	Pearl	repave this part of Pearl by Shakespeare, its so bumpy right now
Oct 19 20 05:12:44 pm	Suggest something to be added	Pearl	This section of Pearl St needs sidewalks.
Oct 21 20 04:18:59 pm	Suggest something to be added	Pearl @ Shakespeare	A 4 way stop here is necessary
Nov 26 20 11:28:11 pm	Suggest something to be added	Pearl @ Shakespeare	When traveling East on Pearl it is very difficult to see traffic on Shakespear. A 4-way stop may be the best option. Otherwise consider limiting parking near the intersection.
Oct 19 20 05:15:38 pm	Design element you like	Shakespeare	The traffic calming and safety upgrades look great (stop signs, speed humps, 30km).
Oct 21 20 04:19:23 pm	Design element you like	Shakespeare	Love the traffic calming in these sections
Nov 26 20 11:29:07 pm	Design element you like	Shakespeare	Traffic calming measures
Oct 21 20 04:22:13 pm	Suggest something to be added	Shakespeare @ Haultain	Speed bumps around here would be good, as well as potentially limiting street parking for improved visibility
Oct 27 20 06:44:22 pm	Suggest something to be added	Shakespeare @ Haultain Oaklands - entire corridor	Why not continue the route south to Begbie, making a good alternative to Shelbourne.
Oct 19 20 04:37:30 pm	Design element you like	Shakespeare @ Lionel	adding stop sign here is great
Oct 19 20 04:32:49 pm	Design element you like	Shakespeare @ Ryan	safer crossing, this one cars often are going fast and cars park right next to the path entrance, blocking access partially and site lines
Oct 19 20 05:20:15 pm	Design element you like	Shakespeare @ Ryan	The crossing is heavily used and is currently made unsafe by fast vehicles and poor sightlines. The new design looks much better.
Oct 21 20 04:20:12 pm	Design element you like	Shakespeare @ Ryan	Improved crossing is good here. Would love to see a speed bump or two as well.
Nov 26 20 11:48:53 pm	Design element you like	Shakespeare @ Ryan	Better crossing. Currently, sightlines are often poor.
Oct 19 20 04:33:32 pm	Design element you like	Shakespeare MUP entrance	glad this will be improved, currently you have to make a detour into the basketball court slightly to exit through the bollards, its an awkward turn.
Oct 19 20 05:17:17 pm	Design element you like	Shakespeare MUP entrance	Happy to see this location being improved. Currently it is awkward to use with a cargo bicycle.

## FERNWOOD ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design. **45 pins were added to the Fernwood Connector Route Map Tool.**



## FERNWOOD MAP - PIN DETAILS

Date of contribution	Marker Details		Your Comment
	Category		
Oct 19 20 05:36:07 pm	Design element you like	Avebury	speed hump
Oct 20 20 11:45:33 am	Suggest something to be added	Avebury	Add a 30km sign in both directions on each block of the corridor.
Oct 19 20 04:49:32 pm	Suggest something to be added	Avebury @ Haultain	add way finding to destinations at either end of Haultain with distance in km
Oct 19 20 04:41:51 pm	Design element you like	Bay @ Avebury	safer crossing would be very welcome here
Oct 19 20 05:28:51 pm	Design element you like	Bay @ Avebury	Currently this crossing is the most dangerous part of my commute to downtown. The new design looks much safer for both walking and riding a bike.
Oct 19 20 05:32:25 pm	Suggest something to be added	Bay @ Avebury	A button to activate a flashing light would improve safety. Similar to other sections of Bay, drivers often have the sun in their eyes or have slipped into highway hypnosis. A flashing light will reduce the likelihood of an accident.
Oct 19 20 05:34:12 pm	Suggest something to be added	Bay @ Avebury	restrict northbound car access to reduce vehicle volumes
Oct 20 20 11:44:30 am	Suggest something to be added	Bay @ Avebury	Ensure that it's easy to enter and exit on a bike without dismounting. Also, how would a bike safely turn left here from Bay to Avebury (flashing light)?
Oct 20 20 12:21:17 pm	Design element you like	Bay @ Avebury	Looks great! It is essential to have this small section built as a 2-way protected lane. We have a cargo bike and find it hard to squeeze between the telephone pole and hedge at Oregon and Bay. If encountering a pedestrian we have to walk our bikes on the road and potentially block riders coming in the opposite direction. This also helps drivers to make a safe turn to the right and avoid accidents with riders who are travelling West to Oregon. A bollard with a reflective strip would be good at both ends
Oct 21 20 03:50:55 pm	Design element you like	Bay @ Avebury	Hardscaped infrastructure is very welcomed here, Bay is a nightmare on a bike.
Oct 24 20 12:44:22 pm	Suggest something to be added	Bay @ Avebury	Add bike loop activated bike crossing signals and pedestrian activated crossing signals.
Oct 27 20 06:09:34 pm	Design element you dislike	Bay @ Avebury	These dog-leg intersections are dangerous on narrow roads as there is never enough separation when 2-way lanes are constructed. The bike lanes are made too narrow, and westbound cyclists are too close to oncoming traffic. Better if the southbound route is on Roseberry -> Oregon so cyclists travel east on Bay
Oct 27 20 06:24:45 pm	Suggest something to be added	Bay @ Avebury	Southbound route should be Roseberry -> Oregon so cyclists travel east on Bay, with only one bike lane needed.
Nov 05 20 03:36:01 pm	Suggest something to be added	Bay @ Avebury	Turning left off Bay in both directions is definitely the most dangerous part of the route here. Features to make this safer are important. Maybe an island in Bay for cyclist to wait to turn left from? Especially dangerous early and late in the day with the sun in drivers eyes.
Nov 06 20 01:16:30 pm	Suggest something to be added	Bay @ Avebury	Safety upgrade idea: Consider copying the intersection design seen at Fort St and Chestnut St or Lansdowne Rd and Aldridge St to restrict Northbound car traffic. Two-way traffic exists at Haultain and Avebury and one-way exit (for cars) at Bay and Avebury. Alternatively put a bus stop there and copy the design seen at Lansdowne Rd and Frechette St. Both suggested patterns for Bay and Avebury would be two-way to walk, bike and use a wheelchair, but exit only for cars.
Oct 21 20 03:52:05 pm	Suggest something to be added	Bay @ Avebury Bay @ Oregon	Restricting vehicles from turning on to Oregon and Avebury here would be great, they're easily accessed from other streets and it would help make the area safer for cyclists like me.
Oct 19 20 04:47:48 pm	Design element you like	Begbie connection	connection to Pandora
Oct 24 20 12:50:14 pm	Suggest something to be added	Begbie connection	Does not appear to be clear means to access safely from the South, perhaps a short section of two-way protected from the island crosswalk to the corner (form part of eventual Pandora bikeway) Or event better, to the intersection of Pandora and Fernwood.
Oct 19 20 05:40:13 pm	Design element you like	Fernwood - entire corridor	A future bike connection to Pandora will allow me to safely commute to work.

Oct 27 20 06:13:02 pm	Design element you dislike	Fernwood - entire corridor	Access not clear on this difficult intersection. Suggest moving the whole route eastward on to Shakespeare/Scott; that better matches up to the Oaklands connector, and provides a safe alt. route to Shelbourne
Oct 20 20 11:51:18 am	Suggest something to be added	Fernwood - entire corridor Avebury	Is it possible to add a shared-road sign to inform drivers who may not notice the sharrows? Perhaps on the same sign post as the 30km sign? This is particularly important on roads like Avebury Ave that experience drivers travelling way to fast North from Bay St. A prominent 30km and shared road sign in blocks near busy streets will help drivers to shift modes - from a highway mindset to a residential road mindset.
Oct 19 20 04:43:36 pm	Suggest something to be added	Oregon	add street lighting, this block is completely dark at night
Oct 19 20 04:46:32 pm	Design element you like	Oregon	speed hump
Oct 19 20 05:36:46 pm	Suggest something to be added	Oregon	move speed hump to here from by Pembroke
Nov 26 20 11:19:18 pm	Suggest something to be added	Oregon	In response to another comment. Admittedly, I don't travel this route - but a speedhump here does not seem ideal as it looks rather steep incline from gmaps and adding a speedhump would further increase this gradient for cyclists.
Oct 19 20 05:29:13 pm	Suggest something to be added	Oregon @ Denman	add speed humps on Denman
Oct 19 20 05:28:43 pm	Design element you dislike	Oregon @ Pembroke	speed hump at the top of a hill, why?
Nov 23 20 09:45:07 am	Suggest something to be added	Oregon @ Pembroke	A stop sign would be helpful here to improve safety for pedestrians walking East along Pembroke St through this intersection.
Nov 23 20 09:48:58 am	Suggest something to be added	Oregon @ Pembroke	At the intersection of Pembroke and Oregon there is often a car parked right up to the intersection as there is no yellow paint along the curb. This becomes a safety issue for two reasons. First, it reduces sight lines. Secondly, cars turning North onto Oregon from Pembroke have to take the turn wide which puts people in the other lane at risk. Can yellow paint be added? There is usually plenty of parking a few feet further North on Oregon.
Oct 19 20 04:42:33 pm	Design element you like	Oregon @ Walnut	stop sign change is great
Oct 19 20 04:43:10 pm	Suggest something to be added	Oregon @ Walnut	water pools right at the curb cuts on the east side of Oregon at Walnut (both sides)
Oct 19 20 05:35:47 pm	Design element you like	Oregon @ Walnut	A stop sign will improve safety for pedestrians, those entering the park, and help with traffic calming.
Oct 19 20 05:36:24 pm	Suggest something to be added	Oregon @ Walnut	add speed hump
Oct 20 20 11:43:09 am	Suggest something to be added	Oregon @ Walnut	The yellow curb paint needs to be re-applied in this intersection. Especially on the South-West corner. Cars sometimes park right at the corner and block the sightline.
Nov 05 20 03:30:27 pm	Suggest something to be added	Oregon @ Walnut	Agree that features to prevent cars from parking close to the intersection which blocks visibility need to be added.
Nov 05 20 03:37:35 pm	Suggest something to be added	Oregon @ Walnut	4-Way stop here to keep car's speed down, especially cars going N. coming down the hill from Oregon. Many already do not stop at the stop sign here.
Oct 19 20 05:37:16 pm	Design element you like	Stanley	The traffic calming will be helpful (speed humps, stop signs, 30km) as drivers go way to fast here.
Oct 19 20 04:48:04 pm	Design element you like	Stanley @ Gladstone	4 way stop
Oct 19 20 05:38:37 pm	Design element you like	Stanley @ Gladstone	Amazing, finally, a stop sign at Gladstone & Stanley. It was always an unexpected situation for pedestrians who expect one to be there.

Oct 19 20 04:45:16 pm	Suggest something to be added	Stanley @ Pembroke	restrict cars from parking right next to the corner, there are no curbs so this is done here all the time and it makes the sight lines very difficult to see if a vehicle is coming
Oct 19 20 04:48:24 pm	Suggest something to be added	Stanley @ Pembroke	make it a three way stop
Oct 21 20 03:49:42 pm	Suggest something to be added	Stanley @ Pembroke	Agree with Si, restricting parking here would be great.
Nov 10 20 07:32:03 pm	Suggest something to be added	Stanley @ Pembroke	The sightlines are always blocked at this intersection by vehicles parked at the South-East corner on Pembroke. Please consider installing a sidewalk with yellow paint, barrier or bollards to improve sightlines. Alternatively, put a stop sign on Pembroke.
Oct 19 20 04:45:51 pm	Suggest something to be added	Walnut	walnut needs repaving, it is very bumping with many cuts and patching
Nov 05 20 03:31:58 pm	Suggest something to be added	Walnut	Suggest having the bike route continue on Walnut to Chambers to avoid the steep hill up Oregon



## FORT STREET CENTRAL ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design.

**5. pins were added to the Fort Street Central Route Map Tool.**



# FORT CENTRAL MAP - PIN DETAILS

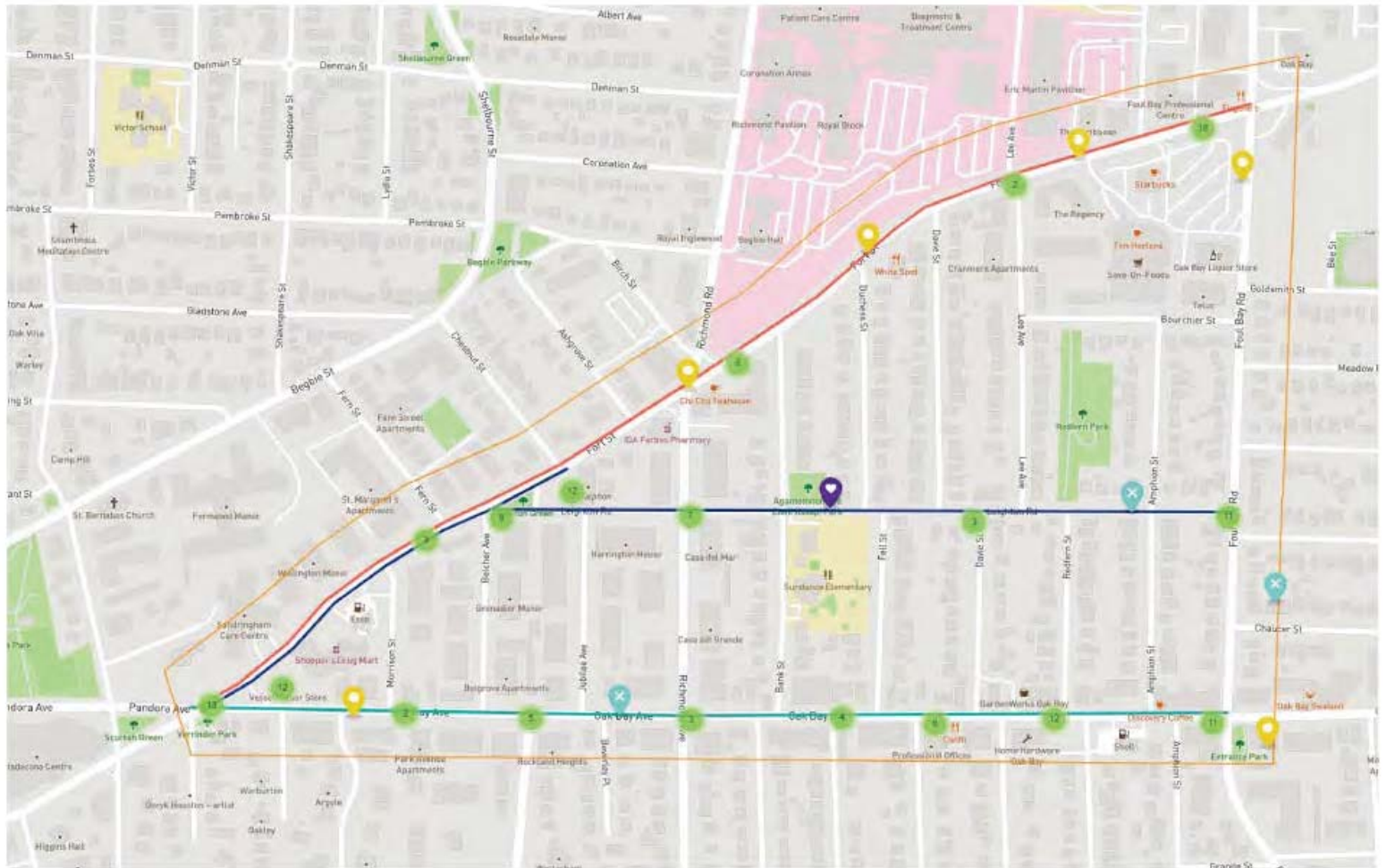
Date of contribution	Marker Details		Your Comment
	Category	Location	
Oct 20 20 12:07:58 pm	Suggest something to be added	Fort @ Belmont	add bike parking spots, corral
Oct 20 20 03:49:59 pm	Suggest something to be added	Fort @ Belmont	This section of Belmont is not used often and seems a bit dangerous. What about closing it and making Scurrah Green more accessible on foot or by bike. Placemaking opportunity?
Oct 21 20 04:10:29 pm	Suggest something to be added	Fort @ Belmont	Agree with BK, this would be a great placemaking opportunity
Oct 20 20 12:12:09 pm	Suggest something to be added	Fort @ Cook	way finding to Craigdarroch, oak bay ave, fort street destinations
Nov 03 20 05:23:42 pm	Design element you like	Fort @ Cook	I like the proposal for bike detections at this intersection.
Oct 20 20 12:06:13 pm	Design element you like	Fort @ Fernwood	removing most southbound traffic will reduce conflicts
Oct 20 20 03:42:54 pm	Design element you like	Fort @ Fernwood	Safer for both bikes and drivers. Exiting here in a car was tricky to begin with so this is a welcomed change.
Oct 21 20 04:05:59 pm	Design element you like	Fort @ Fernwood	The removal of the southbound lane here is welcomed, it's not needed and will greatly improve safety.
Oct 21 20 04:06:29 pm	Design element you dislike	Fort @ Fernwood	Painted lanes do little to protect cyclists, bollards or some other form of hardscaping would be much better.
Oct 27 20 06:01:10 pm	Design element you dislike	Fort @ Fernwood	If the bike lane remained on the south side of Fort there would be no need for vehicle restrictions in this block. Cars and bikes have to co-exist on the rest of Fernwood which is never going to be a AAA route.
Oct 27 20 08:06:01 pm	Suggest something to be added	Fort @ Fernwood	Perhaps this is already planned, but it would be good to add a few bollards to delineate the bike lane and keep confused drivers from parking in it.
Oct 30 20 01:17:15 pm	Suggest something to be added	Fort @ Fernwood	The safest way I've found to get over to Fort from here is to cut thru the schoolyard. Could some kind of path be marked out like on the Gladstone route?
Nov 07 20 04:21:36 pm	Design element you like	Fort @ Fernwood	I really like the changes on Fernwood. I often use Fernwood as a cycling route already so this will make it much easier to connect to Fort Street
Nov 27 20 10:48:02 am	Suggest something to be added	Fort @ Fernwood	Parking should probably be on the east side of the street or cars may drive southbound in the parking spots if they are empty. It doesn't seem intuitive to have parking on the west side of the road when only northbound cars are allowed.
Nov 27 20 10:48:59 am	Suggest something to be added	Fort @ Fernwood	Protected southbound contraflow bike lane on Fernwood and protected northbound lane.
Nov 27 20 10:50:43 am	Design element you dislike	Fort @ Fernwood	get rid of parking, there are lots and many street spaces around here. This is just creating unnecessary conflict zone and doesn't add enough protection for people walking or biking.
Nov 28 20 11:29:38 pm	Suggest something to be added	Fort @ Fernwood	I agree with several others that bollards or some delineation above and beyond being inside of the parking would be helpful. It is still an improvement to create a dedicated bike lane inside parking, and I hope the City will do much more of this in the future, particularly with existing routes that have both parking and painted lanes.
Nov 28 20 11:33:21 pm	Suggest something to be added	Fort @ Joan	Hopefully a safe crossing will facilitate access to the Castle.
Oct 24 20 11:10:17 am	Suggest something to be added	Fort @ Linden	Linden is an easier (than Moss) bike street and should provide good access to and from the Rockland/North Fairfield area if the crossing did not (appear to) require a dismount and use of the uncontrolled crosswalk. Suggest improvement to add bike activated signals and shared bike markings near the intersection on Linden.
Nov 03 20 05:25:02 pm	Design element you like	Fort @ Linden	I like the proposal for increased pedestrian visibility at this crosswalk. This is one of the worst crosswalks in my opinion. Vehicles rarely stop here and they are usually going 5-10 km/h over the speed limit.

Nov 07 20 04:23:03 pm	Suggest something to be added	Fort @ Linden	It would be nice to have a way to access the bike lanes from Linden without needing to use the crosswalk.
Oct 20 20 12:04:44 pm	Suggest something to be added	Fort @ Moss	add audible signal for the pedestrian/bike crossing
Oct 20 20 12:14:02 pm	Suggest something to be added	Fort @ Moss	add bike parking on street for school and nearby destinations (e.g. Craigdarroch)
Oct 20 20 03:53:28 pm	Design element you like	Fort @ Moss	The Moss St crossing upgrade with a bike signal is a great addition. Especially with all the kids riding to school, or commuters connecting to the Fort lane.
Oct 24 20 12:04:09 am	Design element you like	Fort @ Moss	Great addition. Gives access to the students attending Central
Oct 27 20 05:53:42 pm	Suggest something to be added	Fort @ Moss	An eastbound crossing from the north to the south side of Fort would be better here than at Harrison - and safer for crossing the Fernwood intersection
Oct 20 20 12:15:03 pm	Design element you dislike	Fort @ Shell Station	too many driveways / sources of potential conflict
Oct 20 20 12:08:54 pm	Suggest something to be added	Fort @ St Charles	add flashing lights to the pedestrian crossing
Oct 20 20 12:06:31 pm	Design element you like	Fort @ Yates	design is much better than what is currently there
Oct 21 20 04:08:58 pm	Suggest something to be added	Fort @ Yates	Much better than what currently exists but potentially complicated and confusing, perhaps a signalized crossing or something like it would be good here
Oct 24 20 11:14:52 am	Suggest something to be added	Fort @ Yates	Do not see a rational for changing from two-way to one-way lanes at this point? Seems only to add complexity and requires bike users to make mid-stream adjustments (seams like consistency would improve safety). However, if the existing design is retained, the addition of crossing signals would seem essential here (retaining two-way would likely simplify the signals)
Oct 27 20 05:47:20 pm	Design element you dislike	Fort @ Yates	The westbound crossing at Harrison St is MID-intersection! Extremely dangerous and makes for a tortuous path over the island. Move it west on to Yates.
Oct 27 20 05:49:16 pm	Design element you dislike	Fort @ Yates	The eastbound crossing makes no sense here and needlessly complicates the intersection since vehicles currently have no reason to stop
Nov 06 20 02:44:03 pm	Design element you like	Fort @ Yates	Love this plan for transitionning between 2 one-way lanes and 1 two-way lane.
Nov 07 20 04:20:20 pm	Suggest something to be added	Fort @ Yates	I like this design. Seems to be a good way to transition between the segments. However with all the crossings I think it would be beneficial if a pedestrian/cyclist traffic signal was added as well.
Nov 26 20 10:44:27 pm	Suggest something to be added	Fort @ Yates	This is a busy corridor. I'm surprised there isn't already an activated crossing signal here, but one should definitely be added.
Nov 28 20 11:32:02 pm	Suggest something to be added	Fort @ Yates	Agreeing with SNChalmers on need for a signalized crossing. This will need some significant work to make it safe and slow it down. Access to the Shell should probably be limited to one way in and out on both sides.
Oct 24 20 11:18:49 am	Design element you dislike	Fort Central - mixing zones	The graphic layout is a bit unclear on treatment of bikeways at bus stops, but it appears the treatment is similar to that once proposed for Cook St. If the plan is to have buses and eight year olds merging, I think this will discourage use and likely be discomforting to bus drivers. One of the issues currently, if your timing isn't good, is you have to play leap-frog with a bus at each stop.
Oct 24 20 11:19:55 am	Suggest something to be added	Fort Central - mixing zones	The graphic layout is a bit unclear on treatment of bikeways at bus stops, but it appears the treatment is similar to that once proposed for Cook St. If the plan is to have buses and eight year olds merging, I think this will discourage use and likely be discomforting to bus drivers. One of the issues currently, if your timing isn't good, is you have to play leap-frog with a bus at each stop.
Oct 24 20 11:21:56 am	Suggest something to be added	Fort Central - mixing zones	The graphic layout is a bit unclear on treatment of bikeways at bus stops, but it appears the treatment is similar to that once proposed for Cook St. If the plan is to have buses and eight year olds merging, I think this will discourage use and likely be discomforting to bus drivers. One of the issues currently, if your timing isn't good, is you have to play leap-frog with a bus at each stop.
Oct 27 20 08:13:20 pm	Design element you dislike	Fort Central - mixing zones	I'm somewhat concerned about conflicts between buses and cyclists. Most guidelines I've seen suggest having buses stop in the traffic lane and either using islands or, if space is tight, making the bike lane at the bus stop level with the sidewalk.

Oct 27 20 08:13:36 pm	Design element you dislike	Fort Central - mixing zones	I'm somewhat concerned about conflicts between buses and cyclists. Most guidelines I've seen suggest having buses stop in the traffic lane and either using islands or, if space is tight, making the bike lane at the bus stop level with the sidewalk.
Oct 27 20 08:14:35 pm	Design element you dislike	Fort Central - mixing zones	I'm somewhat concerned about conflicts between buses and cyclists. Most guidelines I've seen suggest having buses stop in the traffic lane and either using islands or, if space is tight, making the bike lane at the bus stop level with the sidewalk.
Nov 03 20 09:02:04 am	Design element you dislike	Fort Central - mixing zones	I feel the bus should not be stopping in a bike lane, if there is no room for a seperate bus stop they should be stopping in a car lane not merging with a biker.
Oct 20 20 03:50:54 pm	Suggest something to be added	Fort Central - one-way corridor	Road marking for bus stops to prevent cars from parking in them.
Oct 21 20 04:12:28 pm	Design element you like	Fort Central - one-way corridor	Physical lanes here are a huge upgrade, current conditions aren't safe at all
Oct 20 20 12:07:06 pm	Suggest something to be added	Fort Central - Stadacona Ctr	add a proper sidewalk on the northern side of Fort by Stadacona centre
Oct 20 20 03:46:55 pm	Design element you like	Fort Central - Stadacona Ctr	Landscaping upgrade would improve the area.
Oct 20 20 03:48:44 pm	Suggest something to be added	Fort Central - Stadacona Ctr	This area is awkward as a pedestrian. Can we add a sidewalk?
Oct 20 20 03:51:12 pm	Suggest something to be added	Fort Central - Stadacona Ctr	More bike parking in this shopping area.
Oct 21 20 04:09:57 pm	Suggest something to be added	Fort Central - Stadacona Ctr	Landscaping and sidewalks would be great here
Oct 20 20 03:41:52 pm	Design element you like	Fort Central - whole corridor	A nice protected bike connection from Fernwood rd to downtown. The extension of the existing Fort lane will simplify the connection. A major upgrade from the old painted bike lane that cut across Fort.
Oct 21 20 04:11:17 pm	Design element you like	Fort Street - whole corridor	Protected lanes here are way better than what currently exists, big upgrade
Nov 26 20 10:34:46 pm	Design element you like	Fort Street - whole corridor	Not having to worry about interacting with busses is a great addition to safety.
Oct 20 20 12:11:19 pm	Suggest something to be added	Oak Bay Junction	wayfinding to destinations on Fort and Oak Bay ave
Nov 26 20 10:54:30 pm	Suggest something to be added	Oak Bay Junction	Consider having a dedicated bike lane here right after this busy intersection, so that cyclists don't have to compete with busses. Perhaps part of "Scurrah Green" could be sacrificed to make this happen.
Nov 28 20 11:34:34 pm	Suggest something to be added	Oak Bay Junction	Please do what it takes to make this intersection safe to use. A continuous protected lane onto Oak Bay Ave would be optimal.

## JUBILEE ROUTE MAP TOOL

Participants were invited to add pins to the map to provide specific feedback on the designs. Pins represented design elements they liked or disliked or suggestions for something to be added to the design. **149 pins were added to the Jubilee Route Map Tool.**



## JUBILEE MAP - PIN DETAILS

Date of contribution	Marker Details		Your Comment
	Category	Location	
Nov 03 20 06:50:57 pm	Suggest something to be added	all corridors	Whatever route is chosen, please please please consider making protected lanes. I bike with my toddler in a chariot and would still not feel great biking in such a busy area with street parking if it was just painted bike lanes.
Oct 19 20 05:16:31 pm	Design element you like	Amphion @ Oak Bay Ave	wider sidewalks are needed here, especially by the bus stop
Oct 21 20 04:31:20 pm	Suggest something to be added	Bank @ Fort Duchess @ Fort Davie @ Fort	Restricting left turns from Bank, Duchess, and Davie on to Fort might be a good idea here.
Oct 19 20 05:22:42 pm	Design element you like	Chestnut @ Fort	new crossing for bikes and pedestrians
Oct 21 20 04:28:33 pm	Design element you like	Chestnut @ Fort	New crossing here would be great
Oct 30 20 01:05:42 pm	Design element you dislike	Chestnut @ Fort	This one makes no sense - to turn left you have to turn right, travel a few metres, dismount, use a pedestrian crosswalk, mount your bike and finally go the direction you want?! Bad planning
Nov 03 20 04:47:24 pm	Design element you like	Chestnut @ Fort	This is great. I live on Leighton and often have to take a risky cross here on my bike to get up Fort St.
Nov 16 20 10:19:29 pm	Suggest something to be added	Chestnut @ Fort	This seems to be an okay option if going west to back track to Chester if there is a pedestrian light.
Nov 17 20 03:24:47 pm	Design element you like	Chestnut @ Fort	I like this idea of a crosswalk at this point.
Nov 22 20 10:13:13 am	Design element you dislike	Chestnut @ Fort	The left turn from Leighton to Fort via a crosswalk further North-West of Leighton is a very poor choice. Many cyclists will opt to try and cross Fort directly rather than dismount to cross the crosswalk. This is not a good idea!
Nov 23 20 11:33:54 am	Suggest something to be added	Chestnut @ Fort	A safer crossing here would be fantastic - as a driver I often see pedestrians and cyclists jaywalking across here.
Nov 26 20 09:36:38 pm	Design element you like	Chestnut @ Fort	An official crossing here would be great as many people cross here already.
Oct 21 20 04:40:32 pm	Suggest something to be added	Clare @ Oak Bay Ave	Restricting vehicle left turns on to Oak Bay from side streets could be a good idea here
Oct 21 20 04:41:01 pm	Design element you like	Clare @ Oak Bay Ave	Improved crossing would be great
Oct 20 20 04:10:57 pm	Suggest something to be added	Davie @ Oak Bay Ave	Remove one parking space and add bike parking. Makes it easier to shop along this section.
Oct 21 20 04:42:03 pm	Design element you like	Davie @ Oak Bay Ave	Adding/improving pedestrian crossings here would be huge
Nov 15 20 12:30:28 pm	Design element you dislike	Davie @ Oak Bay Ave	Many cars turn on and off Davie here to use the parking behind Home Hardware. They will not see cyclists in a protected lane behind parked cars. Collisions are inevitable.
Nov 20 20 10:15:17 am	Design element you dislike	Davie @ Oak Bay Ave	Parking and pedestrian crossing is already a huge problem in this area, and buses use this street. Adding bike lanes will complicate things further. Move the bike lanes onto Leighton - it's safe and prevents conflicts with neighbours around parking. BUT also add a cross walk here - I'm amazed someone hasn't been seriously injured here already.
Oct 21 20 04:28:11 pm	Suggest something to be added	Fern @ Fort Street	Not sure what the plan would be here for cyclists to make a safe left on to Fern.
Oct 21 20 04:32:25 pm	Suggest something to be added	Fort - Jubilee village driveway	This intersection doesn't feel particularly safe as a cyclist with people turning left on to Fort out of the parking lot, perhaps some safety improvements could be made here



Oct 24 20 02:00:03 pm	Design element you dislike	Fort - whole corridor	I think two-way bikeways should be retained throughout Fort (and others) as the dye is cast from what is already installed downtown. In my view changing use from one to the other is confusing, and confusion is less safe.
Nov 22 20 10:21:18 am	Design element you dislike	Fort - whole corridor	This junction is currently a nightmare for cyclists and the protected bike lane ending here does not allow easy access to much in the way of residential neighbourhoods. The Haultain bike route gets people nicely into many residential neighbourhoods North of Fort, while an Oak Bay Avenue bike route gets people well into the neighbourhoods between Fort and Richardson. This route is not a good idea.
Oct 18 20 05:03:38 pm	Suggest something to be added	Fort @ Foul Bay	I'm curious about how the city thinks cyclists in separated bike lanes will be able to turn from Fort street onto Foul Bay. This is a really important route for students and commuters, and this intersection is already difficult and dangerous to navigate with the traffic exiting from the save on foods. How are bikes supposed to cross concrete barriers and multiple lanes of traffic to turn left?
Oct 19 20 05:21:18 pm	Suggest something to be added	Fort @ Foul Bay	bike parking
Oct 20 20 11:13:08 pm	Suggest something to be added	Fort @ Foul Bay	Add a way to turn left from Fort st to Foul Bay
Oct 21 20 04:32:53 pm	Suggest something to be added	Fort @ Foul Bay	Agree with Si, loads of bike parking here would be great
Oct 21 20 04:33:40 pm	Suggest something to be added	Fort @ Foul Bay	Getting this left from Fort on to Foul Bay is really important, it's dangerous at the moment.
Nov 04 20 04:22:38 pm	Suggest something to be added	Fort @ Foul Bay	In agreement with other comments: there needs to be infrastructure in place that allows for both safe left and right turns onto Foul Bay Road when approaching either from the west or east along Fort St/Cadboro Bay Rd.
Nov 06 20 02:53:39 pm	Suggest something to be added	Fort @ Foul Bay	I really want this left turn from Fort onto Foul Bay to be easier as a cyclist. I make this turn all the time and it's scary even as a confident cyclist.
Oct 24 20 02:33:27 pm	Suggest something to be added	Fort @ Foul Bay Fort - whole corridor	Staying with two-way design on Fort (and eventually on FoulBay/Henderson) could make this a simple corner for cyclists traveling to/from Camosun College and UVic to Fort and Pandora
Nov 06 20 09:24:12 am	Design element you dislike	Fort @ Foul Bay Fort - whole corridor	The Fort St corridor is too close to the Haultain corridor and this end of Fort St is largely commercial, with relatively little residential. This junction is also a nasty junction for cyclists. Oak Bay avenue is a much better route to more populated neighborhoods
Nov 06 20 02:52:42 pm	Design element you like	Fort @ Trent	Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 02:53:00 pm	Design element you like	Fort @ Trent	This is a high priority for me Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 02:56:26 pm	Design element you like	Fort @ Trent	This is a high priority for me Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 02:57:20 pm	Design element you like	Fort @ Trent	This is a high priority for me Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 03:01:45 pm	Design element you like	Fort @ Trent	This is a high priority for me Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 03:09:47 pm	Suggest something to be added	Fort @ Trent	This is a high priority for me My apologies please disregard my 3 purple pins. I meant to add a yellow pin with the same comment: Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 03:13:51 pm	Suggest something to be added	Fort @ Trent	This is a high priority for me Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Nov 06 20 03:14:20 pm	Suggest something to be added	Fort @ Trent	This is a high priority for me Regarding the Fort Street Corridor Design, I'm surprised there has not been any provision made to safely cross Fort at Trent. Trent is at the tail end of Dean which is a heavily used bike route to Camosun and U Vic and links directly to the shopping. I frequently make the crossing of Fort here to access Save on Foods and the liquor store and frequently see other riders and pedestrians trying to negotiate traffic from both directions to cross the street.
Oct 20 20 11:14:05 pm	Design element you dislike	Fort Street - whole corridor	Having bikes and buses share space is not suitable for the AAA network
Nov 23 20 11:30:52 am	Design element you dislike	Fort Street - whole corridor	The bus stop here and on the other side of the Oak Bay/Fort junction (which I notice is missing from this map) are both scary spots for cyclists. Avoid busses and bikes mingling if possible.

Oct 18 20 05:11:58 pm	Design element you dislike	Foul Bay @ Leighton	Foul bay road at this location has narrow lanes and fast traffic- adding many cyclists being forced to turn on and off the road here is a terrible idea
Oct 21 20 04:35:40 pm	Design element you dislike	Foul Bay @ Leighton	Agree with Zed here
Nov 06 20 09:18:00 am	Design element you dislike	Foul Bay @ Leighton	This is a hight traffic turnout onto Foul Bay. There is a cross walk, but cars don't tend to stop for bikes wanting to turn left - even when the crosswalk is occupied.
Nov 09 20 11:55:52 am	Suggest something to be added	Foul Bay @ Leighton	Would need some sort of intersection updates for cyclists to turn onto Foul Bay. Foul Bay Road would also need some improvements since there is on-street parking to weave and lots of traffic.
Nov 14 20 03:50:57 pm	Design element you dislike	Foul Bay @ Leighton	I've driven through this intersection and find the newly installed pedestrian activated crosswalk to lack visibility. I've also noticed as a pedestrian cars driving through without stopping. This intersection needs some work, especially for left turns unto Foul Bay. Easy access cyclist activated light needed.
Nov 22 20 10:15:09 am	Design element you dislike	Foul Bay @ Leighton	Turning left here from Leighton to Foul Bay is difficult unless you use the crosswalk. Many cyclists eschew getting off their bike to cross on a crosswalk, and then re-mounting the bike in traffic. This is not a good idea
Oct 18 20 05:10:22 pm	Suggest something to be added	Foul Bay @ Oak Bay Ave	Cyclists will need assistance such as an advance light system to turn from oak bay ave to foul bay road- this intersection already has very narrow lanes, and puts cyclists in harms way when attempting to turn left. It's important that the busy commuter/student route from downtown to UVic be safe
Oct 21 20 04:43:11 pm	Suggest something to be added	Foul Bay @ Oak Bay Ave	Making these left turns safe is very important
Nov 04 20 04:26:01 pm	Suggest something to be added	Foul Bay @ Oak Bay Ave	Agree with Zed's points about controlled intersections and cyclist protection.
Nov 23 20 11:40:35 am	Design element you dislike	Foul Bay @ Oak Bay Ave	Agree with bike17 - cycling Foul Bay from this point is a total hazard, as the road is narrow and the traffic is heavy.
Nov 30 20 10:48:50 pm	Design element you dislike	Foul Bay @ Oak Bay Ave	This section of Foul Bay between OB Ave and Fort is narrow and dangerous for cyclists. It wouldn't be a safe connection. It's already a tight fit for cars on a busy day.
Nov 30 20 10:49:36 pm	Design element you like	Foul Bay @ Oak Bay Ave	I agree it would be good to improve this intersection so that traffic flows more easily and safely. It's a tight fit all around.
Oct 24 20 02:43:02 pm	Suggest something to be added	Lee @ Fort	One-way (both sides) design will require better Fort crossing access at Lea for Hospital access (lots of commuters).
Nov 14 20 03:54:50 pm	Suggest something to be added	Lee @ Fort	Consider ways to us Lee Ave as access to hospital and use of traffic lights for left turns onto Fort
Nov 06 20 09:19:11 am	Design element you dislike	Leighton @ Fort	This is a very busy road and turning from Leighton, left onto Fort will be dangerous without a traffic light
Nov 06 20 09:21:55 am	Design element you dislike	Leighton @ Fort	Unless a traffic light is installed, turning left out of Leighton onto Fort will be extremely hazardous when traffic is heavy.
Nov 23 20 11:36:50 am	Suggest something to be added	Leighton @ Fort	In order to safely transition from Leighton to Fort, consider putting in two-way bike lanes in so cyclists don't have to cross Fort Street.
Nov 06 20 02:47:24 pm	Design element you dislike	Leighton @ Fort Chestnut @ Fort	This transision from Leighton Rd to West bound on Fort looks like a real pian that will make me get off my bike.
Oct 21 20 04:37:57 pm	Design element you like	Oak Bay @ Morrison	A safe crossing here would be great
Oct 18 20 04:58:54 pm	Suggest something to be added	Oak Bay Junction	This intersection is a complete mess right now and puts cyclists, pedestrians and drivers in dangerous spots daily. Connecting from Pandora to the new Fort street bike lane would be very dangerous without some assistance for cyclists like advance lights
Oct 20 20 04:07:01 pm	Design element you dislike	Oak Bay Junction	Slip lanes are for highways, not cities. An old relic that should be removed.



Oct 21 20 01:30:54 pm	Suggest something to be added	Oak Bay Junction	Agree with Zed, this intersection is dangerous as it is and any improvements to bike lanes would be very welcome.
Oct 21 20 04:25:12 pm	Suggest something to be added	Oak Bay Junction	This intersection is very unsafe, lots of improvements needed here regardless of the chosen route.
Oct 24 20 02:02:53 pm	Suggest something to be added	Oak Bay Junction	Two-way bikeway type signal changes here could match up with what has been done downtown (no right turns etc). Also, there would be opportunities to better design conflicts at bus stops (fewer stops could mean better design for similar cost).
Oct 27 20 05:36:27 pm	Suggest something to be added	Oak Bay Junction	This very oblique intersection is problematic for cyclists. For left turns we may have to accept simultaneous crossings with pedestrians
Nov 06 20 02:49:17 pm	Design element you dislike	Oak Bay Junction	I don't understand how a cyclist is supposed to make a left turn from oak bay avenue onto Fort if that choice is made.
Nov 06 20 02:51:15 pm	Suggest something to be added	Oak Bay Junction	I find that, at this light going Eastbound on Fort, it is very difficult to see the (vehicle) traffic light. I cannot tell if it's green or not. A bike traffic light here would be good.
Nov 23 20 11:29:47 am	Design element you dislike	Oak Bay Junction, slip lane	I drive the Fort Street corridor every day and am worried for cyclists who are often way too close to vehicles. This passageway is already VERY tight with the pedestrian island and busses passing through - something needs to be changed. Perhaps no right turns from Oak Bay onto Fort? Redirect traffic to use Morrison?
Nov 23 20 11:32:14 am	Design element you dislike	Oak Bay Junction, slip lane	This slip lane and the pedestrian island make the Oak Bay/Fort junction far too tight. Remove the slip lane!
Oct 19 20 05:10:45 pm	Design element you like	Redfern @ Oak Bay Ave	crossing at Redfern
Oct 20 20 04:09:48 pm	Design element you like	Redfern @ Oak Bay Ave	A cross walk has been needed here since Redfern became more of a walking corridor to the shops on this block of Oak Bay Ave.
Oct 21 20 04:42:39 pm	Suggest something to be added	Redfern @ Oak Bay Ave	Agreed re: removing vehicle parking in favor of bike parking. Much more efficient usage of space
Nov 15 20 12:27:55 pm	Design element you dislike	Redfern @ Oak Bay Ave	Many cars turn on to Redfern here to use the parking behind Red Barn Market. They will not see cyclists in a protected lane behind parked cars. Collisions are inevitable.
Nov 29 20 01:01:56 pm	Suggest something to be added	Redfern @ Oak Bay Ave	Crosswalk needed!
Nov 30 20 11:07:09 pm	Design element you like	Redfern @ Oak Bay Ave	Crosswalk needed. (Video has arrow going wrong way to Redfern park, which is north of here).
Nov 04 20 04:27:20 pm	Suggest something to be added	Redfern @ Oak Bay Ave whole corridor - Oak Bay Ave	Congregate bike parking along this corridor would allow for easy access to retail and other amenities along this corridor.
Oct 18 20 05:01:18 pm	Design element you dislike	Richmond @ Fort	Making cyclists and buses navigate a busy intersection that lacks visibility and then have to negotiate sharing lanes at a bus stop does not make sense. There is enough room in this area to create a bus stop like those used on Pandora downtown, so cyclists and buses do not have to cross into one another's space.
Oct 21 20 04:29:29 pm	Suggest something to be added	Richmond @ Fort	This intersection feels unsafe as a cyclist, improvements are needed. A safe left from fort on to Richmond would also be appreciated.
Nov 30 20 10:58:11 pm	Suggest something to be added	Richmond @ Fort	This is a messy area for buses/bikes/cars/pedestrians. I don't agree that Pandora-style bus islands be added-- those are not accessible for those with impaired vision
Oct 24 20 02:14:26 pm	Design element you dislike	Richmond @ Fort whole corridor - Fort	Agree with Zed and reiterate that a two-way design on Fort would reduce the number of bus stops to deal with and allow (cost) a better design for the stops on the one side.
Oct 27 20 05:21:08 pm	Design element you dislike	Richmond @ Leighton	If this route is chosen, the resulting restrictions at the Richmond intersection are over the top. There is no point in antagonizing drivers with excessive turn restrictions that don't benefit cyclists.
Nov 03 20 04:45:42 pm	Design element you dislike	Richmond @ Leighton	As resident of Leighton (to the left) this seems odd to make me access my home (on the corner there) to make me now drive down a residential street (Jubilee) that is designed for less car traffic. I cycle a lot during the year and I am amenable to most of the route, but it seems odd to restrict left turns for something that arguably has little benefit to cyclists. Why not make it a double crosswalk as there is already one there? or have a button that can be pressed to flash the lights of the existing crosswalk?

Nov 14 20 03:44:34 pm	Design element you like	Richmond @ Leighton	Regardless of which route is selected, make the proposed traffic controls at Richmond and Leighton. This is the only investment required to make Leighton safer and solves some other traffic problems at this intersection. Cyclist access to trigger crosswalk also required.
Nov 18 20 06:40:22 pm	Design element you dislike	Richmond @ Leighton	The suggestion the prevent vehicle East/West traffic on Leighton Road across Richmond is unnecessary and dangerous. Preventing left turns from Richmond Ave to Leighton prevents residents and emergency vehicles from having quick access to properties, potentially endangering people needing fire trucks or ambulances. Furthermore, the intersection is not busy outside of rush hour times. As a resident and owner in a condo building on the corner of Leighton and Richmond I am deeply concerned by the potential to block traffic. Furthermore, I do not think the
Nov 26 20 09:27:24 pm	Design element you like	Richmond @ Leighton	Regardless of which route is chosen, I think a double cross-walk here should be considered. There is no sidewalk from Bank St to Duchess St on the North side, so it seems odd to only have the crosswalk at this intersection also on the North side. However, I'm unsure the bollards are necessary unless this route is chosen for cyclists.
Nov 30 20 10:45:39 pm	Design element you dislike	Richmond @ Leighton	I don't like the idea of eliminating east/west turns here. I live on Bank and regularly travel Leighton to head into/out of the neighbourhood.
Oct 21 20 04:39:48 pm	Suggest something to be added	Richmond @ Oak Bay Ave	What's the plan for safe left turns at this intersection?
Nov 04 20 04:28:25 pm	Suggest something to be added	Richmond @ Oak Bay Ave	This is a key intersection for commuters heading both north and south on cycle or in motor vehicles. I suggest enhancing this intersection to provide greater safety for all road users.
Nov 28 20 07:39:39 pm	Suggest something to be added	Richmond @ Oak Bay Ave	Thinking about how to make north/south connections for cyclists heading to Camosun and UVic.
Oct 21 20 04:39:12 pm	Suggest something to be added	Rockland @ Oak Bay Ave	This crossing needs improving, the road is wide enough for it.
Nov 26 20 09:33:31 pm	Suggest something to be added	Rockland @ Oak Bay Ave	Consider making improvements here. Why is the crossing currently on the West side of Rockland Ave when the sidewalk along Rockland Ave is on the Eastside?
Nov 30 20 10:53:34 pm	Design element you like	Rockland @ Oak Bay Ave	Yes, please improve this crosswalk to make it safer. I use it regularly, and it's not that visible for cars (I say this as a driver, too). I agree with Kurt--the crosswalk should match up to the sidewalk on the east side of Rockland, not the west side, where it ends.
Oct 27 20 05:30:16 pm	Design element you like	whole corridor	Both routes (Oak Bay Ave and Fort St) should be developed - they are equally important. And I think the one-way lanes are fine - I don't see any other practical way to cross this intersection
Oct 21 20 04:29:49 pm	Design element you dislike	whole corridor - Fort Street	Agree with Zed re: bus stop safety
Nov 03 20 12:34:13 pm	Design element you dislike	whole corridor - Fort Street	Do not pour curbs to separate the bike lanes from traffic. Paint them as conventional buffered bike lanes.
Nov 06 20 02:48:04 pm	Design element you like	whole corridor - Fort Street	Love the hard curb to separate the bike lane from traffic.
Nov 17 20 03:57:47 pm	Design element you like	whole corridor - Fort Street	The whole route is superb in terms of providing improved safe access to shops, cafes, professional offices and schools as well as nicely linking to existing cycling routes.
Nov 30 20 11:03:17 pm	Design element you like	whole corridor - Fort Street	Bike lane on Fort make most sense as it connects at Fort/Foul Bay intersection to Foul Bay up to UVic/Camosun, and Cadboro Bay Road into Oak Bay.
Oct 18 20 05:07:29 pm	Design element you dislike	whole corridor - Leighton	I don't understand how cyclists choosing to use this route will be able to connect from Leighton Road to the right side of Fort Street to get downtown without getting off their bike and using some kind of pedestrian crosswalk, or braving extremely busy traffic conditions to cross multiple lanes. Additionally, the Leighton street route means that cyclists trying to get to local businesses in important areas like oak bay ave or the Fort-foul Bay Area will have to cut across traffic and use narrow residential roads that do not have bike lanes. This completely defeats the point of
Oct 19 20 05:18:25 pm	Design element you dislike	whole corridor - Leighton	route to nowhere that serves no one
Oct 21 20 04:35:16 pm	Design element you dislike	whole corridor - Leighton	This route doesn't really take anybody anywhere important, and provides the smallest safety increase. Not really sure why it's being considered unless fully protected lanes on Foul Bay come with it, but even then those would be better served by the other two route options. Not a fan of this one
Oct 27 20 05:18:13 pm	Design element you dislike	whole corridor - Leighton	Vehicle traffic is negligible on this route so there is no need to waste precious improvement \$\$ on it
Oct 27 20 05:19:59 pm	Design element you dislike	whole corridor - Leighton	Leighton doesn't lead anywhere useful - not a good option at all

Nov 03 20 07:08:29 pm	Design element you like	whole corridor - Leighton	Adding "share the road" markings and lowering the speed limit on this road isn't a bad idea at all, if this road would be used as a secondary bike route.
Nov 03 20 08:53:29 pm	Design element you like	whole corridor - Leighton	Currently use this route to walk or bike to most amenities in the area. Will need a safer way to cross Foul Bay to head north or into Oak Bay on back roads. Prefer this route since it can lead everywhere (e.g., OB Rec, Save On, OB Bikes, Red Barn) on less traveled roads
Nov 04 20 04:25:23 pm	Design element you like	whole corridor - Leighton	In agreement with others that have commented that this is a tight and busy area, would require changes to create space and safety for cycles and motor vehicles. However, I disagree with comments suggesting this end point isn't useful: it's a midway point between the two, which doesn't force people commuting towards Comosun/UVic to travel through Oak Bay and doesn't require people travelling to Oak Bay to head northward, away from their destination
Nov 17 20 03:21:22 pm	Suggest something to be added	whole corridor - Leighton	If the Fort-Leighton route was chosen, I would like to see the Fort St area from Lee to Foul Bay made a protected bike lane as in the Fort St Design. That would enable people to come down Leighton, then turn left on Lee to join Fort St if they were continuing on to Oak Bay or up Foul Bay Rd.
Nov 17 20 03:54:16 pm	Design element you dislike	whole corridor - Leighton	This route basically dead ends on a very cyclist unfriendly section of Foul Bay between Oak Bay and Fort.
Nov 17 20 03:56:03 pm	Design element you dislike	whole corridor - Leighton	A pleasant enough street but lacks the utility of providing access to shops, restaurants etc. In other words it captures safety features but does not have value added.
Nov 20 20 10:17:09 am	Design element you like	whole corridor - Leighton	I love this plan. As a parent I would feel safe sending my kids to school along this route, and I love that it runs along side Bank St school and provides kids an active and safe means of transportation to get to school. It also slows traffic around the school. It could also be connected to Oak Bay High and Oak Bay Rec with relative ease.
Nov 26 20 09:29:37 pm	Design element you dislike	whole corridor - Leighton	I don't see the value in upgrading this corridor as there is already little traffic along this road and it doesn't connect travelers to other major corridors.
Nov 30 20 11:11:42 pm	Design element you dislike	whole corridor - Leighton	Bad idea to have bike lane on Leighton. This crossing is a bit blind and has only been marginally improved by the pedestrian-activated signal. This section of FB Road is too narrow to fit cyclists and cars.
Nov 03 20 07:06:25 pm	Design element you dislike	whole corridor - Leighton Chestnut @ Fort Street	The dogleg on the Leighton Rd route going west feels like it would be super awkward. I also don't like that the place this route crosses Fort St would be a (marked, but) uncontrolled crossing.
Nov 30 20 07:18:11 pm	Design element you dislike	whole corridor - Leighton Chestnut @ Fort Street	There is no way I'd backtrack up to Chestnut to cross Fort when going westbound, but crossing the way it is now is very hazardous. This would be enough to cause me not to use this route at all.
Nov 16 20 07:47:53 pm	Design element you dislike	whole corridor - Leighton whole corridor - Oak Bay Ave Chestnut @ Fort Street	I use Leighton all the time but agree with other observers that the left turn on to Fort is a nightmare and going right to the crosswalk is impractical. Therefore, I support Oak Bay as the most useful bike thoroughfare especially as on the east it connects directly to the OB high street shops and on the west to both Fort and Pandora bike lanes. (Those interested in accessing Fort can use Leighton as is.)
Oct 19 20 05:13:34 pm	Suggest something to be added	whole corridor - mixing zones	paint the roads red (not just the curbs) where bikes and buses mix to also discourage cars standing in the bus stop/bike mixing zone.
Oct 20 20 11:09:10 pm	Design element you dislike	whole corridor - mixing zones	Shared Space between buses and bikes is not AAA - Boarding across raised bike lanes can be made to work with appropriate marking design cues
Oct 21 20 04:37:27 pm	Design element you dislike	whole corridor - mixing zones	Not a fan of buses and bikes mixing, should be avoided if possible
Oct 21 20 04:38:20 pm	Design element you dislike	whole corridor - mixing zones	Not a fan of buses and bikes mixing, should be avoided if possible
Nov 28 20 07:31:23 pm	Design element you dislike	whole corridor - mixing zones	Busses are some of the scariest vehicles for cyclists to interact with. Look for ways to avoid having them interact with cyclists on all these routes.
Oct 21 20 04:37:15 pm	Design element you dislike	whole corridor - mixing zones	Not a fan of buses and bikes mixing, should be avoided if possible
Oct 19 20 05:11:26 pm	Design element you dislike	whole corridor - Oak Bay Ave	no bike parking corrals on the whole corridor, a lot more on sidewalk bike parking will be needed or side-street bike corrals
Nov 03 20 12:32:56 pm	Design element you dislike	whole corridor - Oak Bay Ave	I do not like having the bike lanes separated from the road with a curb or bollards. The bike lanes should be a conventional painted buffered bike lane.
Nov 03 20 07:10:53 pm	Design element you dislike	whole corridor - Oak Bay Ave	Removing street parking on Oak Bay isn't a great idea, it's already rather limited.

Nov 06 20 09:25:58 am	Design element you like	whole corridor - Oak Bay Ave	This route is well situated between the Haultain corridor and the Richardson corridor and well serves the residential neighborhoods between the two.
Nov 09 20 12:10:23 pm	Suggest something to be added	whole corridor - Oak Bay Ave	BC Transit could improve bus service to Oak Bay to augment the on-street parking removal. Current service does not run often enough making vehicles a more convenient option for getting to appointments with businesses along Oak Bay Ave.
Nov 14 20 04:03:57 pm	Design element you dislike	whole corridor - Oak Bay Ave	Lots of T intersections on OBA. Cyclist will be tempted to exit bike lanes and use traffic lanes for left turns.Sort of defeats reason for Segregated bike lanes
Nov 14 20 04:07:03 pm	Design element you dislike	whole corridor - Oak Bay Ave	Sight lines for drivers to see fast cyclist in bike lanes while trying to make a right turn, Especially serious for bike lane hiding behind parked cars.
Nov 16 20 03:52:30 pm	Suggest something to be added	whole corridor - Oak Bay Ave	This whole stretch of Foul Bay Road to Oak Bay is hazardous on a bike and is not a good connector for either the Leighton or Foul Bay route. I am a regular cyclist and have no strong feelings about which route, but would tend to avoid Oak Bay for the route because of a loss of parking.
Nov 16 20 10:16:52 pm	Design element you dislike	whole corridor - Oak Bay Ave	The loss of parking is going to hurt a lot of businesses. Cars will be forced to park in residential areas.
Nov 17 20 01:12:58 pm	Suggest something to be added	whole corridor - Oak Bay Ave	Cyclists are also shoppers, and it would benefit all the businesses along OB Ave to have a safe cycle route into the village. I've encountered tourists on numerous occasions looking for a safe route to OB village. I think option 3 might encourage OB Mayor and Council to become more cycle route friendly and extend the route into the village.
Nov 17 20 03:23:54 pm	Suggest something to be added	whole corridor - Oak Bay Ave	The Oak Bay route means if you are going north to UVIC or Camosun or Oak Bay High, you have to ride on Foul Bay Rd. Totally not safe. Even continuing into Oak Bay Village can be scary with the volume of traffic and number of parked cars on this road
Nov 17 20 04:00:26 pm	Design element you dislike	whole corridor - Oak Bay Ave	The route overall provides value in terms of safety and utility (access to stores etc) but I have little confidence that this will link up effectively to the rest of Oak Bay Avenue. If Oak Bay comes through with an equally well thought upgrading for. cycling/walking, then I would warm to the option, putting it on par perhaps with Fort Street option.
Nov 28 20 11:49:06 am	Design element you dislike	whole corridor - Oak Bay Ave	Please do NOT put a bike lane here. I live in this area and enjoy all the local businesses. Removing parking would reduce customers. Also, it would be pointless since it would stop at Foul Bay Rd.
Nov 28 20 11:52:32 am	Design element you dislike	whole corridor - Oak Bay Ave	Please do NOT put a bike lane here. I live in this area and enjoy all the local businesses. Removing parking would reduce customers. Also, it would be pointless since it would stop at Foul Bay Rd.
Nov 30 20 09:42:37 am	Suggest something to be added	whole corridor - Oak Bay Ave	I always use Leighton and Brighton Streets and I avoid Oak Bay because it's narrow. I don't see a way to put bike lanes on a vital corridor for vehicles.
Nov 30 20 10:51:29 pm	Suggest something to be added	whole corridor - Oak Bay Ave	Please do not take away parking here. There are lots of businesses, and if people cannot find parking here, they come onto the side streets and park in resident-only parking, which is rarely ticketed or enforced.
Nov 21 20 07:10:26 am	Suggest something to be added	whole corridor - Oak Bay whole corridor - Leighton	There seems no way to make a general comment so I have chosen this. I definitely think Oak Bay shouldn't be the new route, partly because I understand it to be the most expensive. Probably the Leighton route makes most sense. Cost should definitely be taken into consideration.
Oct 20 20 04:00:17 pm	Design element you like	whole corridor - OB	Protected bike lanes on Oak Bay avenue would be a major improvement. I would be more likely to shop and eat in Oak Bay if I could bike there safely.
Nov 15 20 01:02:41 pm	Suggest something to be added	whole corridor - OB	Traffic calming measures and safe crossings on this stretch of Oak Bay Ave are much needed. Sidewalks also could use widening.
Oct 21 20 01:29:15 pm	Suggest something to be added	whole corridor - support OB alignment	Protected bike lanes along Oak Bay avenue would be amazing!! this would seriously help the flow of traffic better as cyclists wouldn't have to be worried about car doors opening or cars pulling to the side of the road, etc.
Nov 03 20 08:21:48 pm	Design element you like	whole corridor - support OB alignment	I agree with the plan to put bike lanes on Oak Bay Ave. Fort St is too busy and too complicated to accommodate bike lanes.
Oct 18 20 05:14:56 pm	Design element you like		Improvements to this intersection are long overdue and will make cyclists, pedestrians and vehicle traffic much safer. I see many people confused by the rules and frustrated by poor visibility at this intersection
Oct 19 20 05:23:39 pm	Suggest something to be added		bike parking corral, there are shops and now a grocery store here
Oct 21 20 04:26:36 pm	Suggest something to be added		More bike parking here would be fantastic, there isn't much at the moment.

Nov 14 20 03:56:37 pm	Design element you dislike		Video has arrow pointing south to Refern Park, which is North of Leighton
Nov 14 20 04:16:01 pm	Design element you dislike		Very long term. The block between OBA and Leighton narrows Foul Bay Rd. It is a life threatening exercise to go North or South. To facilitate future North and South accessibility the city should buy all the houses on its side of Foul Bay, tear down the houses, widen the road and use the balance of the land for a park or for CRD below market rent housing
Nov 20 20 10:12:53 am	Design element you dislike		Not a fan of buses and bikes mixing - i would never let my kids use a route where this was plan, and as a less confident biker I would avoid it as well.

### **APPENDIX 3: EMAILED FEEDBACK**

**Re:** Personal information

Amelia Potvin <apotvin@victoria.ca>

Thu 9/24/2020 2:34 PM

To: Engineering Email inquiry <eng@victoria.ca>

Cc: Sarah Webb <swebb@victoria.ca>

I followed up **Personal information** to confirm we received her msg.

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**From:** Engineering Email inquiry <eng@victoria.ca>

**Sent:** September 24, 2020 11:52 AM

**To:** Sarah Webb <swebb@victoria.ca>

**Cc:** Engineering Email inquiry <eng@victoria.ca>; Julie Robson <jrobson@victoria.ca>

**Subject:** Fw: **Personal information**

Sarah for you or your staff for info/response.

**Personal information**

re: bike lane Jubilee area, she wants to vote for Fort St.

Please copy [eng@victoria.ca](mailto:eng@victoria.ca) when responding.

Thanks

Vicki

## RE: AAA bike Fernwood Connector feedback

Personal  
information

Thu 10/1/2020 2:58 PM

To: Amelia Potvin <apotvin@victoria.ca>

📎 5 attachments (12 KB)

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Hello Amelia,

Thanks for your response.

I was happy to hear from you of the alternate "connector" route from Haultain, via Cedar Hill, Walnut, Chambers, Princess to Vancouver St. I sure hope it will be well marked as a choice for a bicycle route, treated equally importantly as the signage etc. for the "mega-hill" route up Oregon St.

I guess it looks nice to have evidence on maps of "bike route" and "connector" evenly spaced on the map, and obviously the city wants to show the routes all "intersecting" However, the "connectors" are already there, (our streets) providing "equitable access" to all. The "Bike Committee" in this case is merely choosing our route for us, that is, which side streets to take from Haultain area to Pandora area, and marking it with signage. Unless there is a plan for budget and enforcement, changing speed limits makes no difference. I recognize they also want to incorporate user feedback, that is why I am persisting in this.

I remain convinced that the hill on Oregon St. should be designated as the alternate route for "spandex olympians" and "power assist" type bikes, with the main route avoiding the hill using a route similar to the one you describe as an "alternate" which is also like the one I described. After all, the network is supposed to be for "all abilities".

Thanks again.

Personal information

Sent from [Mail](#) for Windows 10

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From: [Amelia Potvin](#)

Sent: September 30, 2020 2:35 PM

To: [Personal](#)

Cc: [Engagement](#)

Subject: Re: AAA bike Fernwood Connector feedback

Good afternoon [Personal](#)  
[information](#)

Thanks for getting in touch about the Fernwood Connector route and for expressing your support for work on the network.

I appreciate your comments about the grade on Oregon Street and I can assure you the planning and development team is intimately familiar with the route characteristics including the grade in the portion from Walnut to Taunton.

In the network planning process, the Fernwood connector route was selected based on a variety of factors including the priority to provide equitable access to the network. Making Chambers the principal route did not make sense due to the proximity (2 blocks) from the AAA route on Vancouver Street. As you mention, it's very difficult to avoid any hill in this area.



The crossing at Bay and Avebury will be designed to be protected - part of the improvement details that will be shared once full-length designs are shared with the public later this fall.

Additionally, depending on origin and destination, another "Connector" route was approved as part of the Kings-Haultain corridor design which connects the Haultain corridor to the Vancouver Street corridor via Cedar Hill, Walnut, Chambers, and Princess.

I've attached the network map for reference which includes all routes in the 32km priority network.

Don't hesitate to reach out if you have any questions or comments.

Sincerely,

Amelia Potvin

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

T. 250-361-0300 ext.1751




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**From:** Personal information  
**Sent:** September 28, 2020 4:13 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** AAA bike Fernwood Connector feedback

Hello Engage Victoria,  
**Me:** Personal information

Qualifications: lived and biked in Fernwood through several great bikes since 1978

Main Concern: Fernwood connector does not take "relief" into account: or is it really a map for electric bikes, scooters etc.?

The hill rising up from Walnut on Oregon Street is a deal breaker. Because I live on Grant Street, I have tried all streets from Haultain to cross over to Grant. The hill on Oregon is about the worst! However no good way from the hill if your ride ends on the 1400, 1500 blocks of Vining, Pembroke, Balmoral or Gladstone.

For everyone else, riding to and from downtown to Fernwood, Oaklands, Hillside Mall, U-vic etc., the hills can and should be avoided, and if the "good for electric bikes" path cannot be shelved at the very least, designate a route connecting to Pandora from the Hillside area that is suitable to human powered bicycles.

Suggested low-hill bike connector: heading downtown: cross Bay St. at Avebury (although this is an awkward "jog" and it is unclear to me how a bicycle would negotiate this crossing unless as a pedestrian, even with fancy road painting) then take Walnut west, left on Fernwood, then right to continue on Walnut to Chambers, south on Chambers all the way to Pandora, the last 1 block hill on Chambers is fun, or if too steep, turn west from Chambers at North Park to Cook (good crossing at Cook and North Park), join Pandora from Cook, or Vancouver. This suggested route or variation of it gets rid of major hills.

Please, before making the Oregon Hill an official route, get on a bike with another all-ages all abilities person and give both routes a try. Running the route in a car doesn't count. And looking at a non-relief street map doesn't

count either.

Thanks very much for working on the bike trails.

Sincerely,

Personal information

Sent from [Mail](#) for Windows 10

**FW: AAA cycling network planning for aaJubilee Neighbourhood**

Engagement &lt;engage@victoria.ca&gt;

Wed 10/7/2020 2:10 PM

To: Amelia Potvin &lt;apotvin@victoria.ca&gt;

Hey Amelia,

Some feedback here. I also added her to the list for updates.

**Personal  
information**

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

From: **Personal information**

Sent: October 7, 2020 10:53 AM

To: Engagement &lt;engage@victoria.ca&gt;

Subject: AAA cycling network planning for aaJubilee Neighbourhood

Dear Amelia Potvin,

I would like to receive emails and updates.

Regarding the letter sent(15 September, 2020)...I found the map at the bottom indecipherable and difficult to see visually.

I am an advocate for the AAA link along Leighton St. I have observed anecdotally that Leighton St., presently with street quietening barriers, is used well especially by AAA Cyclists. I am a very long time avid walker and enjoy seeing families with all ages out on the street safely. It appears to be a natural cycle route, an observation from a Kiwi who spent much of my young life on a bike.

Cheers,

**Personal information**

Victoria, BC V8R 6P3

## FW: Your Jubilee Route Map Thing is Busted

Engagement <engage@victoria.ca>

Tue 10/13/2020 10:54 AM

To: Amelia Potvin <apotvin@victoria.ca>

AAA comments

**From:** Personal information

**Sent:** October 10, 2020 5:17 PM

**To:** Engagement <engage@victoria.ca>

**Subject:** Your Jubilee Route Map Thing is Busted

No matter where I move pins, all I get is "Please move the pins inside the boundary" and the Submit button is greyed out, no matter where I move a pin or which of them I try.

Your survey was also too short and provided no opportunity for meaningful, detailed feedback of any of the route options.

So far your new registration-required public input tools are really deeply unimpressive.

Fortunately, you still have a public email address. For now, at least.

Accordingly, here's the feedback I WOULD have put on map pins or in your survey, if either had been properly designed.

Leighton Road is an absolute and total waste of me. Drop it entirely. There are no destinations along it, it goes absolutely nowhere.

BOTH Fort and Oak Bay should be built.

As currently designed, both Fort and OB Ave are underwhelming and disappointing. Mixing zones at every single bus stop is pure lazy design especially on OB Ave, which has a curb to curb distance equal to most of Pandora Ave, where you managed floating bus stops just fine.

Fort is great especially between Pandora and Richmond, but east of Richmond there should be space for floating bus stops and an actual, real, continuous AAA bike route that doesn't involve jostling with busses.

So fix the bus stops, commit to building both OB Ave and Fort, and you've got a great project. Until then, this looks phoned in.

Yours,  
Personal  
information

## FW: Phase 2 Jubilee bike route

Engagement <engage@victoria.ca>

Tue 10/13/2020 10:55 AM

To: Amelia Potvin <apotvin@victoria.ca>

AAA

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**From:** Personal information

**Sent:** October 10, 2020 2:50 PM

**To:** Engagement <engage@victoria.ca>

**Subject:** Phase 2 Jubilee bike route

Hi,

Please note: none of these routes are in North Jubilee so this is a South Jubilee route survey.

I completed the short questionnaire re: the future bike paths for South Jubilee then attempted to pin and provide feedback on the route maps as specified. The site did not allow me to submit my comments so I'm sending them here hoping they will reach the correct site.

My preferred route is via Fort-Leighton. Plans are underway for the development of the Bank/Leighton St school site which includes the heritage Bank St brick building and the Sundance elementary school. The site will be built to accommodate a full elementary school with community rooms for public use. This will require enhanced safe routes for children and parents biking their kids to school.

From Leighton, both Oak Bay Ave and Fort St are only a short 1 or 2 block ride on quiet residential streets.

Since most of Leighton is already traffic calmed, the cost of further enhancement of the bike path will be lessened.

There is a flashing light crosswalk at Leighton & Foul Bay and a quiet side street from there to Oak Bay Community Centre, Bowker Creek path, and Oak Bay High.

The Fort St route is too far from Oak Bay Ave.

The Oak Bay Ave route is too far from Fort St.

**There is a real need for safe north-south bike paths. We do not allow our kids to go on to either Richmond or Foul Bay with their bikes. We were not able to allow the kids to bike to their elementary school at Oaklands for this reason. And they will not be allowed to bike to their middle school at Lansdowne either since Richmond is far too busy and unsafe.**

Thank you.

Sincerely,

Personal information

Victoria, BC

## Re: Your response on All Ages and Abilities Cycling Network

Personal information

Tue 10/13/2020 4:12 PM

To: Amelia Potvin <apotvin@victoria.ca>

Thank you for your response but it still does not address the issue of taking away the options of those with limited mobility from accessing certain shops/ businesses when you take away the curb side parking on a street and put up barriers between lanes. The bike lanes as you propose do just that. When I cannot park within a block of something then I cannot take my mother with her walker there. If there is Curb side parking only on one side of the street then unless there is a controlled cross walk within that block can I safely cross the street with her.

Personal information

On Oct 13, 2020, at 2:38 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon Personal information

Thank you for your email. I appreciate your position on the proposed options. As the cycling network is an approved project, our public engagement is focused on collecting feedback on designs rather than whether the cycling network projects should proceed at all.

We know the cycling network isn't for everyone. However, creating a 32km network of cycling facilities on the City's more than 275kms of roadways corrects an imbalance of how City right-of-way has been allocated over the past decades. In other words, it is not about taking options away from people rather, the cycling network focuses on providing safe options for those who want to and can cycle. These people have historically been underserved by the City's road networks.

I can appreciate the difficulty of finding parking downtown. Retaining on-street parking is always top of mind when planning for cycling infrastructure- especially downtown where there is more demand for businesses and services. Along all the corridors on which cycling facilities have been built, ample on-street parking has been retained and all efforts have been made to maximize parking closer to key destinations. There are always special challenges when trying to strike a balance between meeting the needs of all road users. Are there any particular destinations that you are trying to access that do not have parking? we can always look to adjust curbside designations to either improve parking turnover or improve accessibility.

The comments you shared have been noted and will be included as part of the feedback that is shared with Council as part of the final report on this project.

Please don't hesitate to reach out if you have any further questions or comments.

Sincerely,

Amelia Potvin  
Outreach Coordinator  
Engineering and Public Works

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

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**From:** Personal information  
**Sent:** October 11, 2020 3:06 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Re: Your response on All Ages and Abilities Cycling Network

I wish you had somewhere to actually write comments. My preference is for none of the options! Separated bike lanes reduce accessibility for those with mobility issues. Your all abilities lanes are ableist and cater to those who can ride a bike, a scooter, a skateboard without consideration for those with limited mobility or who need to use walkers, canes etc. Because of bike lanes I can no longer take my elderly mother who uses a walker and can only walk so far, safely to many downtown areas. I need curb side parking to safely get her out and myself out. Oak bay Ave is too narrow for your suggestions and a bike lane would kill the businesses along it. Taking the few parking spaces available away will mean only those physically able will be able to shop. I would have preferred bike lanes on secondary streets only, with minimal numbers requiring those who are able, the cyclists, to travel one road over rather than to clog every street with a bike lane.

When making these plans please think of those who can never physically be able to use those resources and choose ways that minimize the impact on those who are already mobility challenged.

Personal information

Sent from my iPad

On Oct 11, 2020, at 1:13 PM, City of Victoria Engagement  
<[support@engagementhq.com](mailto:support@engagementhq.com)> wrote:

Thank you for your response on [All Ages and Abilities Cycling Network](#)

## Have Your Say

Personal information

Hi

Thank you for completing the survey Jubilee - Phase 2 - Virtual Corridor Tour. Your responses are listed below for your reference:

### How did you view the full-length designs?

Virtual corridor tour video

**Please select your preferred route for priority investment.**

Fort-Leighton

**How did you learn about the opportunity to provide input?**

Direct mail from the City

Thank you,

City of Victoria (BC)

**Other projects that might interest you****sćəmaθən | Peter Pollen Waterfront Park**

sćəmaθən/Peter Pollen Waterfront Park, the City of Victoria's expanded three-acre park, is...

[View Project](#)**Missing Middle Housing**

Missing Middle Housing is the gap between apartments and single-family homesWhether starting out,...

[View Project](#)**Village and Corridor Planning: Fernwood, North Park, and Hillside-Quadra**

A healthy and livable community includes people at every stage of life. Help us plan a future...

[View Project](#)[View all projects](#)You are receiving this email because you participated on [Have Your Say](#).Powered by [EngagementHQ](#)



## FW: Cycling Network Feedback

Engagement <engage@victoria.ca>

Mon 10/26/2020 12:22 PM

To: Amelia Potvin <apotvin@victoria.ca>

---

**From:** Personal information

**Sent:** October 25, 2020 10:21 AM

**To:** Engagement <engage@victoria.ca>

**Subject:** Cycling Network Feedback

Hello There,

I reviewed the proposed improvements to the cycling routes via the virtual presentation videos and PDF maps.

Great job!

I have completed the survey and would like to express my support for more cycling, pedestrian and transit improvements for the city.

My 85 year old mother is an active senior on our city streets in the Fernwood at Johnson neighborhood. She walks there daily and takes transit most days as well.

My wife and I walk and cycle in the city and occasionally use our vehicle.

We support the measures which can help reduce the number of vehicles in the city, especially in the city core.

Having visited many cities around the world, we have wonderful memories of the pedestrian friendly areas we have enjoyed.

Copenhagen stands out and we hope Victoria can work towards something the Stroget pedestrian area espouses.

Thank you for making Victoria such a wonderful place to live!

Personal information

**FW: Your response on All Ages and Abilities Cycling Network**

Engagement &lt;engage@victoria.ca&gt;

Tue 11/17/2020 8:18 AM

To: Amelia Potvin &lt;apotvin@victoria.ca&gt;

**From:** Personal**Sent:** November 16, 2020 5:41 PM**To:** Engagement <engage@victoria.ca>**Subject:** Re: Your response on All Ages and Abilities Cycling Network

One more comment. If you remove a traffic lane on Oak Bay Avenue, every time someone is trying to parallel park, all the traffic behind will have to stop, or go into oncoming traffic lane to get around. Has anyone actually thought this through???

The plan is short sighted, inappropriate, and dangerous.

**Personal information**

On Nov 16, 2020, at 5:25 PM, City of Victoria Engagement <[support@engagementhq.com](mailto:support@engagementhq.com)> wrote:

## Have Your Say

**Personal**Hi **information**

Thank you for completing the survey Jubilee - Phase 2 - Virtual Corridor Tour. Your responses are listed below for your reference:

**How did you view the full-length designs?**

Virtual corridor tour video

**Please select your preferred route for priority investment.**

Fort Street

**Please select your second choice route (if applicable).**

Fort-Leighton

**Share any comments related to your route preference. Note: any detailed feedback on the design should be shared using the Route Map tool.**

Parking is a priority on Oak Bay Avenue as businesses and increased densification of residential projects is causing frustration for parking as it is. There will be a new 4-story development at Redfern and Oak Bay Avenue. Existing parking will be lost due to new bump-outs and 'commercial vehicle only' parking--as explained at a neighbourhood meeting with the developer. Your video mentions Redfern heading south to "Redfern Park". The park mentioned is north of Oak Bay Ave, not south. The 900 and 1000 block Redfern are used excessively by traffic trying to avoid Fort and Foul Bay. Finally consolidating the thru and right hand lanes heading East on Foul Bay is a TERRIBLE idea. Your plan will be funnelling even more traffic down Redfern, so I must assert that it would be a very poor decision. As it is, traffic in two lanes in each direction on Oak Bay Avenue results in cars backing up all the way to Redfern. Please don't mess with the existing traffic pattern at Oak Bay Ave and Foul Bay. It's already strained, but it works. What your plan will cause is even more traffic cutting through along north and south Redfern (as we experience now) and other side streets, as traffic tries avoid the congestion at Foul Bay. Note our attempts to stop excess traffic with the use of large concrete planters on Redfern. Even more traffic blockers are planned for Brighton avenue, as we neighbours are the ones to get the excess traffic. There is a current neighbourhood project being reviewed for a grant to reduce traffic flow on Brighton. The more obstacles you create on Oak Bay Avenue, the more traffic will flow through adjacent neighbourhoods. It's not safe for people on these streets. Please do not change traffic on Oak Bay Ave. I wish the city would put even one tenth of their efforts into dealing with important issues in our City and stop these projects that make it worse for neighbourhoods.

### **How did you learn about the opportunity to provide input?**

Family member/friend/colleague, Other (please specify) - Neighbourhood Association asking for support to stop this project.

Thank you,  
City of Victoria (BC)

## **Other projects that might interest you**

### **Regional 40 km/h Pilot Project**

The City of Victoria is working with municipalities across the Capital Region to explore a...

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**FW: South Jubilee bike lanes**

Engagement &lt;engage@victoria.ca&gt;

Tue 11/24/2020 10:50 AM

To: Amelia Potvin &lt;apotvin@victoria.ca&gt;

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**From:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>**Sent:** November 24, 2020 10:16 AM**To:** Engagement <engage@victoria.ca>**Subject:** FW: South Jubilee bike lanes

Hi Team,

I am forwarding this as it seems like the writer tried to participate in an online engagement initiative. Hoping you can still include it.

Thanks!

heather

Heather McIntyre

Correspondence Coordinator

Mayor / City Manager's Office

City of Victoria

1 Centennial Square, Victoria BC V8W 1P6



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**From:** Personal information >**Sent:** November 21, 2020 3:51 PM**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>**Subject:** South Jubilee bike lanes

Dear Mayor & Council I have looked at the bike lane plans for South Jubilee. I am not good with computers & couldn't figure out how to do the survey but I did want to let you know what I think. I really disagree with Oak Bay Ave. for bike lanes. I live at the corner of Fell & Leighton & walk the Ave. all the time. There are too many small businesses there that would be adversely affected by bike lanes. They all need to receive & ship freight & there is hardly enough room for the trucks to do this now. I think Leighton is equally poor. The traffic calming things that are there now preclude 2 cars from passing each other. I think bike lanes would just make an already congested small road a true nightmare. That leaves Fort St. It is wider than Leighton & Oak Bay Ave. & doesn't have the number of businesses that would be affected by bike lanes. So Fort St. gets my vote! Thanks for reading this. Yours Truly Personal information

## Traffic/injury data?

Personal information

Wed 11/25/2020 12:37 PM

To: Amelia Potvin <apotvin@victoria.ca>; Sarah Webb <swebb@victoria.ca>

Hi Amelia and Sarah,

I just went out for a lunch walk and unfortunately came across a major injury on Fell Street and Oak Bay of a woman on a bike that got hit by a car door and went into traffic. I'm not sure if her condition but she was in the ambulance.

Does the city of Victoria receive data on accidents injuries along each street? I'd be curious to know if there have been any other bike related accidents, and how that compares to Fort Street, which already has painted lanes. At what stage is this information considered?

Thanks.

Personal information

**FW: bike lanes for Fort Street or Leighton**

Engagement &lt;engage@victoria.ca&gt;

Thu 11/26/2020 7:47 AM

To: Amelia Potvin &lt;apotvin@victoria.ca&gt;

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**From:** Personal information  
**Sent:** November 25, 2020 8:47 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** bike lanes for Fort Street or Leighton

Hi,

Sorry, I totally forgot about the meeting until 8:25 pm this evening but I wanted to get my thoughts across to you.

I find these bike lanes create a lot of stress and problems for Victoria as you are putting them on very narrow streets and having two-way bike routes on one-way streets is very confusing to pedestrians and drivers as have to get your head around being on a one-way street but have to look both ways etc. Plus, I find bicyclists tend to not follow the rules of the road which is frustrating as well. As a bike rider I would prefer to ride on quicker roads therefore, Leighton street is more of an option for me as it would be a quieter ride as there are less people driving on this street. What I find on the intersection of Fort and Fern Street is that bicycles do not pay attention of the light and ride right through the red light. I have witness this more than a few times unfortunately as I did not see one rider as I was turning left off of Fern Street onto Fort Street and it was a red light for him but all of the sudden, he was in front of me.

What I am interested in and more of an impact on my daily life is the Richardson Street bike corridor. When will I see information on this.

Thank you, Personal information

Re: Amelia Potvin wants to share the file Fort Central Corridor\_Design\_.pdf with you

Personal information

Wed 12/2/2020 6:09 PM

To: Amelia Potvin <apotvin@victoria.ca>

Thank you very much for this reminder. I have been very busy of late and might have missed this opportunity. I hope that my comments below will relate to the survey which I have not seen.

I drive an Electric car and I am a regular cyclist using my bicycle mostly for needed transportation rather than for recreation.

As a general comment I noticed that there was little information in the presentations regarding the effect of the change to motor vehicle traffic.

Also in all cases I am in favour of the suggestion of the reduction of speed limits where proposed

Jubilee route. The fort street route and the oak bay ave route with the addition of concrete curbs are the least desirable as they would narrow the street and make it more difficult for cyclists and motor vehicles to take advantage of the using the wider unrestricted street. The current painted line on fort street is most adequate.

The Fort street Layton road option seems the best here with the exception again of adding the concrete curbs on Fort street I travel Fort street mostly on my bike to get from James Bay to Oak Bay and find the existing painted lines on Fort street and the wide street which is Oak Bay avenue very comfortable biking and a good route for bicycling as it is.

The Fernwood Connector and the Oaklands Connector both look like good plans and in my opinion should go ahead/

The Fort Street Central Route. This is the most problematic of all the proposals the change on some streets from two way traffic, the narrowing of streets with the addition of curbs and the addition of a two way restricted bike route are all changes for the worse and would hinder all traffic, bicycle and motorized too much. The two way bicycle route is especially bad. On my bike I avoid Pandora street with the two way lanes which are confusing, dangerous, restrictive with awkward stops and turns and just plain annoying for someone who rides their bike following all the regular rules of the road. There seems to be too many exceptions and extras with the two way lanes. I hope no more are built and even that the existing ones are some day eliminated so I can once again comfortably ride my bike down Pandora street and Water street matching traffic on the right side of the road.

These are my comments

Once again I would like to thank you very much for adding these to the input of the general public.

Sincerely,

Personal information

On Dec 2, 2020, at 4:11 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Good afternoon  
Personal information

I just wanted to check in to see if you'd like to submit any feedback on the proposed designs either by submitting the survey forms I sent you or sending your thoughts via email?

The public consultation period closed Monday but I am still processing data for the next week or so and am happy to include your input.

Kind regards,

Amelia

---

From: Personal information

Sent: T

To: Amelia Potvin <apotvin@victoria.ca>

Subject: Re: Amelia Potvin wants to share the file Fort Central Corridor\_Design\_.pdf with you

All of these links work

Thank you

Personal information

On Nov 24, 2020, at 8:09 PM, Amelia Potvin <apotvin@victoria.ca> wrote:

Oh darn, sorry about that.  
I'll try sharing the PDFs a different way

Try these links:

Jubilee

- Fort Street [All Ages and Abilities Cycling Network | Have Your Say\\_\(victoria.ca\)](#)
- Fort-Leighton [All Ages and Abilities Cycling Network | Have Your Say\\_\(victoria.ca\)](#)
- Oak Bay Avenue [All Ages and Abilities Cycling Network | Have Your Say\\_\(victoria.ca\)](#)

Oaklands Connector [All Ages and Abilities Cycling Network | Have Your Say\\_\(victoria.ca\)](#)

Fernwood Connector [All Ages and Abilities Cycling Network | Have Your Say\\_\(victoria.ca\)](#)

Fort Street Central [All Ages and Abilities Cycling Network | Have Your Say\\_\(victoria.ca\)](#)

Let me know if this works for you.

Amelia

---

**Personal information**

**From:**

**Sent:** Tuesday, November 24, 2020 6:27:48 PM

**To:** Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)>

**Subject:** Re: Amelia Potvin wants to share the file Fort Central Corridor\_Design\_.pdf with you

Turns out all of your links require a person sign and have a password. There is no neighbourhood meeting near my area (James Bay). Maybe it has already happened. I will in any case at least view the You tube videos and be more informed.

**Personal information**

On Nov 24, 2020, at 2:46 PM, Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)> wrote:

To view Fort Central Corridor\_Design\_.pdf, [sign in](#) or create an account.



**FW: (+1** **Personal information**

**Engineering Email inquiry <eng@victoria.ca>**

Mon 12/7/2020 12:51 PM

**To:** Timothy Hewett <THewett@victoria.ca>; Amelia Potvin <apotvin@victoria.ca>

**Cc:** Engineering Email inquiry <eng@victoria.ca>

 1 attachments (812 KB)

voicemail\_192\_734567.wav;

Please call & listen to message.

Russ

**Red Barn Market**  
**Personal information**

Re: Oak Bay bike lane.

Please copy eng@victoria.ca when responding.

Thanks

Vicki

## Supporting Redbarn & Looking for SAFE bike route.

Personal information

Fri 12/11/2020 3:40 PM

To: Personal information  
Cc:

<

Dear Amelia,

We are the home owners **Personal information**. We are avid cyclists, and have family members (young and old) that visit us on bike. And, we live in our homes while providing affordable housing for three other families who also cycle. **Having a bike lane up Oak Bay Avenue would severely impact our safety and quality of property enjoyment because:**

- We need Oak Bay Avenue to take it's delivery trucks to the front of its businesses (like Redbarn).
- When Redbarn is not able to accommodate its deliveries on Oak Bay Avenue, the deliveries are sent to the back.
- There are outdated bylaws in place to help with the massive volume of back up beeps, refrigerator units, and air breaks-its' just not sustainable.
- We have worked long and hard with Redbarn, the City, and as neighbours to establish better traffic flow to and from Redbarn. Ross Kenny & Nick Sullivan are familiar with our hard teamwork.

We support Redbarn in opposing the bike lanes up Oak Bay Ave. As a cysvlist, the back streets (Brighton, Leighton, and especially Richardson are our go-to routes for travel. I love the bike lanes the city has been putting in (LOVE them), but unless the city is willing to mandate smaller delivery trucks on the streets of Victoria, we don't want to share the road, or our street with large delivery trucks.

Please keep us in the loop. **Oak Bay Avenue is our neighbour, and we like to keep the dialogue open.**

Thanks for all the hard work you are doing, and thanks for talking with Redbarn-they are good neighbours.

Personal information

and **TEN** other

house holds on Redfern Street.

## FW: Your question on All Ages and Abilities Cycling Network was answered

Engagement <engage@victoria.ca>

Tue 12/8/2020 7:42 AM

To: Amelia Potvin <apotvin@victoria.ca>

---

**From:** Personal information

**Sent:** December 7, 2020 8:04 PM

**To:** Engagement <engage@victoria.ca>

**Subject:** Re: Your question on All Ages and Abilities Cycling Network was answered

Thank you for your answer below. I have reviewed the report to which you provided a link and it is interesting and contains a wide variety of hard data on road accidents in BC. While it is informative, it does not, unfortunately, directly respond to my question which asked for information related to your specific plans for data collection and assessment of the impact of these proposed changes.

It is important to take a data focused approach to the long-term management of traffic issues: how many accidents over time, reductions in accidents, trip durations, indirect and economic costs to citizens of traveling around the city via different means, etc etc. To have evidence based management you have to have, well, evidence. If you do not have this data and/or have no plans to gather it and use it in decision-making, just tell the public and myself.

Can you please share with the public your "on current traffic volumes and speeds", "traffic modelling" which you state have already been completed.

In regard to trip durations, an important measure of the direct costs imposed on the travelling public (their time, of course, being a valuable commodity with a real economic value), your answer was too imprecise to address my questions. Your response: "Travel time studies are conducted regionally on select routes every few years to monitor changes with population growth and infrastructure changes." avoids my question which was specific to the routes you are asking for input on. My question was: are you planning to do time series trip duration studies on the specific routes in question, and share them with the public? Telling me that you will do such a study on "select routes" studiously avoids the enquiry. If you have no plans to do such a study, please just answer clearly.

Again, thanks for your response!

Personal information

---

**From:** City of Victoria Engagement <[support@engagementhq.com](mailto:support@engagementhq.com)>

**Reply-To:** <[engage@victoria.ca](mailto:engage@victoria.ca)>

**Date:** Thursday, December 3, 2020 at 8:01 AM

**To:** Personal information

**Subject:** Your question on All Ages and Abilities Cycling Network was answered

Thank you for your question on You ask, we answer. Please read our response.

Have Your Say

Hi **Personal information**

Thank you for your question on [All Ages and Abilities Cycling Network](#). Our response below has also been posted on the site.

**Can you please share with the public your plans to (a) collect hard data on current traffic volumes on the affected routes, with a particular focus on trip durations; (b) collect post-implementation traffic data with the same focus; and (c) report that data to the public so that they can objectively assess the impact of the investments on traffic volumes; trip duration and carbon impact? thanks.**

**Hi there,**

**Thank you for your question.**

**To clarify, the purpose of this engagement process is to gather feedback on route options and associated designs. The City has determined that investments in active transportation infrastructure are beneficial and has committed to completing a 32km priority AAA network by the end of 2022.**

**You may be interested to review the 2016 report "Where the Rubber Meets the Road: Reducing the Impact of Motor Vehicle Crashes on Health and Well-being in B.C" which highlighted the need for greater focus on vulnerable road users such as pedestrians and cyclists. Systematically moving our communities toward active transportation, including in related infrastructure, education and access, has the potential to simultaneously increase physical activity, reduce motor vehicle crash injuries and fatalities, and improve environmental health.**

**Yes, the City has collected data on current traffic volumes and speeds to inform the design concepts that are presented. As a part the process we also conduct traffic modeling to consider at how changes will impact the level of service and performance on our roadways. As a part of our mobility strategy, Victoria has adopted a multi-modal level of service approach to managing our roads. This means we evaluate the overall level of service for all road users – including those who travel in a car, on a bus, on foot or on bike. In the Jubilee neighbourhood, the level of service is not expected to change significantly with any of these options as the number of general purpose travel lanes remains the same and designs do not introduce extensive new signal phasing at intersections. Travel time studies are conducted regionally on select routes every few years to monitor changes with population growth and infrastructure changes.**

Please feel free to seek clarifications or ask us another question on [You ask, we answer](#)

Thank you,  
City of Victoria (BC)

**Other projects that might interest you**

### **Regional 40 km/h Pilot Project**

The City of Victoria is working with municipalities across the Capital Region to explore a...

[\*\*View Project\*\*](#)

[\*\*View all projects\*\*](#)

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**Re: Virtual Session for Business Stakeholders - Jubilee Road Safety upgrades**

Karl @ Oak Bay Bicycles <karl@oakbaybikes.com>

Tue 12/15/2020 10:46 AM

To: Amelia Potvin <apotvin@victoria.ca>

Hi Amelia,

One other point to make on the matter. Commercial space is taxed at approximately 3 times the residential rate.

The house behind the bike shop has a dedicated spot on Foul Bay for their exclusive use. Half my property is parking. This was mandated by the city.  
Based on assessed value I'm paying about 12k a year to the city for my parking lot. Neighbour pays 0. I have no street parking anywhere, The neighbours have the rights to all of it.

Absurd, insane, offensive and frankly, massively prejudiced.

Thanks and good luck,

Karl

 created with  
[MySignature.io](https://mysignature.io)

**Karl Ullrich**

**P:** 250-598-4111 ext 5

**A:** 1990 Oak Bay Ave (free parking around back)

[oakbaybikes.com](https://oakbaybikes.com)

[LET US KNOW HOW WE'RE DOING: REVIEW US ON GOOGLE](#)

On Tue, Dec 15, 2020 at 9:01 AM Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)> wrote:

Hi Karl,

Thanks for your response and for this important feedback.

Though you won't be at the session, I'll be sure to record this as part of the insights collected from business stakeholders.

Stopped by the shop yesterday, it was nice to see Lee, but sorry I missed you.  
Hope you're enjoying the season and staying busy despite all the covid complications.

All the best,

Amelia

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**From:** Karl @ Oak Bay Bicycles <[karl@oakbaybikes.com](mailto:karl@oakbaybikes.com)>

**Sent:** Monday, December 14, 2020 11:30 AM

**To:** Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)>

**Subject:** Re: Virtual Session for Business Stakeholders - Jubilee Road Safety upgrades

Hi Amelia,

Thanks for the reminder on this but my experience is the issue isn't being tackled with any fortitude and these efforts are an exercise in frustration.

Until residential parking is dealt with, i.e. eliminated, any planning is flawed. I can't think of any other public space dedicated to the use of so few at the detriment of so many.

I've brought this up countless times with administrators and residents and realize how absurd the situation has become. No resident wants to give up "their parking" and no councillors want to lobby for removing it.

I'm out,

Sincerely,

Karl

 created with  
[MySignature.io](https://mysignature.io)

**Karl Ullrich**

**P:** 250-598-4111 ext 5

**A:** 1990 Oak Bay Ave (free parking around back)

[oakbaybikes.com](https://oakbaybikes.com)

[LET US KNOW HOW WE'RE DOING: REVIEW US ON GOOGLE](#)

On Fri, Dec 11, 2020 at 4:00 PM Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)> wrote:

Good afternoon business stakeholders,

In September 2020, the City of Victoria mailed a letter to your business to invite input on planned road safety upgrades in the Jubilee neighbourhood. While some of you have had a chance to participate in this process over the past three months, we are reaching out again to let you know about an upcoming virtual stakeholder meeting for businesses along these corridors.

In this session, City staff will review the three route options together with the differences, opportunities, and impacts of the associated designs. Participants can ask questions, provide feedback, and weigh in on a preferred route for priority investment in 2021.

Four session options are proposed. Please visit the link below to indicate your availability by December 18, 2020.

[Virtual Session Options - Doodle Poll](#)

If you have any questions, please do not hesitate to reach out to me directly. We look forward to hearing from you and confirming attendance for this virtual session.

Sincerely,

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

- c. Council Liaison - Marianne Alto  
Neighbourhood Liaison - Kimberley Stratford



**RE: Jubilee Bike Lane Consultation**

Elizabeth Jawl &lt;ejawl@jawlresidential.com&gt;

Thu 1/7/2021 5:08 PM

To: Amelia Potvin &lt;apotvin@victoria.ca&gt;

Cc: David Jawl &lt;djawl@jawlresidential.com&gt;; Peter Jawl &lt;pjawl@jawlresidential.com&gt;

 1 attachments (2 MB)

2019-04-24 - 1920 Oak Bay Ave Transportation Study.pdf;

Hi Amelia,

Unfortunately I won't be able to make the business session this evening, but thought it would be helpful if I shared my thoughts with you via email in advance. I have also attached the rezoning Transportation Study provided to planning staff. In the event it hasn't already been shared internally, we thought this would provide some relevant information on parking utilization, intersection turning counts on both Oak Bay Avenue and Leighton, as well as forecasted post development conditions.

Our group is strongly supportive of bike lanes and think it is great that the City is continuing the bike infrastructure to connect to Oak Bay. Overall, we think Fort Street is the most appropriate of the three options. The bike lanes currently run down Fort, so there will be no material change in condition. There will also be no loss of on street parking that will negatively impact commercial/retail businesses (as they currently rely on off-street parking). The Fort alignment also has the benefit of seamlessly connecting to Oak Bay's bike infrastructure. One concern with both the Leighton and Oak Bay alignments is that there is no continuation of the bike infrastructure across the municipal boundary, requiring bicyclists to navigate Foul Bay Road unprotected.

We are also supportive of the Leighton alignment which we think would provide a more family friendly bike lane and would have the benefit of not having Bike/Bus interaction on a busy corridor.

With respect to the Oak Bay Avenue alignment we do have some specific comments, concerns and areas of suggested consideration for the City:

- **Community Concerns** - One of the biggest concerns from residents we heard during our extensive community consultation process was that they were very concerned about increased traffic and increased parking on the side streets. This was of particular concern to residents on Redfern Street because of its narrow nature and the fact that many of the homes do not have driveways or garages for off street parking. The loss of the 7 on-street stalls in front of the development will be of concern to these neighbours
- **Loss of on Street Parking** - The City's proposal for the Oak Bay alignment has the loss of 7 parking stalls between Davie and Redfern and 5 parking stalls between Redfern and Amphion. The loss of these stalls on a busy retail corridor will push retail visitors on to the already limited and highly utilized side streets. I've attached for your reference the Transportation Study we had prepared in connection with our rezoning application which shows the already high utilization of these parking areas.
- **High volume of vehicular crossings** - We are concerned that the high volume of cars having to cross the bike lanes to access Oak Bay from Redfern will create a more dangerous condition for cyclists and will have negative impacts on westbound Oak Bay traffic as cars turning left onto Redfern will need to cross what will hopefully be highly trafficked bike lanes. Additionally, the loss of on street parking along Oak Bay avenue will drive customers of the retail tenants along this corridor to the side streets, creating additional vehicular crossings through the proposed bike lanes. The mixed use building we are constructing will have 4 retail tenants and 30+ residential units above. Our transportation study anticipated the new development would generate 34 trips (17 in, 17 out) in the AM peak hour and 81 trips (47 in, 34 out) in the PM peak hour.
- **BC Hydro** - Through our development process it has come to our attention that the Hydro infrastructure along Oak Bay Avenue is quite complex and that it has the potential to have significant cost implications to the City. We would recommend that the City speak with BC Hydro regarding potential impacts with any new infrastructure

I trust this assists and would be happy to discuss further if you have any questions.

Thank you,

Liz

Liz Jawl

Office: 250-940-4647

Mobile: **Personal information**

**From:** Amelia Potvin <apotvin@victoria.ca>  
**Sent:** January 5, 2021 3:24 PM  
**To:** Elizabeth Jawl <ejawl@jawlresidential.com>  
**Subject:** Re: Jubilee Bike Lane Consultation

Hi Liz,

My apologies - this email should have gone to you  
I just noticed I misspelled your email in the bcc list of the original email.  
Details below

Good afternoon,

Thank you to all who took the time to share your availability for a virtual meeting.  
Based on the highest availability/interest, we will go ahead with a meeting on:

**Thursday January 7**

**7-8 p.m.**

**Details at the bottom of this email**

We encourage you to visit the [cycling network page of the City's engagement portal](#) and view the [Jubilee virtual corridor tour video](#), and the PDF design drawings (navigate to 'Design Drawings - Current Projects') for the Jubilee route options in advance of the meeting. We will review these together at the meeting, but it would be helpful if you have a chance to familiarize yourselves with the proposed designs ahead of time.

If you have any questions in the meantime, or are having difficulty accessing the content, please don't hesitate to reach out.  
We look forward to connecting with you soon.

Sincerely,

Amelia Potvin

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

Virtual meeting  
link: [https://teams.microsoft.com/join/19%3ameeting\\_YWlzMDQ4MjAtYTY2Zi00MDRlWFJZDUtNjAzZTIIM2JlMDIy%40thread.v2/0?context=%7b%22Tid%22%3a%22d7098116-c6e8-4d2a-89ee-db15b6c23375%22%2c%22Oid%22%3a%22d4f0bd08-126a-423b-9743-a2f36814f7b8%22%7d](https://teams.microsoft.com/join/19%3ameeting_YWlzMDQ4MjAtYTY2Zi00MDRlWFJZDUtNjAzZTIIM2JlMDIy%40thread.v2/0?context=%7b%22Tid%22%3a%22d7098116-c6e8-4d2a-89ee-db15b6c23375%22%2c%22Oid%22%3a%22d4f0bd08-126a-423b-9743-a2f36814f7b8%22%7d)

[join/19%3ameeting\\_YWlzMDQ4MjAtYTY2Zi00MDRlWFJZDUtNjAzZTIIM2JlMDIy%40thread.v2/0?context=%7b%22Tid%22%3a%22d7098116-c6e8-4d2a-89ee-db15b6c23375%22%2c%22Oid%22%3a%22d4f0bd08-126a-423b-9743-a2f36814f7b8%22%7d](https://teams.microsoft.com/join/19%3ameeting_YWlzMDQ4MjAtYTY2Zi00MDRlWFJZDUtNjAzZTIIM2JlMDIy%40thread.v2/0?context=%7b%22Tid%22%3a%22d7098116-c6e8-4d2a-89ee-db15b6c23375%22%2c%22Oid%22%3a%22d4f0bd08-126a-423b-9743-a2f36814f7b8%22%7d)

[Join conversation](#)

teams.microsoft.com

## Microsoft Teams meeting

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

Confidential passwords and userids

[Find a local number](#) | [Reset PIN](#)

[Learn More](#) | [Meeting options](#) | [Legal](#)

---

**From:** Elizabeth Jawl <ejawl@jawlresidential.com>

**Sent:** Tuesday, January 5, 2021 2:36 PM

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

**Subject:** RE: Jubilee Bike Lane Consultation

Hi Amelia,

Happy New Year. Just checking in to see whether the business stakeholders meeting has been scheduled yet.

Thanks,

Liz

**Liz Jawl**

**Office:** 250-940-4647

**Mobile:** Personal information

---

**From:** Amelia Potvin <apotvin@victoria.ca>

**Sent:** December 21, 2020 11:58 AM

**To:** Timothy Hewett <THewett@victoria.ca>; Elizabeth Jawl <ejawl@jawlresidential.com>

**Subject:** Re: Jubilee Bike Lane Consultation

Hi Tim and Liz,

I recently connected with Peter Jawl and it looks like he must have shared information with you, Liz, as I saw your name signed up to attend our business stakeholders meeting in early January.



I'll be sending out an email shortly with more details. I look forward to connecting soon.

Happy holidays.

Amelia Potvin

Outreach Coordinator

Engineering and Public Works

City of Victoria

1 Centennial Square, Victoria BC V8W 1P6

T. 250-361-0300 ext.1751

---

**From:** Timothy Hewett <THewett@victoria.ca>  
**Sent:** Monday, December 21, 2020 11:45 AM  
**To:** Elizabeth Jawl <ejawl@jawlresidential.com>  
**Cc:** Amelia Potvin <apotvin@victoria.ca>  
**Subject:** RE: Jubilee Bike Lane Consultation

Good day Liz,

I just realized that this email was held up in a draft version and didn't get out so my apologies for that.

Regarding the Jubilee cycling network alignment, the formal engagement to confirm which alignment for priority cycling network investments has largely concluded although any insights or comments are always welcome. Note that we are planning to share the findings with Council in the Spring of 2021 to confirm the design direction and preferred alignment choice.

I have cc'd my colleague Amelia who is coordinating the engagement process, please include her on any correspondence if there is feedback you would like to provide. Please reach out if there are any other questions you have in regards.

Tim.

Timothy John Hewett  
Interdisciplinary Planner, MSc, RPP, MCIP

Sustainable Transportation Planning & Development,  
Engineering and Public Works,  
City of Victoria

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



---

**From:** Elizabeth Jawl <ejawl@jawlresidential.com>  
**Sent:** November 30, 2020 4:13 PM  
**To:** Timothy Hewett <THewett@victoria.ca>  
**Subject:** RE: Jubilee Bike Lane Consultation

Hi Tim,

Nice to be introduced to you via email. I just had a very quick question about when the public engagement portal closes for this stage of public feedback for the Jubilee corridor. Is there a date for submission of feedback?

Thanks,

Liz

Liz Jawl

Office: 250-940-4647

Mobile: **Personal information**

---

**From:** Rob Bateman <[rbateman@victoria.ca](mailto:rbateman@victoria.ca)>  
**Sent:** November 30, 2020 4:06 PM  
**To:** Elizabeth Jawl <[ejawl@jawlresidential.com](mailto:ejawl@jawlresidential.com)>  
**Cc:** Timothy Hewe <[THewe@victoria.ca](mailto:THewe@victoria.ca)>  
**Subject:** RE: Jubilee Bike Lane Consultation

Hi Liz,

That would be Tim Hewe <[THewe@victoria.ca](mailto:THewe@victoria.ca)>. I have cc'd him with this email.

Thanks,

Rob Bateman, MCIP, RPP  
Senior Process Planner  
Sustainable Planning and Community Development  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0292 F 250.361.0557



---

**From:** Elizabeth Jawl <[ejawl@jawlresidential.com](mailto:ejawl@jawlresidential.com)>  
**Sent:** November 30, 2020 2:33 PM  
**To:** Rob Bateman <[rbateman@victoria.ca](mailto:rbateman@victoria.ca)>  
**Subject:** Jubilee Bike Lane Consultation

Hi Rob. Could you advise which planner/staff member is responsible for the bike lane consultation. Thanks.

Elizabeth Jawl

Mobile: **Personal information**

Email: [ejawl@jawlresidential.com](mailto:ejawl@jawlresidential.com)

## **APPENDIX 4: FEEDBACK TRACKING FROM VIRTUAL EVENTS AND EMAIL**

Jubilee - Fort Alignment Feedback		
Comment	no. of occurrences	forum
Fort is preferred route for priority investment	16	total
crossing at Chesnut St		NA meetings, email and
many cycling connections (Foul Bay, Hospital, Cadboro Bay)	4	business stakeholders mtg
least impact to traffic		"
faster traffic on Fort, needs safety improvements		"
Save on Foods - driveway access safety	3	"
safe enough as is		"
best regional / intermunicipal connectivity		"
support additional protection		"
remove slip lanes at Richmon	2	"
concern about bus mixing zones	4	"
seems to be most logical corridor, upgrading what is there		"
connection to hospital		"
connection to Oak Bay infra (Cadboro Bay Rd lanes)	3	"
concern about driveways at Jubilee shopping centre		"
support protected	2	"
support chesnut crossing	3	"
suggest two-way protected lanes		"
concern about L turn onto Foul Bay, need safe option	3	"
ensure good access to Lee (many hospital commuters)		"
oak bay junction - safety needed!	8	"
remove slip lanes @ OB junction		"
concern about L turns for bikes	2	"
suggest floating bus stops		"
safety needed at Richmond	3	"
concern about L turns onto Richmond from Fort		"
does not support floating bus stops		"
support this route / design / access		"
this route makes most sense re: connections		"

Jubilee - Fort-Leighton Alignment Feedback		
Comment	no. of occurrences	forum
support priority investment on leighton	6	total
already traffic calmed		NA meetings, email and business stakeholders mtg
not best investment		
diversion at richmond - concern about local access	5	"
lack of connections @ Foul Bay Rd	3	"
route does not serve anyone	3	"
don't spend money on reduced speed limit signs (already slow moving traffic)		"
improve Chesnut connection		"
no connections		"
turn it into a one-way street (rather than diversion)		"
cars and bikes leapfrogging (due to existing traffic calming)		"
not ideal for AAA (shared use)		"
worst option, make investment where higher safety concern		"
add traffic signal at Richmond (regardless of selected route)		"
requires additional improvements / connections to make sense		"
convenient to access south jubilee		"
do Fort-Leighton in addition to other investments		"
add RRFB (cyclist/ped activated) @ Richmond		"
more crossing to Leighton (rather than chesnut)	2	"
too narrow		"
good family friendly route	3	"
concern about existing traffic calming, weaving in & out, adding bikes to the mix		"
		"
great if connections are established @ E end (OB high, rec centre, etc)	2	"
near Bank Street school		"



Jubilee - Oak Bay Ave Alignment Feedback		
Comment	no. of occurrences	forum
support priority investment on Oak Bay ave	24	total
Concern about bus mixing zones	4	NA meetings, email and business stakeholders mtg
Does not support - too congested		
Reduce speed on Oak Bay Ave		"
Access to business driveways		"
Concern about parking loss	7	"
Concern about parking on residential streets		"
left turns to exit bike lanes tricky/unsafe?	4	"
visibility/safety when cars make right turns		"
visibility when buffered by OSP		"
best safety improvement	6	"
investment send signal about bicycle priority		"
serves many/more destinations	4	"
more continuous route throughout the City		"
add RRFB @ Redfern Xwalk	2	"
lack of connections (esp. district of Oak Bay)		"
is now the time? (better in 5-10 yrs?)		"
most challenging project, best payoff		"
most complex		"
support added Xwalk @ Redfern		"
(do it regardless of chosen route)		"
better route considering future development		"
more likely to draw new people to cycling		"
Misaligned streets		"
support all pedestrian improvements	2	"
RRFBs at pedestrian crossings	2	"
advanced left at Richmond		"
frontage improvements at Redfern		"
off-street parking not adequate, puts pressure on local roads		"
negatively affects businesses		"
concern about loss of OSParking	5	"
concern parking spillover on residential streets / relationships with neighbours	2	"
high vehicle speeds on corridor		"
too much going on (busy corridor)		"
many off-set intersections		"
support redfern crossing	2	"
support amphion sidewalk widening		"
concern about bus mixing zones		"
need additional commercial loading which would further reduce OSP (red barn frontage)		"
no concern about parking loss		"
support bus mixing zone approach (repeats what has been done elsewhere)		"
support crosswalk upgrades	3	"

Oaklands Connector Design Feedback		
Comment	no. of occurrences	forum
support neighbourhood bikeway concept	2	NA meetings & email
support road safety improvements	2	"
support speed humps	2	"
support lower speed limit	2	"
residential only parking on Pearl	2	"
reflective marking on MU trail, esp at bends near courts	3	"
lighting along MU path		"
concern about MU path (Doncaster) pedestrian conflict		"
no new sidewalks		"
support stop control at Myrtle		"
poor sightlines at Myrtle @ peak times (daycare drop off zone)		"
pedestrians on Pearl Street (improve connection)		"
add sidewalk to pearl		"

Fernwood Connector Design Feedback		
Comment	no. of occurrences	forum
Support protection at Bay		NA meetings & email
support traffic calming	4	"
add wayfinding		"
support safer crossing @ Bay (ped&bike activated signal / RRFB)	10	"
suggest restricting access for cars turning onto Avebury / Oregon		"
reduce volumes / improve safety	3	"
suggest alternate route on Roseberry @ Bay		"
future connection to pandora/begbie	4	"
suggest alternate route on Shakespeare to align with Oaklands		"
add shared road signage in addition to sharrows and reduced speed		"
suggest adding street lights to oregon		"
remove speed hump from steep part of oregon / top of hill	2	"
suggest adding speed humps on Denman		"
add stop sign at Oregon & Pembroke for ped safety (4way)	2	"
restrict parking on Pembroke near Oregon (currently no yellow paint)		"
poor sight lines / unsafe	3	"
support new stop at Walnut	2	"
water pools @ curb let-down on E of Oregon @ Walnut		"
suggest 4 way at Oregon & walnut to slow cars down on Oregon -		"
already an issue of not stopping there, speeding down hill		"
support 4way stop @ Gladstone	2	"
restrict parking on Pembroke near Stanley - unsafe, poor sightlines	4	"
suggest all way stop @ Pembroke & Stanley	2	"
repave Walnut		"
suggest alternate route to avoid Oregon Hill	4	"

Fort Street Central Design Feedback		
Comment	no. of occurrences	forum
Support improved safety, AAA, proximity to school	3	NA meetings & email
support 2-way concept		"
yates turnaround is busy		"
support pedestrian improvements @ Moss		"
Fernwood doesn't warrant signal/ changes		"
concern about one-way Fernwood	2	"
access to south Fort from North of City (one-way)	2	"
left turn from St-Charles to Fort	2	"
no RRFBs at Fort/Yates		"
suggest added bike crossing incl signal @ Linden	2	"
support improved crossing at Linden	2	"
support upgraded crossing at Moss	3	"
concern about conflict at Fort / Yates intersection		"
suggest signalized crossing @ Fort / Yates		"
concern about bus mixing zones	3	"
support overall design	3	"
need added safety @ Oak Bay Junction	2	"

## **APPENDIX 1: EXAMPLES OF PROMOTIONAL MATERIALS**

## 1. Examples of social media promotion and advertisements




### Ad Preview

City of Victoria - Local Government  
November 26 at 11:20 AM · 🌐

Reminder: Last chance to have your say on route options and corridor designs for the next phase of the cycling network. Consultation on full-length design concepts closes on November 30. Visit the engagement platform to:

- 👁 Watch the virtual corridor tours
- 📝 Complete the short survey
- 🗺 Submit detailed feedback using new map tools

<https://engage.victoria.ca/aaa-cycling-network>



ENGAGE.VICTORIA.CA

**All Ages and Abilities Cycling Network**

WELCOME: START HERE Planning is underway for the ...

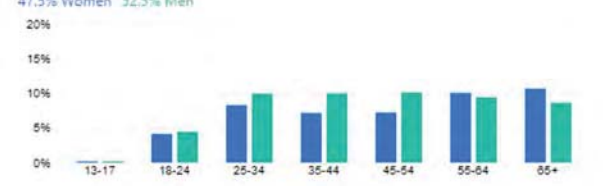
Learn More

### Audience

This ad reached 11,600 people in your audience.

People Placements Locations

47.5% Women 52.5% Men



Age Group	Women (%)	Men (%)
13-17	0%	0%
18-24	4%	4%
25-34	8%	10%
35-44	7%	10%
45-54	7%	10%
55-64	10%	9%
65+	11%	8%



Have your say on full-length designs for the next phase of corridors in the cycling network

Visit [engage.victoria.ca](https://engage.victoria.ca)

- 🚲 Watch the virtual corridor tour
- 🚲 Take a short online survey
- 🚲 Provide detailed feedback on the full-length designs

OAKLANDS CONNECTOR

FERNWOOD CONNECTOR

JUBILEE ROUTE OPTIONS

FORT STREET CENTRAL

CITY OF VICTORIA

Contact: [engage@victoria.ca](mailto:engage@victoria.ca)


This graphic features a pink and blue background with a map of Victoria showing proposed cycling corridors. Callouts encourage users to visit engage.victoria.ca to watch virtual corridor tours, take a short online survey, and provide detailed feedback. The City of Victoria logo and contact information are in the bottom right corner.



## 2. Examples of print advertisements


# All Ages and Abilities Route Planning in Jubilee

Have your say on route options and design concepts for a new cycling route in the Jubilee neighbourhood.



**Watch introductory video**  
**Take short online survey**

Stay tuned for more opportunities to provide input later this fall!



**engage.victoria.ca**

A4 FRIDAY, SEPTEMBER 4, 2021

## THE CAPITAL

thevictorian.com | TIMES & COLUMNS

### Nuu-chah-nulth raise alarm after reserve's first COVID-19 case

ROSANNE EGAN-KLITT  
The Globe

Nuu-chah-nulth Tribal Council has confirmed the first case of COVID-19 in its territory (B.C.'s) in its territory.

The first case, which occurred in First Nations, was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

working really hard to limit the spread of the virus.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

remote communities, according to the health department.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

cases, which include the first case in the territory.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.



Tribal council president Judith Rogers, 45.

### Man attacked at Pandora-Quadra left lying in bike lane

ROSANNE EGAN-KLITT  
The Globe

A Victoria police officer was injured in an attack on a man in a bike lane on Pandora-Quadra.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

for the attack. The incident occurred on Pandora-Quadra.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

for the attack. The incident occurred on Pandora-Quadra.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

### Around the world, alone in his boat



Shogren will leave his boat on Thursday after completing a solo circumnavigation of the world. The journey was undertaken on the ship on his 24-foot boat, named after his mother.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

### Car explodes near Rutledge Park in Saanich

ROSANNE EGAN-KLITT  
The Globe

A car exploded near Rutledge Park in Saanich.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

A car exploded near Rutledge Park in Saanich.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

A car exploded near Rutledge Park in Saanich.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

### Man exposes himself to girl on Nanaimo trail

ROSANNE EGAN-KLITT  
The Globe

A man exposed himself to a girl on a trail in Nanaimo.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

A man exposed himself to a girl on a trail in Nanaimo.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

A man exposed himself to a girl on a trail in Nanaimo.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

The case was reported to the health department of the province.

# All Ages and Abilities Route Planning in Jubilee

Have your say on route options and design concepts for a new cycling route in the Jubilee neighbourhood.

**Watch introductory video**  
**Take short online survey**

Stay tuned for more opportunities to provide input later this fall!



**engage.victoria.ca**

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**slipson@aol.com • www.slipson.ca**

### 3. Letters sent to residents



1 CENTENNIAL SQUARE, VICTORIA, BC V8W 1P6 | [victoria.ca](http://victoria.ca)

Engineering and Public Works | Transportation

1 Centennial Square, Victoria, BC V8W 1P6  
E [engage@victoria.ca](mailto:engage@victoria.ca) T 250.361.0300

September 15, 2020

#### Planning for Road Safety Investments in the Jubilee Neighbourhood

Planning is underway for the next phase of the All Ages and Abilities (AAA) cycling network. The City is currently seeking input from residents, businesses and commuters on options for a AAA route in the Jubilee neighbourhood.

Three options are being considered and one will be selected as a preferred route for priority investment. Public and stakeholder feedback will be collected between August and October 2020. To learn more and weigh in on options and preferences, visit the Cycling Network page on the City's engagement portal at [engage.victoria.ca](http://engage.victoria.ca). There you will find a virtual introduction video, a short survey and links to additional resources.

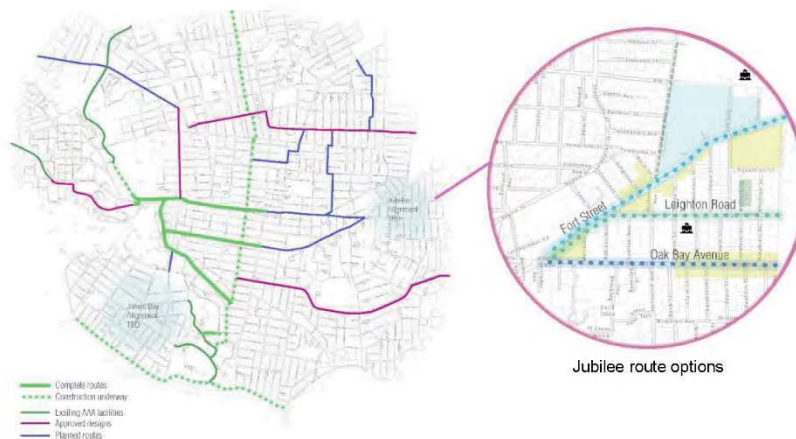
Later this fall, the City will be rolling out full-length designs for further comments and detailed feedback. Stay tuned to the City's Engagement Portal to stay informed about current projects and opportunities to provide input. You can also request to receive email updates through the City's Active Transportation distribution list by emailing [engage@victoria.ca](mailto:engage@victoria.ca).

Kind regards,

Amelia Potvin  
Outreach Coordinator  
Engineering & Public Works

c. Council Liaison – Marianne Alto  
Neighbourhood Liaison – Kimberly Stratford

#### All Ages and Abilities Cycling Network







1 CENTENNIAL SQUARE, VICTORIA, BC V8W 1P6 | [victoria.ca](http://victoria.ca)

Engineering and Public Works | Transportation

1 Centennial Square, Victoria, BC V8W 1P6  
E [engage@victoria.ca](mailto:engage@victoria.ca) T 250.361.0300

September 21, 2020

### Planning for Road Safety Investments

Planning is underway for the next phase of corridors in the All Ages and Abilities (AAA) cycling network. You are invited to participate in design consultation for the **Oaklands Connector**, **Fernwood Connector**, and **Fort Street Central** corridors.

The initial phase of engagement starts on September 21, 2020 at [engage.victoria.ca](http://engage.victoria.ca). Each corridor features an introductory video, a short survey, and links to additional resources. Later this fall, the City will roll out full-length designs for further comments and detailed feedback from stakeholders and the public.

Keep informed about current projects and opportunities to provide input by requesting to receive automatic email updates. Send an email to [engage@victoria.ca](mailto:engage@victoria.ca) with subject line: Active transportation distribution list.

Kind regards,

Amelia Potvin  
Outreach Coordinator  
Engineering & Public Works

c. Council Liaisons -  
Sharmarke Dubow  
Ben Isitt  
Geoff Young

Neighbourhood Liaisons -  
Michael Hill  
Gary Pemberton  
Kimberley Stratford

