

2021

CITY OF VICTORIA | Engineering & Public Works

# Detailed Engagement Summary

## Appendix A



## Executive Summary

A two-phase engagement strategy took place between February and June 2021. The goal of the process was to generate a high level of community response by providing the public multiple ways to learn about the AAA bicycle network and submit feedback, while abiding by COVID-19 safety protocols.

Consultation was focused on design concepts for Government, Montreal, Superior and Michigan Streets and public preference on an east-west priority AAA corridor (Superior or Michigan Street). Full-length corridor designs with written annotations were provided. Plain text descriptions were also made available.



Engagement sought feedback from residents, businesses, commuters, and stakeholder groups. City staff used different strategies to collect comments, suggestions, concerns, ideas and insights. All feedback received was considered, together with other technical inputs including provincial and national design standards. This approach aligns with the City's Engagement Framework. Highlights of the two-phased engagement process included:

- 6,000 visits to the project page
- 2,972 informed visitors
- 1,026 surveys completed
- 238 people participated in 11 virtual stakeholder meetings
- 67 people wrote or called directly to city staff
- 971 downloads of corridor designs
- 166 pins posted to the route map tool
- 26 asked questions on digital forum

## Engagement Strategy

The following tools were used to collect feedback:

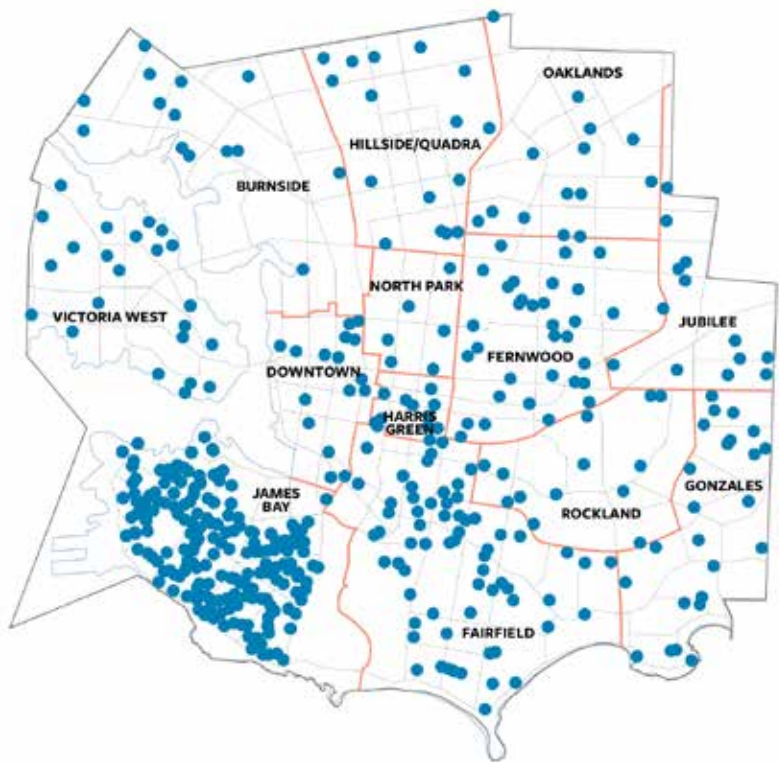
- Online Survey (x 2)
- Mapping tool (first phase only)
- Project drawings (x2)
- Virtual corridor tour video (x 2)
- Virtual Neighbourhood Association Meeting
- Virtual stakeholder and agency partner meetings
- Virtual Q&A Sessions with City Staff
- Email, Letters, Phone calls

Copies of all survey answers, responses from the route map tool as well as direct emails received are included at the end of this summary report. Opportunities for public participation were directly promoted through:

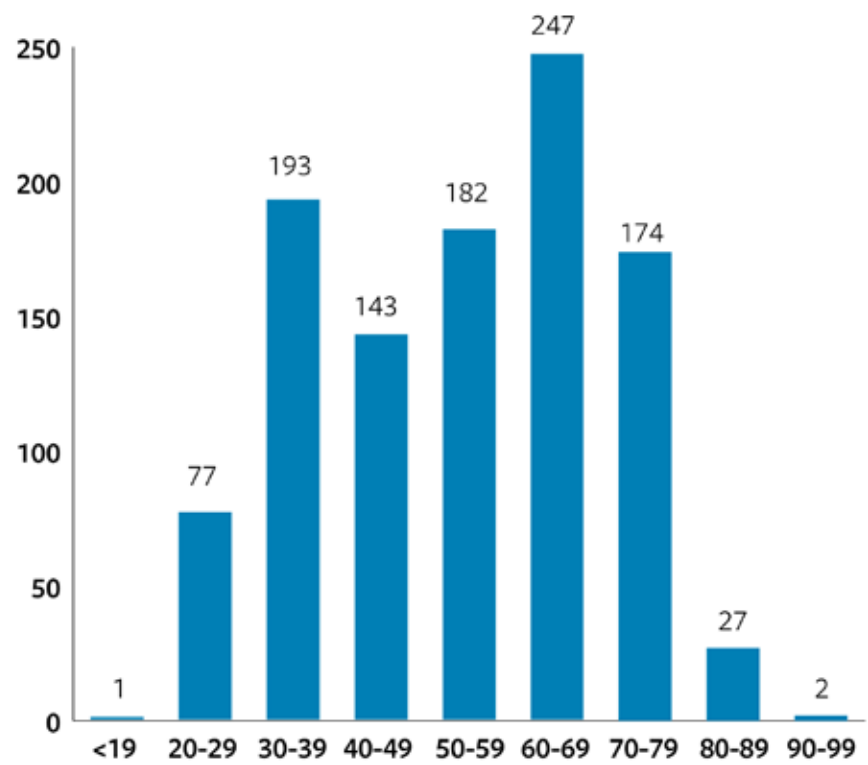
- Letters sent to addresses along the corridors (Government, Superior, Michigan and Montreal Streets – one letter for each phase; over 2,000 letters total)
- Print ad in the Times Colonist (February and May)
- Print ads in Vic News (February, March and May)
- Ad in Monday Magazine (March)
- Print ad in Vic News (May)
- City e-newsletter (February, March, May)
- City Neighbourhood Hotsheets (February, March and May)
- Promotional signage along relevant corridors (Superior, Michigan, Government and Montreal Streets)
- Active Transportation email list (February)
- James Bay Beacon (March)
- Multiple rounds of social media posts across City channels
- Stakeholder meetings (City Active Transportation Advisory Committee, James Bay Neighbourhood Association, Southpark School Parent Advisory Council, Walk-On Victoria, Capital Bike, BC Transit, Victoria Fire)
- Stakeholder print package distribution (Southpark Elementary community, James Bay Community School, James Bay Community Project, New Horizons for Seniors, Greater Victoria Public Library, James Bay Community Centre, James Bay Urgent Care Centre, Red Barn Market)
- Display and information at the James Bay Community Market

The City also offered customized stakeholder information sessions to the James Bay Round Table, Fisherman's Wharf Float Home Residents, and Capital Park development. The below graphics depict locations and ages from respondents who participated in the on-line survey or used the on-line mapping tool.

**Location of Respondents (Victoria neighbourhoods)**



**Age of Respondents**





**PHASE ONE ENGAGEMENT:**

The first phase of engagement took place from February 5 to March 28, 2021. The public was invited to provide feedback on design concepts for Superior, Michigan, Montreal and Government Street and weigh in on a route preference for an east-west corridor (Superior or Michigan Street). Participants could also add pins with comments, questions and suggestions along the routes through a mapping tool, as well as ask questions in a Q&A forum. The public could also provide feedback through email, phone, and letters.

Through these efforts, there were 437 survey respondents in Phase 1 and 166 pins were placed on the mapping tool. 163 people participated in the virtual stakeholder meetings.

**PHASE TWO ENGAGEMENT:**

The second phase of engagement took place from May 10 to June 11, 2021. Staff provided updated designs and produced a new video that described what had been changed based on public feedback from the first phase. The public was then invited to provide feedback on updated design concepts for Superior, Michigan, Montreal and Government Street and weigh in on a route preference for an east-west corridor (Superior or Michigan Street). The public could also provide feedback through email, phone, and letters.

Through these efforts, there were 737 survey respondents in Phase 2. An additional 75 people participated in virtual stakeholder meetings.

## What We Heard:

A copy of the survey questions and results and all emails and letters are included at the end of this report. Through both phases, the City heard support for:

- Adding AAA infrastructure in James Bay
- Including pedestrian improvements
- Providing sites for future placemaking
- Establishing connections to destinations
- Traffic calming local streets
- AAA Network connectivity

There were also concerns shared about:

- Road user conflicts and congestion
- Reducing or changing vehicle access into or out of James Bay
- Loss of parking
- Cruise ship and tourism traffic pressures
- Unique vehicles in James Bay (eg: Horse and Carriages)
- Cost

Based on feedback from this initial phase of community engagement, staff modified the designs for each of the corridors for further engagement in phase 2. The detailed themes for each corridor are provided below.

## Superior Street

### Overall themes:

- Support for protected bike lanes as AAA design treatment
- Concerns about on-street parking loss
- Concerns about maintaining access to James Bay Market Site
- Support for pedestrian crossing upgrades and reduced crossing distances
- Support for designs that help to reduce speeds
- Concern about commercial loading needs

### Specific Feedback Topics:

Location	Topic	How designs were modified to respond
100 block	Desire for more parking retention	Shift from protected bike lanes to advisory bike lanes in 100 block
Corridor	Desire for more landscaping	Added landscaped medians in select locations
Oswego @ Superior	Improve pedestrian comfort	Added curb bulges and reduced crossing distances

There were some design suggestions that were raised but not included such as:

- **Remove trees to retain more parking.**  
This would be contrary to the City's urban forest master plan goals.
- **Eliminate transit route from Superior Street to free up space for more parking.**  
This would be contrary to Go Victoria goals.
- **Add traffic signal at Oswego Street.**  
A signal is not required at this time but could be considered in the future.
- **Extend the route to Douglas Street.**  
There is not enough space at this time nor existing connections into Beacon Hill Park at this intersection.

## Government Street:

### Overall themes:

- Support for protected bike lanes
- Concerns about traffic diverters
- Concerns about additional parking and road widths
- Concerns about non-AAA designs and timing for future upgrades
- Concerns about transit layover zone
- Support for pedestrian crossing upgrades
- Support for speed humps
- Concern about commercial loading needs
- Concern about speed humps accommodating horse and carriages

### Specific Feedback Topics:

Location	Topic	How designs were modified to respond
<b>Wharf to Belleville</b>	Concerns about intersection changes	Shift from two-way protected bike lane on west side to one-way protected bike lanes on both sides
<b>Wharf to Belleville</b>	Improved pedestrian comfort crossing bike lanes and vehicle travel lanes	Upgrade mid-block pedestrian crosswalk
<b>Government @ Superior</b>	Concerns about proposed diverter	Removed traffic diverter
<b>Government 600 Block</b>	Safety for cyclists with curb bulge	Removed curb bulge from mid-block crossing, which is no longer required because east side sight lines are now clear.
<b>Government @ Michigan</b>	Concerns about new location of commercial loading zone	Retained commercial loading zone in original location
<b>Government @ Dallas</b>	Concerns about proposed diverter and changes to on-street parking location	Modified design to remove traffic diverter and maintain parking as existing layout
<b>Government 000 Block</b>	Changes to passenger loading zone location	Maintain parking as existing layout

There were some design suggestions that were raised but not included such as:

- Remove speed humps from design. Speed humps are used to achieve target speeds of 30km/hr and are a part of the design features in both advisory bike lanes and the neighbourhood bikeways.
- Add traffic signal at Dallas Road. This was reviewed and was not supported at the time.



## Michigan Street:

### Overall themes:

- Concerns about narrow roadway and inviting more cyclists
- Concerns about access to Island Health Clinic and Church
- Concerns about commercial loading zones
- Support for pedestrian crossing upgrades
- Support for speed humps
- Support for parking retention

### Specific Feedback Topics:

Location	Topic	How designs were modified to respond
Southpark School	Desire to retain existing location for drop off/pick up zone	Extension of advisory lane design and modification to the proposed road crossing at Dallas Road in order to retain existing location
Menzies @ Michigan	Traffic diverter	Removed diverter, added advisory bike lanes, reduced parking retention rate
Michigan 400 Block	Added mid-block crossing	Added curb bulges and reduced crossing distances
Commercial loading zone at Menzies @ Michigan	Location of new loading zone	Retained existing location

There were some design suggestions that were raised but not included such as:

- Remove parking and add protected bike lanes. This would have eliminated all on-street parking.
- Remove speed humps. These are a part of the traffic calming to achieve speeds of 30km/hr.
- Add a traffic diverter at west end next to Fisherman's Wharf Park. Volumes at the west end of the corridor meet the desired 1,000 vehicles per day.

## Montreal Street:

### Overall themes:

- Support for speed reduction
- Concern about speed humps accommodating horse and carriages
- Concern about pedestrian visibility at Simcoe
- Concern about indirect route connection to Dallas Road

### Specific Feedback Topics:

Location	Topic	How designs were modified to respond
Montreal, adjacent tennis courts	Add placemaking features and public seating	These features can be considered through the detailed design process in conjunction with the JBNA and Neighbourhoods Team

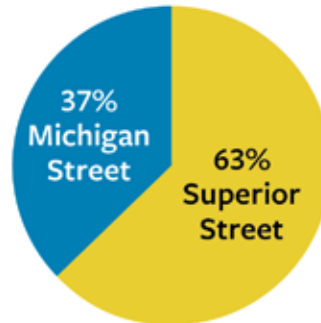
There were some design suggestions that were raised but not included such as:

- Change routing to terminate at Dallas and Montreal. This was explored but was not feasible due to location of driveway from cruise ship terminal, sightlines, loss of parking and cost. An existing crosswalk at Dock Street aligns with the current terminus of the AAA route.

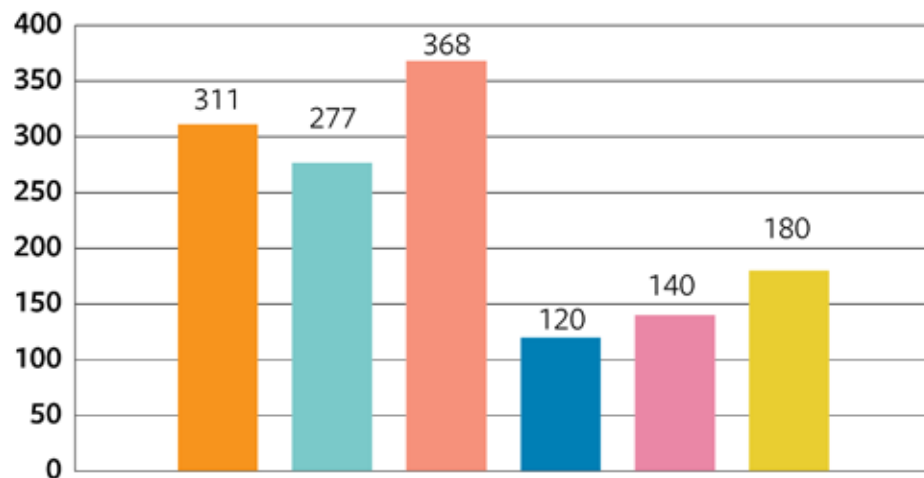
## Route Preference & Design Support:

The survey asked respondents to identify their preferred east-west AAA cycling corridor in James Bay, with descriptions of the different designs for each route option (Superior or Michigan Street). Of the 425 respondents to the question in Phase 1, 63.3% selected Superior Street, while 36.7% selected Michigan Street. Of the 707 respondents to the question, 63.5% chose Superior Street, while 36.5% chose Michigan Street.

## Preference for East West Route



Participants were also offered the opportunity to state their reason for supporting their east-west route option in the second phase. Feedback is broken down as follows:

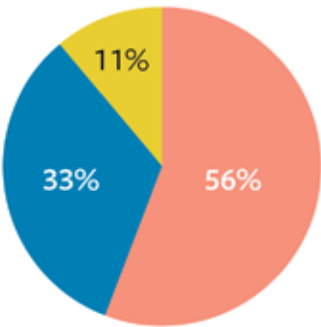


### Question Options

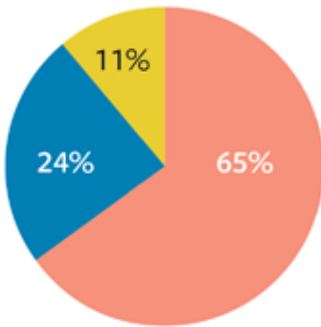
- Because it represents a bigger safety improvement for the community
- Because it provides better connections to the rest of the cycling network and destinations
- Because I don't want to see any changes on the alternate route
- Because it provides better balance for all road users
- Because it addresses parking and loading concerns
- Other (please specify)

The survey also asked participants to provide their level of support for the updated designs for the other corridors (Government and Montreal Street). 67% of 731 respondents were in support or neutral for the designs for Government Street, while 76% of 732 respondents were in support or neutral for the designs for Montreal Street.

**Level of Support for Revised Design for Government Street**



**Level of Support for Revised Design for Montreal Street**



- Definitely or Somewhat Agree
- Definitely or Somewhat Disagree
- Neutral

A final open-ended question (“Add any final comments on any of the planned routes or revised designs in James Bay here, if desired. Please indicate which corridor(s) (Superior, Michigan, Government or Montreal) you are referring to.”) invited final thoughts on the James Bay cycling routes. Results were analyzed with themes reflecting support for protected bike lanes, traffic calming and pedestrian improvements, while concerns remained around the upgrades not being needed, loss of parking, increased congestion, and overall cost of road safety improvements.



Examples of Promotional Materials and Earned Media

Planning is underway for new All Ages and Abilities cycling routes in **James Bay.**

 Share your feedback on designs and weigh in on a preferred east-west route.

Take part and learn more at [engage.victoria.ca](https://engage.victoria.ca)










**LATEST NEWS** New Island-class ferry arrives in Victoria after voyage from Romania

**City of Victoria seeks feedback on proposed routes for bike lanes in James Bay**

Darron Kloster / Times Colonist  
MARCH 3, 2021 05:56 PM



Northeast bike routes are planned for Government and Montreal streets, and there are two east-west route options on the table for Superior and Michigan streets, one of which will be designated for construction by the end of 2022. ADRIAN LAM, TIMES COLONIST

Victoria's bike lane network will be pushing into James Bay next year and the city wants feedback from residents, businesses and commuters on the proposed routes.

# City of Victoria seeking public opinion on new James Bay bike lanes

By **Ryan Hook** · Thursday, May 13th, 2021



Facebook



Twitter



Reddit



Email



(City of Victoria)

The City of Victoria is seeking final input from residents, businesses and commuters on the next phase of the 32 km cycling network through James Bay

Designs have been modified based on public input and are now available for further feedback before recommendations are made to Council later this summer.



## James Bay Neighbourhood Association

*honoring our history, building our future*



We meet on the 2<sup>nd</sup>  
Wednesday of every month

Welcome

About ▾

Our Activities ▾

For Information ▾

Of Interest ▾

Posts

Board Login

### James Bay Cycle Routes – Revised Plan



[Simcoe St. Repaving](#)

[Community Animator Job Posting](#)




The City is proposing two north-south cycling routes for James Bay: Government Street and Montreal Street.

Two east-west route options, Superior and Michigan Streets, are being considered - one of which will be pursued. Details [here](#).

City staff presented the revised, Phase 2, proposals at the JBNA Zoom meeting on Wednesday May 12<sup>th</sup>. View the presentation slides [here](#).



# 2022 Bicycle Network Improvements



## Planning is underway for new All Ages and Abilities cycling routes in James Bay.


Share your feedback on latest designs and preferred east-west route by June 11<sup>th</sup>.


Have Your Say at [engage.victoria.ca](https://engage.victoria.ca)

Watch a virtual corridor video

Take the survey

Register for upcoming Virtual Q&A Sessions with City Staff





Visit [engage.victoria.ca](https://engage.victoria.ca) to learn more

# James Bay Cycling Routes

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## **SURVEY RESPONSE REPORT**

01 February 2021 - 29 March 2021

### **PROJECT NAME:**

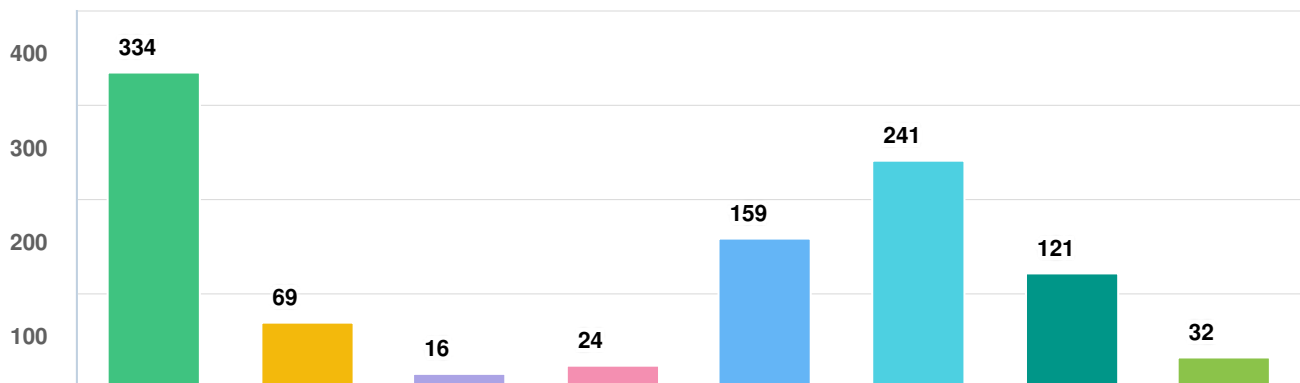
All Ages and Abilities Cycling Network





# SURVEY QUESTIONS

## Q1 Why are you interested in providing feedback on the cycling network routes in James Bay?



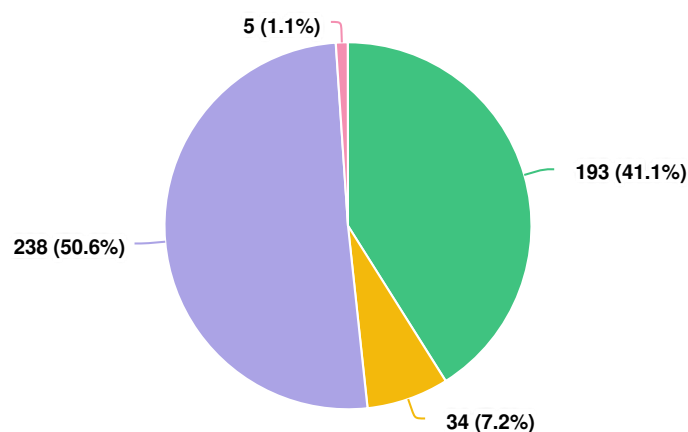
### Question options

- I live in the area    ● I work in the area    ● I own a business in the area    ● I commute to the area for business
- I visit the area for recreation or pleasure    ● I am interested in cycling routes / road safety, in general
- I like to provide feedback on City initiatives    ● Other (please specify)

Optional question (473 response(s), 0 skipped)

Question type: Checkbox Question

## Q2 How did you view the proposed designs?



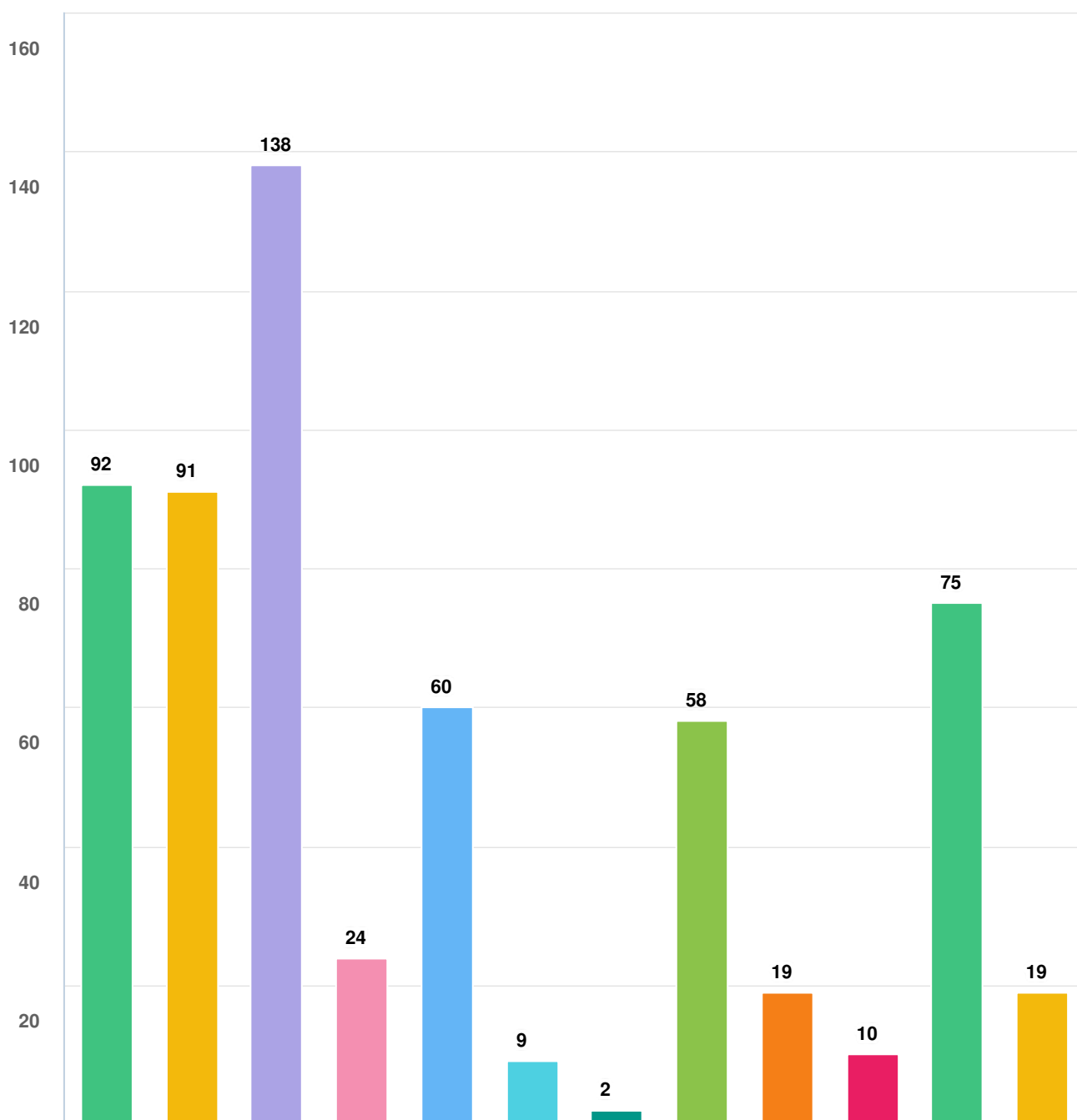
### Question options

- Watched the virtual corridor tour    ● Reviewed the PDF design concepts    ● Both of the above    ● Neither

Optional question (470 response(s), 3 skipped)

Question type: Radio Button Question

### Q3 How did you hear about the opportunity to provide input?



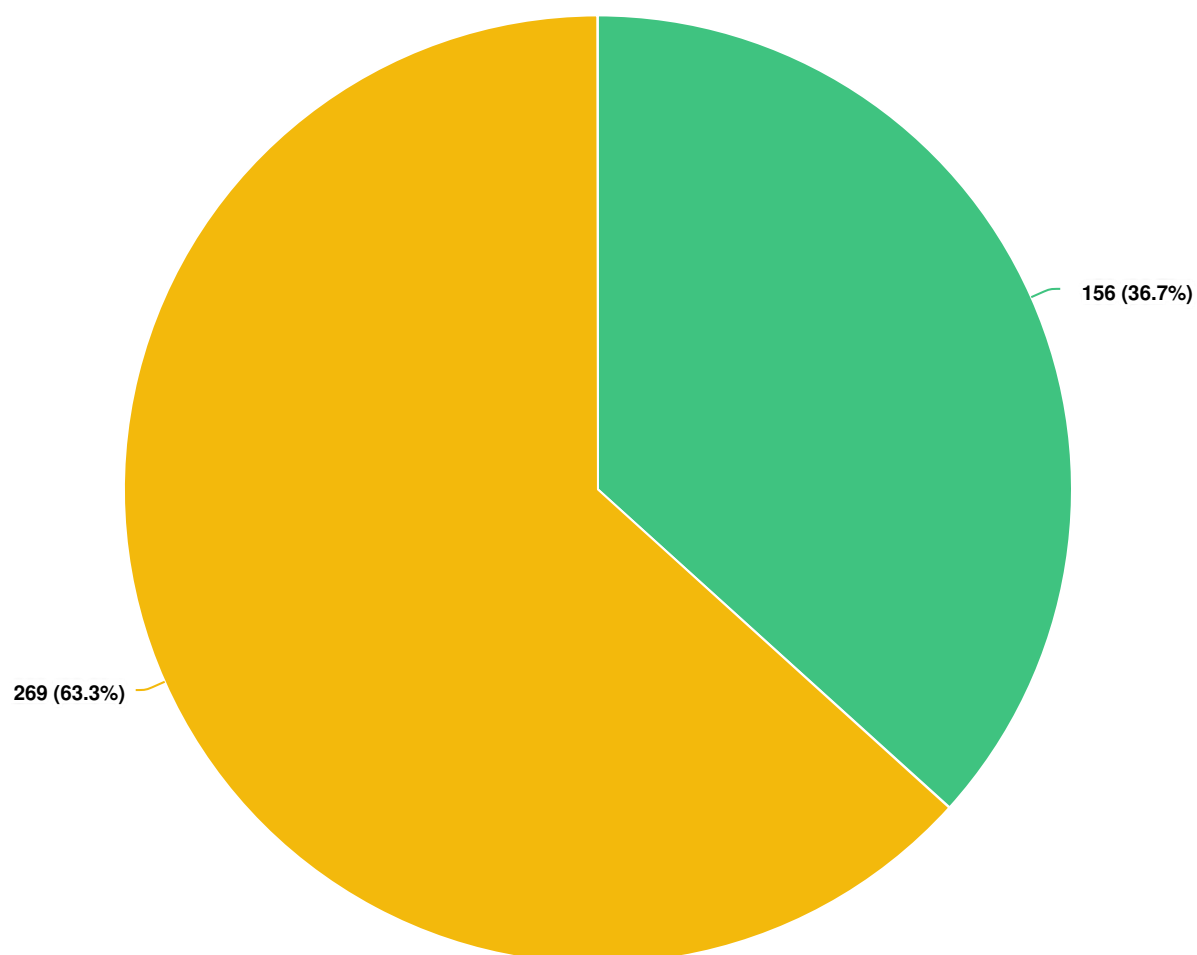
#### Question options

- Letter from the City in the mail
 ● City E-News or direct E-mail from the City
 ● Social media
 ● Newspaper advertisement
- Newspaper article
 ● School / PAC bulletin
 ● Business association
 ● Neighbourhood Association
- Cycling coalition
 ● Other organization or group
 ● Word-of-mouth (friend / colleague / workplace / family member)
- Other (please specify)

Optional question (473 response(s), 0 skipped)

Question type: Checkbox Question

**Q4** Please select your preferred route for priority investment.



**Question options**

- ☒ Michigan Street - traffic-calmed neighbourhood bikeway ☐ Superior Street - one-way protected bike lanes

*Optional question (425 response(s), 48 skipped)*  
*Question type: Radio Button Question*



**Q5 | Please provide a comment on the reason for your preferred route option. (ex. "prefer protected bike lanes" or "closer to destinations I use")**

Screen Name Redacted

2/06/2021 11:26 AM

Michigan could never be fully traffic calmed due to the volume of people accessing the apartments along it. Michigan is currently a 'car sewer' with way too much on street parking. I'd rather see proper one way protected bike lanes on Superior so that cycling infrastructure is permanent. It would also reduce car speeds on Superior which improves the pedestrian experience too. Better destinations overall.

Screen Name Redacted

2/06/2021 12:43 PM

I prefer the Michigan route because it is closer to the two community centres that I regularly visit, including the playground on Menzies and Michigan. Also, the library is just a block away. Grocery shopping is also closer to Michigan St. I think that Superior would be a better alternative for tourists and protected bike lanes there might be worth exploring in the future, but as a priority, I would definitely go with Michigan. On top of all that... Michigan might be cheaper?

Screen Name Redacted

2/06/2021 01:54 PM

Michigan Street is already too crowded while Superior is much wider. There is a proportional for townhouses at 415/435 and not enough parking for that as it is. I am fearful more trees will be destroyed. Please preserve the green spaces and trees, this is ridiculous to have more bike lanes when bikes can already ride safely as it is.

Screen Name Redacted

2/06/2021 07:01 PM

Michigan street is crowded and needs the parking for the many, many apartment buildings.

Screen Name Redacted

2/07/2021 11:43 AM

Like how it links up to other parts of the network

Screen Name Redacted

2/07/2021 02:23 PM

Because the connection to Beacon Hill across Douglas on Michigan is going forward either way I think Superior is the more important next piece of infrastructure. Superior has a better connection potential to Fisherman's wharf by bike/walking and would connect the existing protected bike lane sections to the network which is worth doing.

Screen Name Redacted

2/07/2021 05:46 PM

Michigan St is unsuitable, already there is not enough parking for the amount of dwellings.

Screen Name Redacted

2/07/2021 08:52 PM

I feel safer on protected lanes and would be more likely to use them as opposed to traffic-calmed streets. Also, protected lanes on Superior St would make it easier to access to library, cafe, courtyard and legislature gardens. Since Superior St is already partly protected in front of 525 Superior, this would complete the street by creating a protected cycling corridor. There are also several office buildings along Superior and a safe route can encourage more cycling to work.

Screen Name Redacted 2/08/2021 03:41 PM	Don't want or need bike lanes in James Bay. Difficult enough with streets being blocked off, having to keep distance from others, waste of time and money given the few people that ride bikes in this city. Some of us cyclists and pedestrians find the construction/barriers put up very dangerous.
Screen Name Redacted 2/09/2021 04:47 PM	Prefer protected bike lanes and the route is closer to more destinations.
Screen Name Redacted 2/09/2021 05:11 PM	Prefer protected bike routes and hope it will also allow more room for seniors with scooters and with walkers.
Screen Name Redacted 2/09/2021 05:20 PM	Michigan is a much quiet and more relaxing street for biking. It should also cost less to transition Michigan into a AAA bike lane. Only downside is that it does not connect to Fairfield via a roadway (need to go through the park which is not an option at night).
Screen Name Redacted 2/09/2021 07:59 PM	Quieter street. Lots of shade trees. Better for children going to South Park School.
Screen Name Redacted 2/09/2021 09:09 PM	I don't want to see any more concrete dividers
Screen Name Redacted 2/10/2021 09:54 AM	Superior is a wide, busy corridor. It can accommodate protected bike lanes and could benefit from calmer traffic.
Screen Name Redacted 2/10/2021 01:33 PM	This option is closer to commercial destinations, protected bike lanes are much better (especially cycling with young children), less need to reduce vehicular speeds on this route, Superior connects more seamlessly to Vancouver connection
Screen Name Redacted 2/10/2021 01:38 PM	Superior Street looks like a safer option.
Screen Name Redacted 2/10/2021 01:53 PM	I prefer the protected bike lanes.
Screen Name Redacted 2/11/2021 11:17 AM	Seems simpler. Less conflict with buses and trucks.
Screen Name Redacted 2/11/2021 07:17 PM	I feel that protected lanes better support AAA cycling and encourage more use
Screen Name Redacted 2/12/2021 11:02 AM	I live on Michigan Street and cannot believe that you'd consider turning a quiet and narrow residential street into a cycle freeway. You have lost your minds.
Screen Name Redacted 2/12/2021 12:47 PM	I prefer protected bike lanes...otherwise I would prefer Michigan Street.

Screen Name Redacted

2/12/2021 04:11 PM

I think a similar approach to Vancouver st is very successful, and I would prefer quiet Michigan to busy Superior

Screen Name Redacted

2/12/2021 05:22 PM

Michigan Street is very densely populated with apartment buildings, duplexes, etc. Parking is already at a premium and it is often difficult for service providers (plumbers etc) or visitors to find space to park. It would be NO service to take parking away. However, Superior St is significantly less dense and there is always space to part there. It can bear the load much better than the residents of Michigan Street can.

Screen Name Redacted

2/12/2021 05:44 PM

you only had two to pick from. I don't want anymore bike lanes.

Screen Name Redacted

2/12/2021 07:20 PM

Traffic is already down to one lane with construction and it seems to work.

Screen Name Redacted

2/12/2021 07:52 PM

Superior street is a busy thoroughway for multiple buses, government workers people visiting the legislature ... the city has already done enough damage to that street with continuing down this ridiculous idea of taking the most cramped area of Victoria and squishing in bike lanes at the expense of those of us who live here ...

Screen Name Redacted

2/12/2021 08:04 PM

Protected bike lanes are safer!

Screen Name Redacted

2/12/2021 08:10 PM

Superior St is too large and does not need the parking. One-way protected bike lanes are more efficient.

Screen Name Redacted

2/12/2021 08:23 PM

The Michigan route is closer to destinations I use.

Screen Name Redacted

2/12/2021 08:44 PM

Superior street is already set up with bike lanes. Michigan Street is too narrow to accommodate cars, bikes, horse carriages, parking. It will cause significant delays to residents.

Screen Name Redacted

2/12/2021 08:49 PM

Michigan street is closer to me and I like the traffic calming measures. I also like how it lines up with the entrance to Beacon Hill Park.

Screen Name Redacted

2/12/2021 08:51 PM

I would be interested to commute to work downtown via bike if I could do it by entirely protected bike lanes. This proposed route would allow for it. I don't see many people parked regularly on Superior between Oswego and Menzies although it may impact residential parking to St Lawrence. It also is better access to amenities such as the library and legislature. In addition, it connects to the existing bike lane on superior making for a less confusing route.

Screen Name Redacted

Easier to pick up bike lane near the library, Why would I want to make a left

2/12/2021 08:56 PM

across traffic at a an intersection w/o a traffic light to do so?

Screen Name Redacted

2/12/2021 09:32 PM

Taking away parking on Michigan street will significantly affect the residents who live in apartment building where no more onsite parking is available. Superior would be the better option in my opinion

Screen Name Redacted

2/12/2021 10:15 PM

Bike lanes create a safer and easier route for cyclist. Also superior st provides better access to destinations

Screen Name Redacted

2/13/2021 06:40 AM

Better connection to amenities and other bike routes. Would be less disruptive to flow of traffic through James Bay.

Screen Name Redacted

2/13/2021 10:22 AM

Lower cost, less interruption to key services (bussing, emergency vehicles, commercial vehicles - road safety risk lower on Michigan

Screen Name Redacted

2/13/2021 10:26 AM

The overall proposal is so bad that one does not know where to begin. For this question, the obvious and desirous street is Superior - but why mess it up and invite conflict by putting dedicated on north side (getting rid of parking) towards the west? Street correct - design bad bad bad Are you seriously thinking of putting a dedicated bike lane in front of a fire hall? Michigan is high high density with high-rises apartments that do not provide parking. Michigan is one of the few streets that works for pedestrians - don't mess it up - stay away - go away

Screen Name Redacted

2/13/2021 10:30 AM

I prefer protected cycling infrastructure over sharrows, as I feel safer with dedicated cycling infrastructure instead of relying on drivers to share the road appropriately.

Screen Name Redacted

2/13/2021 12:17 PM

Superior Street would be a more substantial cycling improvement for the neighbourhood. The traffic-calmed neighbourhood bike routes are great, but I feel safer in protected bike lanes. I imagine if I had kids, I would prefer them cycling in the protected bike lanes. I currently use Michigan for east-west travel, but generally stay away from Superior. Superior is also slightly flatter (although both are pretty flat). I originally was leaning towards Michigan Street because I would like the Beacon Hill Park path to connect to James Bay, and because I would like to see pedestrian improvements to the Michigan and Menzies intersection. However, now that I know that the 600 block of Michigan will have cycling infrastructure either way, I would prefer the Superior Street design. However, I am curious about how heavy traffic is on the 600 block of Michigan when parents pick their kids up from South Park Elementary. Advisory bike lanes are not my favourite (They're okay. I think drivers aren't quite used to them yet, but that will come with time. I've used them in The Netherlands before with no problem as people are accustomed to them). But advisory lanes only work if there is very little car traffic.

Screen Name Redacted

2/13/2021 01:48 PM

Wider street for bike lanes. Also, having lived on both Superior and Michigan, I believe the residents on Michigan would more strongly resist any loss of

	street parking.
Screen Name Redacted 2/13/2021 02:27 PM	I absolutely prefer protected bike lanes. To me, this is the most preferred cycling infrastructure.
Screen Name Redacted 2/13/2021 04:36 PM	I prefer protected bike lanes.
Screen Name Redacted 2/13/2021 09:34 PM	Superior street goes to more places that people need to visit. Bike lanes are primarily to enable people to let people safely get where they need to go.
Screen Name Redacted 2/13/2021 09:48 PM	I strongly prefer this option. The road is wide (I'm actually surprised you can't fit both protected lanes without removing a lane of parking) but traffic zooms down that route at unsafe speeds. There are also less cross streets on this route and on key crossings like Oswego there's a four way stop, whereas on Michigan this isn't the case. This route seems more direct and like the more logical connection to the Govt lane. There are more destinations on this route, from Capital Park, the leg, the farmers market, the little grocer and the brick restaurant. Plus, the buffered painted bike lane behind the legislature calls out for protection. (Actually all buffered lanes in the city could use them).
Screen Name Redacted 2/14/2021 09:51 AM	Superior Street isn't appropriate for Bike Lanes and is already designated has an established Arterial Route to move large volumes of traffic. Establishing a Bike Route on Michigan Street only makes sense to me whereby I as one would prefer to cycle on a route with less vehicular traffic. Superior Street as it exists, is well delineated with sidewalks, marked crosswalks, traffic signals, etc. and should be left as is.
Screen Name Redacted 2/14/2021 01:12 PM	Prefer protected bike lanes
Screen Name Redacted 2/14/2021 01:47 PM	Better proximity to hotel district. Direct access to Fisherman's warf (toilets, restaurants etc).
Screen Name Redacted 2/14/2021 01:56 PM	There is absolutely no need for protected bike lanes in this neighborhood as the traffic is already minimal and the streets are perfectly cycling friendly as they are. It would be a completely unnecessary expense. I am a novice cyclist and i have never felt unsafe or concerned cycling on superior street as it is. Both sides of the street are currently consistently full of parked cars that belong to local residents, myself included.
Screen Name Redacted 2/14/2021 06:50 PM	We need existing parking on Superior St. Michigan St has no bus traffic so is less dangerous for cyclists.
Screen Name Redacted 2/14/2021 10:41 PM	Prefer protected bike lane as well Superior Street is much wider to accommodate this plan.

Screen Name Redacted 2/15/2021 11:19 AM	Seems simpler and less disruptive.
Screen Name Redacted 2/15/2021 03:48 PM	I like the opportunity for protected lanes, and it's nice to connect in front of capital park. I also think we should do traffic calming and shared roadway on Montreal!
Screen Name Redacted 2/15/2021 03:52 PM	Closer to destinations I use.
Screen Name Redacted 2/15/2021 04:11 PM	I'm not super confident on my bike and prefer to use protected bike lanes in an urban environment. Superior seems to have way more advantages to connect to other cycle paths. The intersection at Superior and Menzies also seems safer as it has a light. I have seen cyclists almost be hit while trying to cross Menzies at Michigan as there is no light.
Screen Name Redacted 2/15/2021 04:51 PM	Superior is a vital road. Riding past the Legislature is not a enough of a reason to disrupt Emergency services and commercial vehicles. Michigan street will already be seeing upgrades and it's a one block difference.
Screen Name Redacted 2/15/2021 10:07 PM	Better connection to Beacon Hill path. Less disruptive to parking.
Screen Name Redacted 2/16/2021 08:51 AM	Superior Street has a lot more room for bike lanes. It could also benefit with traffic calming.
Screen Name Redacted 2/16/2021 09:03 AM	There are already bike lanes on Superior Street between Douglas and Menzies. Once you are into residential areas, bike lanes aren't needed at all.
Screen Name Redacted 2/16/2021 11:19 AM	Prefer protected bike lanes. Route provides increased access to Capital Park and the Legislature
Screen Name Redacted 2/16/2021 12:29 PM	Neither route is a good option. I bike both roads regularly, both alone and with kids with no issues. This is a solution to a problem that doesn't exist and I suspect will further confuse the many elderly drivers in the area.
Screen Name Redacted 2/16/2021 12:36 PM	My first instinct is neither due to the heavy traffic and horse carriages that are in that area. My front door is on Superior Street but my packing lot is on Michigan Street. Michigan Street is VERY narrow and with the amount of street parking the residents use there is simply not enough room. The residents along this street use the entire street to park. It's already difficult to see when you are pulling out of the parking lot and there is no enough room for two vehicles to go down the road at once due to the parked cars. We constantly need to pull off to the side to let someone through or vice versa. Superior Street is a lot wider and could accommodate the plans and has a lot less drive ways and residential parking. Though you would be taking away a lot of Guest parking. Though, I don't think this is a viable option either and most people on the James Bay local Facebook page think this entire plan is

	ridiculous and ill planned out. It is very unnecessary and just creating a problem that isn't even there. This is coming from someone who bikes almost every day. James bay is a residential area and most residents in the area rely on those roads for parking. The roads are narrow and clogged up with the horse and carriage rides, the tourists in the summer (in regular non Covid times). This is simply unneeded. But if you MUST (which is a bad decision all around) put in a bike lane.... it should be on the main street. Superior. Not on the residential street like Michigan.
Screen Name Redacted 2/16/2021 12:59 PM	Protected bike lanes are safer. perceived disruption to motorists is reduced as well, since they don't notice slowing down for cyclists. Closer to destinations I use (public market, commercial area, visiting the legislature)
Screen Name Redacted 2/16/2021 02:35 PM	I opt for Superior St - because I think Michigan is not suitable for the changes you propose. It is home to a firehall, - so emergency vehicles will have difficulty; and also to James Bay Urgent and Primary Care Centre - which people need to be able to access easily.
Screen Name Redacted 2/16/2021 05:27 PM	Protected and painted lanes in place, good connections to other routes.
Screen Name Redacted 2/16/2021 06:47 PM	I think people drive too fast down Superior and the wide road is visually unappealing
Screen Name Redacted 2/17/2021 08:27 AM	There would be less traffic on Michigan Street for the safety of cyclist. With the new build of the Capital Park Residents, on street parking would not be an issue as they will have underground parking. This would have a less impact to the on street parking for the area. May I suggest that Michigan Street be considered for the bike lane route and that you consider on street parking limited to the south side and oneway vehicular traffic from the east to west direction. Traffic calming in the form of reduced speed limits to 30km and the incorporation of speed bump. As one who likes to cycle around the city, we're always choosing the routes with less vehicle traffic for safety reasons.
Screen Name Redacted 2/17/2021 11:27 AM	Prefer protected bike lane, better connections, fewer crossings against right-of-way. It wouldn't ruin my day if both were done, though!
Screen Name Redacted 2/17/2021 12:27 PM	I think it's a more natural route that is more consistent with existing traffic flow.
Screen Name Redacted 2/17/2021 01:43 PM	Prefer protected, separated bike lanes
Screen Name Redacted 2/17/2021 02:40 PM	Traffic calmed bikeways allow a better pedestrian experience and quieter streets for residents.
Screen Name Redacted 2/17/2021 02:40 PM	Slightly more north, and so it can take pressure off of Belleville. Nicer bike lanes.



Screen Name Redacted

2/17/2021 02:51 PM

goes straight through to Douglas and would be a lot easier and less expensive to implement.

Screen Name Redacted

2/17/2021 02:53 PM

I prefer separated bike lanes. Cars and bikes don't mix

Screen Name Redacted

2/17/2021 02:54 PM

Michigan street too narrow. Medical clinic needs to be available to all, including emergency vehicles

Screen Name Redacted

2/17/2021 02:59 PM

Quieter, already safer. (Less commercial traffic.) A more pleasant experience. Connects better to James Bay Village.

Screen Name Redacted

2/17/2021 03:06 PM

I am a cyclist and driver. I find that little or no action is required to provide me with safe cycling options in Victoria, with a few excepted streets. SHOULD safety history and analysis strongly indicate an intervention then one with minimal cost should be considered allowing critical capital and maintenance budgets to be allocated to other spends (e.g. the increasingly poor...and for cyclists....dangerous road conditions around Victoria.)

Screen Name Redacted

2/17/2021 03:39 PM

Protected bike lanes are superior

Screen Name Redacted

2/17/2021 04:02 PM

Prefer protected bike lanes and I feel that it won't impact traffic.

Screen Name Redacted

2/17/2021 04:20 PM

Don't mess up any more residential area with the "special segment" ideas.

Screen Name Redacted

2/17/2021 04:51 PM

protected bike lanes are safer, this is also a much more direct route to downtown and other routes through to the trail as well.

Screen Name Redacted

2/17/2021 04:56 PM

Wider street. Fire trucks use Michigan

Screen Name Redacted

2/17/2021 04:58 PM

Less traffic apparently on Michigan

Screen Name Redacted

2/17/2021 05:05 PM

Protected bike lanes are safest. A traffic calmed street must be restricted to one way vehicle traffic.

Screen Name Redacted

2/17/2021 05:29 PM

If Michigan is already a quieter street then it makes sense to me to shunt bicyclists there instead of onto a busier road where they will take up road space and parking where it is more needed

Screen Name Redacted

2/17/2021 06:14 PM

Hello I tend to use Michigan St more often than Superior. It is a more relaxed route. It is more central in James Bay.

Screen Name Redacted

2/18/2021 05:09 AM

Wider road Less traffic

Screen Name Redacted

2/18/2021 07:41 AM

prefer protected bike lanes and less vehicular volume

Screen Name Redacted

2/18/2021 09:23 AM

Slow traffic down

Screen Name Redacted

2/18/2021 11:32 AM

Provides a better connection to recreation in the area, including capital park and the legislature. Overall, protected lanes make for a more comfortable experience for less experienced riders.

Screen Name Redacted

2/18/2021 02:15 PM

Michigan between Menzies and government is so busy already. I have trouble getting to my home with the level of construction which i don't see changing any time soon with more projects all the time. Not being able to turn onto Michigan from Menzies would leave me no easy way to get to my home

Screen Name Redacted

2/18/2021 05:05 PM

Michigan makes no sense and it's dangerour to turn left onto St.Lawrence on a corner. Superior is a better option.

Screen Name Redacted

2/18/2021 05:34 PM

quieter road and more inclusive with usage for schools etc

Screen Name Redacted

2/18/2021 05:51 PM

More inclusive and fits the diverse needs of community

Screen Name Redacted

2/18/2021 06:13 PM

Superior is a wider street and seems to be a road that's frequently used as a main corridor by cars, pedestrians and bikes.

Screen Name Redacted

2/18/2021 09:49 PM

I think the key reason to use Superior is that it already has dedicated bike lane space, making it more efficient and least disruptive to the existing traffic patterns. If extended to Douglas, it also has the potential to avoid disruption to the traffic at South Park Family School, which will be severely impacted (in positive as well as negative ways).

Screen Name Redacted

2/18/2021 10:33 PM

As a daily bike commuter from James Bay, I prefer protected bike lanes, and feel it is much safer for my children to use. When biking as a family, we avoid any routes not on protected lanes, which really inhibits where we bike and sometimes means we drive when we'd rather bike. I'm hoping my children can use these lanes to bike independently to school and elsewhere in a few years.

Screen Name Redacted

2/19/2021 10:40 AM

Ultimately having both done would be useful but Superior is the wider road and already well used by cyclists and closer to so many things.

Screen Name Redacted 2/19/2021 01:08 PM	Closer to James Bay Market. Dedicated bike lanes are preferred.
Screen Name Redacted 2/19/2021 01:23 PM	wider street (more options), closing to things I use
Screen Name Redacted 2/19/2021 01:25 PM	Higher level of safety for cyclists of all ages and abilities
Screen Name Redacted 2/19/2021 01:47 PM	The route includes two city parks, school, two community centers, urgent care center, local shopping & convenient connection to Beacon Hill. The street is already quiet & would benefit from calming & east traffic diversion.
Screen Name Redacted 2/19/2021 02:19 PM	Superior doesn't feel like a great choice. I don't like the mix of bikes and buses and I also don't like the loss of parking in this area. James Bay has a lot of residents who rely on on-street parking and there are a lot of condo and apartment buildings on Superior in particular.
Screen Name Redacted 2/19/2021 05:57 PM	I prefer protected bike lanes. The work is already partially completed in front of the new Capital Park development. Traffic calming measures are not needed, traffic is already light in the neighbourhood, plus these would make driving in and out of the neighbourhood burdensome.
Screen Name Redacted 2/20/2021 07:59 AM	I prefer protected bike lanes, as they are the surest way to protect all modes of transit from collisions.
Screen Name Redacted 2/20/2021 08:48 AM	Michigan St. is already widely used by cyclists and families, and really doesn't involve loss of on-street parking. Parking for residents on Superior already is tough, and it is far from an attractive street to ride on. Michigan also directly connects to South Park School.
Screen Name Redacted 2/20/2021 09:06 AM	Superior is frankly 'superior' More destinations, protected bike lanes,
Screen Name Redacted 2/20/2021 10:03 AM	Neither would be my choice and neither is needed. As both streets are already calm and don't require changes. I especially dislike the possibility of reducing access to go east on Michigan as both delivery vehicles for the grocery store, local traffic, and horse carriages use that route. It's already slow and safe to transit both on and off a bike.
Screen Name Redacted 2/20/2021 10:12 AM	Closer to downtown and to tourist destinations.
Screen Name Redacted 2/20/2021 01:20 PM	Neither of these are a good option. We do not need bike lanes in James Bay, already it is a quiet street community and not a main road. Stop this ridiculous spending.
Screen Name Redacted 2/20/2021 01:20 PM	Less disruptive for residents of James Bay. One major corridor for bike free access needs to remain open for emergency vehicles, busses, cars i.e.

Superior Street. I walk around James Bay and to Cook St and Downtown but need to use a vehicle when travelling to locations too far to walk and without bus transportation. Locals are already concerned about their ability to travel in a car out of their area. More and more condos are being built, and not all of the new residents will be cyclists!!!! In fact, to cater to perhaps 10 % of the population of Victoria with these bike lanes is very unfair. On Dallas Road, pedestrians have equal space with bike lanes now, although the pedestrians outnumber the bikes by at least 10:1 Most pedestrians are walking in the bike lanes for that reason.

Screen Name Redacted

2/20/2021 04:50 PM

You didn't provide an option for None of the Above, so I had to pick something.

Screen Name Redacted

2/21/2021 09:42 AM

It connects well with Beacon Hill Park and Fishermans Wharf. The terrain is also fairly level so is preferred for that reason.

Screen Name Redacted

2/21/2021 10:13 AM

Superior Street is too busy for bicycles

Screen Name Redacted

2/21/2021 12:43 PM

If done well, protected/separated infrastructure is my preferred use (as a cyclist and better on rare occasions when I drive a car too.

Screen Name Redacted

2/21/2021 12:45 PM

I think that the proposed changes for Superior will have a greater impact on encouraging cycling and making it safer.

Screen Name Redacted

2/21/2021 03:48 PM

I live on Michigan street and routinely cycle on the street and beyond with my children. With current levels of street parking Michigan St is already only wide enough for one car, with 2-way flow facilitated by voluntarily pulling into spaces/driveways. I don't think the design of adding drawn bike lanes is feasible, and doubt the impact it will make relative to current state. Cycling on Michigan is already fairly safe, and I frequently see families using it. The clear lines would be nice, but I question this as the priority investment. By comparison, protected one way lanes on superior will add immense value for east-west cycling, and align with the capital park lanes which have been useful.

Screen Name Redacted

2/21/2021 04:47 PM

Prefer protected bike lanes. Proposal makes good use of facilities already constructed as part of Capital Square. Better connections to other bike routes at east end of corridor.

Screen Name Redacted

2/21/2021 04:51 PM

I like riding and walking on neighbourhood streets better than busier streets with bus and truck routes. The added bonus of a connection to Beacon Hill Park makes this option much stronger.

Screen Name Redacted

2/21/2021 06:23 PM

As James Bay Seniors (young to this category) and having lived and worked in this community for a few decades, we continue to walk, drive and cycle these streets daily and this route is preferred because it has the least impact to the community. We welcome a roundabout concept on Montreal (which is

our routine driving route to Ladysmith). As well, we support the loss of the turn from menzies on to Michigan. As a pedestrians, we frequently use that route to the Red Barn, library and downtown area and it is an awkward corner due to its size (most notably crossing over Menzies from Michigan in both directions). That said we do not know the impact to drivers. As a driver, we will turn right on to Michigan coming down Menzies to access the James Bay Project - but the lack of driving access is not a big impact, we can get there from other side streets. Taking away 50 percent of parking on superior is a problem. It is an active and high use street for vehicles. It is not a preferred street for bikes. We rarely- if ever -have encountered cyclists along superior street in our 20 years of driving/walking/biking. Nor are there bikes on Michigan, for that matter. They all use Dallas//Erie/Quebec/Belleville, which anyone out and about in James Bay would advise you of such. Manufacturing a bike route for people of all ages and abilities will not change the fact that it is not the bike route of choice. We are perplexed as to why you did not explore and enhance the bike route of choice ( as identified above) as an option.

Screen Name Redacted

2/22/2021 06:17 AM

Reduction in parking. Protected bike lanes

Screen Name Redacted

2/22/2021 11:04 AM

Although drivers are generally much more conscious of cyclist safety than they were when I first started cycling many decades ago, I still feel like I'm taking my life in my hands when I'm cycling in anything other than a protected bike lane. Whether it's drivers opening their doors in front of me, or drivers cutting me off as they make right-hand turns, I'm still subject to serious threats from cars and their drivers. That's why a protected bike lane is my preference.

Screen Name Redacted

2/22/2021 11:07 AM

Not as much local traffic; perhaps a bit cheaper so can spend money somewhere else

Screen Name Redacted

2/22/2021 11:21 AM

Bike routes belong close to attractions and businesses, not tucked away

Screen Name Redacted

2/22/2021 11:39 AM

Michigan is already a fairly narrow street, enjoyed by many on foot. Superior is the superior choice.

Screen Name Redacted

2/22/2021 11:52 AM

Do not support either

Screen Name Redacted

2/22/2021 11:52 AM

Superior is already a wider artery for traffic. That is already my preferred route to downtown by bike due to width and partial path east of Menzies.

Screen Name Redacted

2/22/2021 12:50 PM

less invasive change that protected bike lanes. More flexibility and better value for money

Screen Name Redacted 2/22/2021 01:43 PM	It is close to destinations I use. I also like the protected bike lanes. It will calm traffic and traffic speeds on Superior.
Screen Name Redacted 2/22/2021 02:27 PM	Less disruption to current traffic and use
Screen Name Redacted 2/22/2021 02:47 PM	Protected lanes are safer. They provide more of a buffer for sidewalks. It is a more direct route for many people living in James Bay. If no improvements were being planned for Michigan from Government to Douglas, I might favour Michigan.
Screen Name Redacted 2/22/2021 02:53 PM	I am totally opposed to having more bike lanes in low traffic and narrow streets! Where are we going to park? Why are you destroying our neighborhood?
Screen Name Redacted 2/22/2021 02:55 PM	Because I had to chose one. Neither is a great idea.
Screen Name Redacted 2/22/2021 03:53 PM	Don't like the Michigan Street option.
Screen Name Redacted 2/22/2021 03:58 PM	Neither I was raised in James bay without bike lanes it seems silly and a waste of money and time. Spend money on more important things.
Screen Name Redacted 2/22/2021 04:16 PM	It is the busier one
Screen Name Redacted 2/22/2021 04:18 PM	There is no preferred route option
Screen Name Redacted 2/22/2021 04:47 PM	One way protected bike lanes, like those in other major cycling centers are safer as they provide more predictability with bicycles moving in the same direction as traffic. Superior Street is wide enough and there is enough parking there to meet the most needs of the most people.
Screen Name Redacted 2/22/2021 05:00 PM	Neither Street leave the ROADS IN JAMES BAY ALONE.
Screen Name Redacted 2/22/2021 05:47 PM	Retain more on street parking - there is not enough already for residents much less visitors. I do not understand some of your concepts eg restrict westbound access at Menzies - what do you mean? Kind of hard to support or critique things when they are not clear.
Screen Name Redacted 2/22/2021 06:34 PM	it appears to be least worst of proposed options
Screen Name Redacted 2/22/2021 06:49 PM	Michigan Street is already narrow and hard for east/west cars to pass each other. Adding bikes to the mix will create gridlock and be potentially

	dangerous for cyclists. Superior Street is clearly the safest and provides scenic stops at interesting points of interest.
Screen Name Redacted 2/22/2021 07:49 PM	For the number of cyclists using James Bay, I think this is the more affordable and practical route.
Screen Name Redacted 2/22/2021 08:04 PM	Not as busy
Screen Name Redacted 2/22/2021 08:48 PM	I would prefer that Superior St option not be considered as this is an optimal exit route for the local residents who do need to drive a car.
Screen Name Redacted 2/22/2021 08:55 PM	Expands network more, better aligned to fishermans wharf connects to more areas i go
Screen Name Redacted 2/22/2021 09:10 PM	Michigan Street is already a very tight fit when driving (cars have to pull into open slots in order to let other cars pass). I don't see how a bike lane on Michigan Street would be beneficial, or how cars would be able to give enough space to bike travelling in the opposite direction. Superior Street is wider and more fitting for bike lanes. It would connect to the already existing bike lanes between Menzies and Government and seems like a more natural choice for the east-west corridor.
Screen Name Redacted 2/22/2021 09:15 PM	I have used Michigan Street for years as an east/west route on a low traffic volume road to avoid higher traffic volume roads such as Belleville or Superior to get to/from James Bay to downtown.
Screen Name Redacted 2/22/2021 09:32 PM	I prefer protected bike lanes for safety, especially for children. Superior would also connect right to Fisherman's Wharf.
Screen Name Redacted 2/22/2021 10:24 PM	As this is a busier road it makes more sense to implement the bike lanes as it is wider, and also connect nicely with the new developed bike lanes by Capital park and Beacon Hill. I also prefer the protected bike lanes.
Screen Name Redacted 2/22/2021 10:48 PM	Prefer protected bike lanes. Reaches more amenities. Will encourage more bicycle users than sharrows.
Screen Name Redacted 2/23/2021 06:45 AM	I only chose one because there was "none of the above" option. The city's bike lane fiasco needs to be stopped now.
Screen Name Redacted 2/23/2021 08:22 AM	It is wider, has larger volumes and is a major route as opposed to neighbourhood street
Screen Name Redacted 2/23/2021 11:01 AM	Michigan St. is already a mess. Don't make it any worse for the residents.
Screen Name Redacted 2/23/2021 11:07 AM	Superior is a wider and more of an East - West corridor thru James bay. Michigan is already difficult to drive as it is narrow especially with cars being

Screen Name Redacted 2/23/2021 11:56 AM	parked on both sides. Michigan is essentially only good for one way traffic
Screen Name Redacted 2/23/2021 01:14 PM	Superior is in greater need of infrastructure than Michigan Street. I appreciate that the school section of Michigan will be completed regardless of the choice.
Screen Name Redacted 2/23/2021 02:36 PM	I prefer protected bike lanes, and I suggest that traffic is presently always having to find space to pull over and stop for oncoming vehicles because of parking on both sides, and that existing parking and more is required.
Screen Name Redacted 2/23/2021 02:42 PM	I think this would cut down on the current high volume of traffic on Superior - and would provide more protection for cyclists
Screen Name Redacted 2/23/2021 03:02 PM	Closer to services
Screen Name Redacted 2/23/2021 04:39 PM	I prefer neither.
Screen Name Redacted 2/23/2021 04:42 PM	encircles James Bay a bit better
Screen Name Redacted 2/23/2021 04:45 PM	Superior is a wider street. It makes more sense for bicycle lanes. However, I don't approve of the loss of parking for people and feel the design could be worked upon.
Screen Name Redacted 2/23/2021 08:43 PM	Because it is the more major street.
Screen Name Redacted 2/23/2021 08:52 PM	Michigan Street has many apartment buildings. A large number of residents are having to park on the street due to a lack of parking spaces at their buildings. Taking away parking spaces will negatively affect Michigan Street and its residents. Superior Street is wider and has fewer cars parked on the curbsides. There is space for two vehicles to pass on Superior Street; not so on Michigan Street. I believe a protected bike lane would be safer for bikes. That's not to say that Michigan Street doesn't need traffic calming; it does. I would like to see the city spend my money on housing the homeless before it panders to the needs of cyclists. People first.
Screen Name Redacted 2/23/2021 09:13 PM	I live on Superior Street.
Screen Name Redacted 2/23/2021 09:22 PM	closer and more direct access to key destinations (JB Market, library, capital park), better use of existing width of Superior St.
Screen Name Redacted 2/23/2021 09:22 PM	Michigan is a lower volume vehicle route, not a commercial vehicle route and therefore less disruptive to a heavier use vehicle route if it becomes the east-west connector route



Screen Name Redacted

2/23/2021 09:32 PM

There is a lot of traffic on Superior including buses, cars, people. If you add bike lanes it would be too congested, too much frustration. It isn't easy to get out of James Bay as it is especially during tourist season.

Screen Name Redacted

2/23/2021 10:18 PM

I do not favour the creation of any bike lanes in James Bay on Michigan or Superior Streets nor in the rest of the City of Victoria. Creating all of these bike lanes are a costly mistake and hindrance and their further creation should end. There are many more urgent needs such as providing housing for people that are living in the streets.

Screen Name Redacted

2/24/2021 09:13 AM

Don't like either. Already too hard to drive around that area.

Screen Name Redacted

2/24/2021 09:14 AM

As much as I like the idea of reduced speeds and speed bumps in front of South Park School, I think increasing bike traffic down a street that is already crazy busy at drop off and pick up times will increase risk of injuries, not reduce them. And the diverters planned for Government and Superior and Michigan and Menzies will just mean more detours and frustrations for parents trying to drop their kids off at school.

Screen Name Redacted

2/24/2021 10:47 AM

To me, it makes the most sense. Protected bike lanes should always be the 1st priority.

Screen Name Redacted

2/24/2021 02:18 PM

Superior St. is wider than Michigan St. and it already it has a one-way (not protected) bike lane from Menzies St. to Douglas St. with a traffic light at each end. Residential parking on Michigan severely limits the available width for adding adding a bike lane in both directions.

Screen Name Redacted

2/24/2021 04:01 PM

It will slow down traffic on Michigan Street. I also think it is a more pleasant street for AAA cyclists to ride on.

Screen Name Redacted

2/24/2021 04:22 PM

I believe this option is safer for cyclists, due to the protected bike lanes. It would provide a better connection to Cook St. Village and Fairfield via Southgate. There are more amenities along this route (Library, Parliament Buildings, Good Earth Coffee, Floyds, shops on Menzies, etc.). It would be closer to downtown, and this option would result in decreased parking, which is a long term trend I think we should strive for to combat climate change.

Screen Name Redacted

2/25/2021 11:05 AM

Less disruption of neighborhood traffic. Superior is a main route for the area.

Screen Name Redacted

2/25/2021 12:16 PM

I don't think either of these streets should be destroyed.

Screen Name Redacted

2/25/2021 12:51 PM

Protected bike lanes are such a high value add for me. Increased cost and complexity are worth the tradeoff for increased safety and sense of being taken seriously on a bike. Drivers on multi-use roadways still tend to get angry and frustrated at cyclists sharing the space.

Screen Name Redacted 2/25/2021 02:18 PM	NEITHER! KEEP YOUR CRUMMY BIKELANES IDEA OUT OF MY CITY!
Screen Name Redacted 2/25/2021 02:30 PM	Protected bike lanes are so much safer, "traffic calmed" still has distracted and fast drivers coming through it. It only takes one person to kill ya.
Screen Name Redacted 2/26/2021 06:39 AM	Traffic volume in James Bay is low enough not to warrant the investment required for protected lanes.
Screen Name Redacted 2/26/2021 10:07 AM	less infrastructure cost for non protected bike lanes
Screen Name Redacted 2/26/2021 02:52 PM	Michigan is already a quiet street to begin with and connects more directly to beacon hill and the south park elementary school.
Screen Name Redacted 2/26/2021 05:58 PM	The loss of parking on the north side of Superior Street would be an issue, especially given its proximity to the key destinations and events in the immediate area.
Screen Name Redacted 2/26/2021 07:57 PM	Protected bike lanes are safer.
Screen Name Redacted 2/27/2021 11:30 AM	Bike lane or not. All neighborhood streets should be 30km/h. Any street without a yellow line should be 30km/h.
Screen Name Redacted 2/27/2021 01:56 PM	It is already a main corridor
Screen Name Redacted 2/27/2021 02:33 PM	I feel more safe in protected bike lanes even with more traffic. The proposed upgrades to Michigan St seem pretty minimal/weak. Superior is better connection to waterfront and amenities; and govt street route still provides good connection over to Michigan into beacon hill
Screen Name Redacted 2/27/2021 02:33 PM	I am commenting specifically on Superior St segment C, between Montreal St. and St. Lawrence St. The plan is to eliminate more than half the street parking, leaving a maximum of 12 spaces on the north side, that is, if everybody parks neatly and nobody has an oversize vehicle. A couple of spaces were already lost for the bus stop. Some residents park on the street, further decreasing the number of free spaces. There are a church, a restaurant, and a grocery/convenience store on that block. The few parking spaces provided will not meet the demand. Despite what city council may wish, people will not bike to the store for their cigarettes and lottery tickets. I believe this elimination of parking will force the store out of business.
Screen Name Redacted 2/27/2021 06:47 PM	I live on Michigan. The cruise ship taxis use Superior and Michigan constantly throughout cruise ship season, April to October. Both roads are completely overrun by this traffic. I don't see anywhere in the plan how this

will be dealt with. Both options reduce overall traffic, so where will that cruise ship traffic go? My preference is more traffic calming on Michigan by making the intersections dead end for vehicles, but bikes can go through. There is no need to use Michigan as a through road as well as Superior. Residents of Michigan can enter at one end of their block and park. I don't support the protected lanes on Superior. This will force all car traffic onto Michigan which is already super narrow and crowded with parking on both sides. The traffic calming currently proposed on Michigan is completely inadequate.

Screen Name Redacted

2/27/2021 09:33 PM

Superior advantages: wider street, ties in nicely with new bike path between Menzies and Government, better alignment with entrance to Fisherman's Wharf, traffic light at Menzies, less tall buildings which means more sunshine and less driveways/cars

Screen Name Redacted

2/28/2021 09:06 AM

Michigan is a narrow street and both sides of the road are generally full of parked vehicles. When on my bike and meeting oncoming vehicle traffic, both of us slow down as we pass. When in my car, one vehicle usually has to pull partially into a open parking space or driveway. Adding painted arrows for sharing the road won't change this or make it safer for bicycle traffic. Superior is a wider road and putting in one-way protected bike lanes would help keep bicycles safer.

Screen Name Redacted

2/28/2021 11:05 AM

The 500 and 600 blocks of Superior St. already have painted bike lanes in place. Leave them that way and expand them west. "Protected" bike lanes with a concrete curb are a lie. Concrete curbs are hazards to beginner cyclists and those who are passing slower cyclists in the bike lane.

Screen Name Redacted

2/28/2021 12:57 PM

As a resident of Superior St. I am concerned about the reduction in on street parking. It also appears that the Michigan St. option makes the route more seamless with connection to Beacon Hill park. I do have concerns that if the proposed route is on Michigan that traffic will be diverted to Superior - are there any plans for speed reduction / speed bumps, etc on Superior regardless of the route chosen?

Screen Name Redacted

2/28/2021 01:06 PM

I do not have a preferred route at this time. I feel it is too soon to build new bike routes as they will likely cause congestion in our city and are making it difficult for some of our citizens to remain mobile. Bike routes are not the answer for all citizens, only some. We need to look at alternative solutions to emissions and our climate. We also have number of challenges right now related to the pandemic and homelessness. I dont think the timing of this is good.

Screen Name Redacted

2/28/2021 01:08 PM

Why are we not given an option to say neither should be a priority. Cyclists do not use either street as anyone touring Victoria stays on the Belleville - Quebec to Erie to Dallas route. Anyone who actually cycles would know this. Taking away 50% of the parking on Superior will make it difficult for all the residents who only have on street parking as an option. I would suggest some speed reduction methods on Superior but as it is a commercial route it should remain as such

Screen Name Redacted

Neither. These are not necessary, and they will destroy the functionality of

2/28/2021 02:24 PM

these roads for everyone except cyclists.

Screen Name Redacted

2/28/2021 02:55 PM

Definitely prefer protected bikes lanes. Additionally, Michigan street is already a very tight squeeze and is pretty much single lane already due to the amount of cars that are parked there, so I think have cars, bikes, and horse carriages all sharing one single lane would be a little bit awful haha. I also find the Michigan and Menzies intersection to already be pretty dangerous and see my fair share of fender benders happen there. I think that Superior street would also have the benefit of disturbing less people during construction, as more than half of it is single-family homes. On top of that, you'd also be giving local businesses like Il Covo, Little Gem Grocery, and the Farmer's Market some valuable bike traffic.

Screen Name Redacted

2/28/2021 05:15 PM

1) Prefer protected bike lanes. 2) easily connects to the already existing new protected bike lane in front of City Park. 3) There is already way too much congestion on Michigan St with parking on both sides of the street, vehicles have to juggle to get through as it is. 4) There appear to be fewer cars parked on both sides of the road on Superior. 5) Superior appears wider, which may be an optical illusion because of fewer cars parked. 6) My concern is where will people on Michigan park their cars if it is used as the bike lane route. The Michigan route appears to displace more people w/ cars than the Superior route.

Screen Name Redacted

2/28/2021 08:18 PM

Superior Street is the better route with better improvements compared to Michigan Street. I typically (non-covid times) ride my bike to work along this street 5 days a week. PLEASE CHOSE THIS OPTION!!

Screen Name Redacted

2/28/2021 09:40 PM

Makes the most sense given width and accessibility. Least impact to traffic flow as well.

Screen Name Redacted

3/01/2021 11:18 AM

Makes use of a much wider road and provides protected bike lanes - much more safe feeling. Michigan street feels very cramped. Also reflects the actual preferred travel route that myself and most my neighbours who cycle take daily for work or daycare drop offs - especially for those commuting from SW James Bay into the city (e.g. Montreal -> Superior -> Government).

Screen Name Redacted

3/01/2021 12:40 PM

I use Superior driving my car and do not want further impediment due to bike lanes nor additional loss of parking

Screen Name Redacted

3/01/2021 01:07 PM

Enough disruption already of major routes

Screen Name Redacted

3/01/2021 07:02 PM

Look at traffic on Superior, too heavy. Look at traffic on Michigan, yes way better. And connect options better.

Screen Name Redacted

3/01/2021 09:04 PM

I think the connection between Beacon hill and fisherman's warf park makes a lot of sense. I also think that creating a slower traffic environment helps to teach both cyclists and drivers how to share the road

Screen Name Redacted

3/02/2021 09:35 AM

Need to use wider streets as transportation corridors. It's getting hard to get in and out of dead-end James Bay and Fairfield with corridors being blocked and altered.

Screen Name Redacted

3/02/2021 10:08 AM

Ever since being hit by a car on my bike in this neighborhood at a confusing intersection, I prefer cycling on the quietest streets possible. I have a lot of car anxiety

Screen Name Redacted

3/02/2021 10:18 AM

Protected bike lanes are safer

Screen Name Redacted

3/02/2021 10:25 AM

Superior street has more commercial destinations to visit as well as government offices. cyclists will use this street to visit them anyways, may as well make it safer.

Screen Name Redacted

3/02/2021 10:44 AM

One-way protected bike lanes are much preferred and on the whole, judging from the successful implementation downtown, make for a more beautiful, more liveable city.

Screen Name Redacted

3/02/2021 10:49 AM

Neither

Screen Name Redacted

3/02/2021 10:49 AM

There is absolutely no need to restrict traffic even further in James Bay. You have already made it difficult for me to drive on Simcoe Street. That was my main way driving to my home. I run three times a week and run along Michigan Street on the road and do not feel unsafe from vehicle traffic. I also ride my bicycle along Michigan. Why we are once again wasting money on bike lanes that are not needed on quiet streets. To stop me now driving up Michigan Street after Menzies is another decision that isn't thought out. With the amount of condos and renters in the area you cannot stop traffic flowing out of the area. I do not like idling in traffic due to road closures. Vancouver Street is a prime example of a stupid decision to take a main thoroughfare road away from workers. Bicycle traffic will NEVER EVER replace vehicles. I am against restricting traffic on either Michigan or Superior Streets.

Screen Name Redacted

3/02/2021 11:49 AM

Michigan already has lower vehicle traffic, so less disruption to existing traffic patterns. Superior street is a better corridor for cars and commercial vehicles, as it connects to Southgate, and provides better access to the east part of Victoria.

Screen Name Redacted

3/02/2021 11:52 AM

It's already an easy biking road, with little traffic.

Screen Name Redacted

3/02/2021 12:00 PM

Michigan Street is a less crowded street. I feel it would be acceptable for a bike lane. The street could be made into a one way vehicle without causing much disruption in traffic and make biking and motorists safer.

Screen Name Redacted

3/02/2021 12:22 PM

I believe protected bike lanes are preferable. I also believe making Michigan street west bound only is difficult as it serves many apartments. The resident parking on this street is full on both sides almost always as there isn't

Screen Name Redacted 3/02/2021 04:21 PM	adequate parking for residents in this high density area.
Screen Name Redacted 3/02/2021 04:52 PM	I absolutely LOATHE the way you are closing streets all over town. This is ineffective, and redirects large volumes of traffic to other streets - which are STILL being used by bicycles. It reduces access for emergency vehicles and could result in DEATH due to delays in arrival times for first responders. especially in James Bay where there is an older demographic. LEAVE THE STREETS OPEN TO TRAFFIC.
Screen Name Redacted 3/02/2021 08:44 PM	closer to destinations I visit
Screen Name Redacted 3/02/2021 09:45 PM	Michigan leads straight to south park school and will be a big help to kids commuting there. I personally also ride on Michigan everyday instead of superior as I prefer the experience (calm, beautiful).
Screen Name Redacted 3/02/2021 09:56 PM	One street is too narrow and the other needs the parking spaces left alone
Screen Name Redacted 3/02/2021 10:12 PM	Calmed neighborhood and connection to Beacon Hill
Screen Name Redacted 3/02/2021 10:17 PM	None
Screen Name Redacted 3/03/2021 06:04 AM	I am honestly not a fan of either. The Michigan plan would result in parking being retained for residents and fits the best with the current structure. It provides a safe place for cycling with the proposed traffic calming methods.
Screen Name Redacted 3/03/2021 09:36 AM	I don't wish to spend more tax money on this issue when we have so many other problems
Screen Name Redacted 3/03/2021 03:49 PM	Prefer protected bike lanes
Screen Name Redacted 3/03/2021 07:31 PM	links up to Beacon Hill Park, calmer road
Screen Name Redacted 3/03/2021 09:36 PM	There is already a partial bike path starting from the library. I love protected bike lanes.
Screen Name Redacted 3/03/2021 09:44 PM	I prefer Superior as the bike lanes are protected. There are already dedicated protected bike lanes on one block of Superior. I also work at 525 Superior and so it is the most convenient way to get to work.
Screen Name Redacted 3/03/2021 09:44 PM	Prefer protected bike lanes

Screen Name Redacted 3/03/2021 10:17 PM	Neither
Screen Name Redacted 3/03/2021 10:38 PM	I would prefer neither for investment
Screen Name Redacted 3/04/2021 06:29 AM	Neither is desired. JB is simply not in need of dedicated bike lanes.
Screen Name Redacted 3/04/2021 07:05 AM	protected bike Lanes are the only safe bike lane. traffic calming is an improvement but still results in a dangerous situation for bikes.
Screen Name Redacted 3/04/2021 07:52 AM	Michigan Street is already "calm". A traffic circle is certainly not warranted - this is ridiculous! I walk the streets in the neighbourhood every day. Superior is preferred as it is much wider and busier.
Screen Name Redacted 3/04/2021 08:57 AM	Protected bike lanes are safer and allow for faster and smoother cycling.
Screen Name Redacted 3/04/2021 09:25 AM	I use Superior street's bike lanes already, almost every day on my commute. It's excellent and connects well with downtown and the (game-changing!) lanes on Wharf. Kudos to the city planners building this phenomenal network, taking cars like mine off the roads and creating healthy, safe, year-round transportation alternatives.
Screen Name Redacted 3/04/2021 09:31 AM	I don't prefer either route.
Screen Name Redacted 3/04/2021 09:44 AM	Its a wider street
Screen Name Redacted 3/04/2021 09:56 AM	Superior is already an unpleasant street. The changes might improve it. My only concern is they might divert drivers to other streets.
Screen Name Redacted 3/04/2021 10:59 AM	I don't like the idea of closing off streets for bike lanes, I prefer either dedicated bike lanes or 'share the road'
Screen Name Redacted 3/04/2021 11:05 AM	Superior is already the preferred route for commercial and citizen travel
Screen Name Redacted 3/04/2021 12:26 PM	Prefer protected bike lanes
Screen Name Redacted 3/04/2021 12:28 PM	Prefer Michigan due to less traffic in the area and generally more pleasant neighbourhood than Superior. VERY much like the proposed connection with the bike path in Beacon Hill Park at Govt. Street.

Screen Name Redacted

3/04/2021 12:51 PM

I prefer not to have any bike lanes in James Bay but your poorly designed survey did not provide me with that opportunity. From the outset it calls into question the validity of the data you are collecting. FYI, I am a data and survey design specialist. Your approach is flawed.

Screen Name Redacted

3/04/2021 01:25 PM

I don't want this in our community. Parking is a major issue already and it is making it worse.

Screen Name Redacted

3/04/2021 01:35 PM

I don't approve this in the community, this is a bad idea. Parking is a huge issue in the neighbourhood and this is only going to make it worse.

Screen Name Redacted

3/04/2021 02:31 PM

Actually I would prefer option 3 - no bike lanes going east and west on either street. Several reasons why Michigan is the least of the two evils: Superior is already a very busy street with lots of traffic including buses, It is especially bad for parking issues; I cannot imagine the havoc that will be created with just half that amount of parking space! 99% of our guests to our home on the south side of Superior arrive by car and already face difficulties finding parking spaces near our home; considering our age group and the likelihood of our guests requiring wheelchairs and walkers, it would be exceedingly dangerous for them having to cross this busy street (assuming they were even able to find parking on the north side). I prefer traffic calmed options as opposed to protected lanes for both cost and ease of installation and use. I hardly ever see anyone on our street using bicycles so once again James Bay would seem to be bearing the brunt of making our part of town more useful for outsiders.

Screen Name Redacted

3/04/2021 03:35 PM

I live on Michigan Street. New condos and town houses being built now will increase serious residential parking issues. I have no trouble with 'calming' and support bike lanes but loss of parking on this stretch between Douglas and Menzies would be catastrophic for residents. There are no alternatives. Glad to share the road with cyclists, but think Superior, already with bike lanes for capitol park the better option.

Screen Name Redacted

3/04/2021 03:49 PM

1) I believe bike lanes should follow all major car routes through the neighborhood.(if you want to replace vehicle trips). 2) Dedicated and protected bike lanes are the best and safest. (I don't like mixed car and bike traffic) 3) Superior St. is wider and flatter

Screen Name Redacted

3/04/2021 04:20 PM

I think this project focuses on the idea of how much time money and carbon can we waste. You people need to stop thinking you can make Holland here. It's not going to help at all. Electric cars are coming so your green stance will be null and void. Likewise, people that want to bike will people the don't will not. The idea that this is AAA is ridiculous. STOP WASTING OUR MONEY. FIGURE OUT THE HOMELESS ISSUE FIRST.

Screen Name Redacted

3/04/2021 04:20 PM

Clear separation of cyclists from vehicles. Superior is the commuting route into Legislative Precinct. The design permits riding at commuting speeds. For "touring" cyclists coming off the Goose and carrying on around the coast, it's the more visible and obvious route. Retains and acknowledges existing



	private sector funded infrastructure development.
Screen Name Redacted 3/04/2021 05:06 PM	Superior is more central to shops, work, the routes I already take commuting by bike everyday
Screen Name Redacted 3/04/2021 07:58 PM	Would provide a more pleasant cycling experience with less impact on movement of goods & services.
Screen Name Redacted 3/04/2021 08:52 PM	I would prefer the Superior street option more if it connected to Southgate and the park and maybe connected to Arbutus way(the main road that goes through the park). I like the protected bike lanes. I personally do not like biking down Michigan because of the parked cars on both side and how narrow it makes the road.
Screen Name Redacted 3/04/2021 09:04 PM	I was actually originally biased towards Michigan Street as that's the street I live on, but after viewing the video I think I like the Superior Street option a bit more - the street generally seems a bit wider and better suited for the multi-purpose use, and integrates well with the existing bike lane next to Capital Park on Superior between Menzies and Government.
Screen Name Redacted 3/04/2021 09:22 PM	Safer road for cycling
Screen Name Redacted 3/04/2021 09:41 PM	None of the above. there's no need for protected bike lanes in James Bay. I am against the whole project. It's a waste of money and honestly not well thought off. This will create lots of problems for bikers, emergency vehicles, horse carriages and basically everyone. Traffic volume is low enough that things can stay as they are.
Screen Name Redacted 3/04/2021 10:17 PM	Michigan is a narrower street with much more on-street parking, Superior works better.
Screen Name Redacted 3/05/2021 04:24 AM	I often visit the area with my family. When cycling with small children, a concrete curb that protects them from cars is always preferable to paint markings alone. This is true AAA infrastructure in my mind and would be a logical continuation of the existing protected bike lanes on shard and Humboldt.
Screen Name Redacted 3/05/2021 04:55 AM	Michigan street is mainly residential, most people park their cars in the street as buildings are fairly old and the street is narrower than Superior. This is hardly a collector artery to require special bike lanes and separation of bikes from the rest of the traffic.
Screen Name Redacted 3/05/2021 08:51 AM	I have been the school crossing guard at Southpark for 30 years and do not support the proposed use of Michigan Street as it will cause parking and traffic flow problems. The street is too narrow and reducing the boulevard would not make much difference. By the school there is always a steady flow of traffic and it already has many disruptions with large trucks, the firehall, and the traffic to and from the school and adjacent condos and apartments. Just using the section by the school will not work and will just create more

problems with the traffic flow and parking for the school, firehall, visitors to neighbouring buildings etc

Screen Name Redacted

3/05/2021 08:56 AM

I prefer protected bike lanes in this circumstance

Screen Name Redacted

3/05/2021 09:05 AM

prefer protected bike lanes

Screen Name Redacted

3/05/2021 09:56 AM

street is wider and would lend itself to bike lanes

Screen Name Redacted

3/05/2021 10:56 AM

I ride for pleasure in James Bay once or twice a week. I usually access James Bay from the bike/pedestrian way through Beacon Hill Park that connects with Michigan Street. I used to ride along Michigan Street until I reached Fisherman's Wharf. I stopped using this route as soon as the improvements were made to the cycling infrastructure on Superior Street behind the Parliament Buildings. I use Michigan to ride to Government, where I turn right and then left at Superior. I prefer this route because: 1. There are bike lanes for part of the route. 2. Superior is wider than Michigan and there is plenty of room between parked cars and the flowing traffic. Michigan street is narrow, with barely room between the parked cars and on coming traffic for both a bicycle and on coming vehicles. Often I had to duck out of the way of an on coming vehicle to avoid a collision. 3. I prefer crossing Menzies with the traffic light, which traffic light is at Superior. 4. The sight lines at Menzies and Michigan are not very good when crossing Menzies by bicycle. I often had to ride quite a way into the intersection to get a good view of the traffic on Menzies to determine whether it's safe to ride across Menzies. The sight lines were often blocked by parked cars on Menzies Street. 5. Overall it is safe to cycle on Superior Street than it is to cycle on Michigan Street. However I have not encountered a safety issue cycling between Beacon Hill Park and Government Street when cycling on Michigan street as I access Superior Street.

Screen Name Redacted

3/05/2021 11:46 AM

I do not think on Superior street is ideal. More car traffic and many houses have drive ways and cars are in and out. If each drive way is blocked by the bike lane on Superior, it must be a huge problem.

Screen Name Redacted

3/05/2021 01:14 PM

I often cycle back to Fairfield on Superior, only to be caught up short where Superior meets Douglas Street and becomes Southgate, at the corner where Beacon Hill Park begins. it's super narrow there, leaving no place for a bike. I don't necessarily want to go southbound at that point. If Southgate is not going to be widened then the Superior choice makes no sense. Also, please choose a route that a. doesn't enrage and confuse drivers by blocking access and b. costs the least.

Screen Name Redacted

3/05/2021 01:55 PM

I have lived in James Bay for about 40 years. I do not want ANY bike lanes in James Bay. It is a very crowded area, with narrow streets and narrow

sidewalks. We do not have room for any extra street spaces. For instance, the way you have blocked off half the street in front of Thrifty's on Simcoe makes for a very difficult driving situation in terms of room, but also just general visualization of where people, cars and bikes are on the road, so necessitates extremely careful negotiation of the road. I understand that the Mayor (and presumably her transportation department, or whatever it is) thinks cars are horrible, but some people need them. (I have a 27 year old car, with 90,000 km on it, and hardly drive, but I see why they're occasionally needed.) Thus If I had to pick a bike lane street, it would have to be Superior, since it is the only street in James Bay, other than Dallas Road (which you've already messed up) that's wide enough for a bike lane. I'm hoping that unlike Clover Point, there is a DO NOTHING option, though there doesn't appear to be. Listening to the public means listening, not just hearing words and doing whatever you want. That's NOT consultation! Your issue with cars means that you don't understand that there are many streets (Michigan between Menzies and Oswego being one of them), where if you took the parking away there would be no place to park, and there are so many apartment buildings on that section of the street that there is not enough off street parking. In fact, that applies to many other areas of this densely populated area of the city. And the city has chosen, I assume without consultation, since I've never seen any, to make most streets in James Bay "Residential Only", thus eliminating parking for visitors in most of James Bay. So again, if you delete parking on streets, just for your bike lanes, you will be making people's lives much more difficult, if not impossible.

Screen Name Redacted

3/05/2021 03:22 PM

prefer protected bike lanes; also, that location is better for access to shops, library etc.

Screen Name Redacted

3/05/2021 03:38 PM

Re: east west route for bike lanes. Superior is the major roadway for travelling around James Bay by car. Building the bike lanes on Superior would cause the most disruption. Michigan is a narrow and quiet street. Although I think the bike lanes would cause disruption to residents of that street, I think that Michigan would be the quieter street for the bikes and cause the least disruption for residents in the area. I really don't understand why either corridor is needed. The Dallas Road bike lanes are very close by. It makes more sense to me to continue the Dallas bike lanes around to Erie and Bellville. This could become a favourite bike path for residents and for tourists. The streets in James Bay are already quiet and safe for biking. Many homes in James Bay have very limited parking and the roadways are often very narrow. Taking these major roads for extra designated bike lanes will impact travel in and around James Bay for pedestrians and for vehicles (cars, buses and delivery vehicles). The reduced parking will be a major obstacle for many homeowners in the area. I know that we need to get out of our vehicles (and I support this concept). However, we still need good roadways for vehicle traffic through the area. Many residence in James Bay are older. We walk or take our cars around the area. We have our groceries and other items delivered. We need access for cars in the area. My personal

preference would be to continue the Dallas Road pathways all the way around the Dallas Roadway and into downtown. I live on Niagara St. and near Montreal St. When I drive my car I try to avoid Dallas Road and leave Dallas Rd. for the pedestrians and bikes. Superior St. and Montreal St. are favourite routes to travel through James Bay. Montreal St. is already very busy and narrow. Your bike lanes will make using this roadway very difficult and likely unsafe.

Screen Name Redacted

3/05/2021 03:53 PM

I have biked both of these streets. I think the Superior route is superior (haha) because the separated bike lanes are safer and for me, it has been a more natural route to take than Michigan. While I appreciate the idea behind a shared use road I find that the drivers are not always as friendly to this and it can be a major barrier to new cyclists or hesitant cyclists. I think the landmarks on the Superior route are better - the library, the museum. My preference would be for the separated bike lane Superior option rather than the shared road Michigan option.

Screen Name Redacted

3/05/2021 05:39 PM

Neither, fix BHP first before you focus on pet project bike lanes.

Screen Name Redacted

3/05/2021 10:17 PM

Closer to destinations I use

Screen Name Redacted

3/05/2021 10:36 PM

Better access to useful destinations, and will always choose protected lanes over shared roadway.

Screen Name Redacted

3/06/2021 03:41 PM

I live on Superior Street and it is difficult (and sometime impossible) to finding a park spot on my block. Taking away 50% of the park spots will make it virtually impossible to park near my house - being forced to park on other blocks / streets. And with the parking rules, I expect I will be repeatedly trying to get tickets cancelled because the City took away my street parking.

Screen Name Redacted

3/06/2021 04:37 PM

I believe the Superior Street option makes more sense as it's closer to the hotel district.

Screen Name Redacted

3/06/2021 07:30 PM

The street is wider. I think that protected lanes are not necessary- markings would suffice.

Screen Name Redacted

3/07/2021 10:39 AM

I generally prefer protected bike lanes, as they are more relaxing to ride on (e.g. don't have to deal with drivers trying to pass in unsafe way). But both routes look good (I don't have a strong preference)

Screen Name Redacted

3/07/2021 11:38 AM

Michigan is a pleasant, tree-lined street through a residential area. Discouraging and slowing vehicle traffic would be more in keeping with the ambience, while Superior is more of a traffic corridor.

Screen Name Redacted

3/07/2021 11:53 AM

I like the connectivity to Beacon Hill Park on one end and Fisherman's Wharf on the other.

Screen Name Redacted 3/07/2021 01:45 PM	I live on Michigan Street. The way the City of Victoria has designed parking on Michigan Street essentially only allows one way traffic already - which sucks
Screen Name Redacted 3/07/2021 04:15 PM	I chose superior Street because it already has a lot going on. You know I really am concerned about this because when you throw in the tally ho carriages, this could be a recipe for disaster.
Screen Name Redacted 3/08/2021 10:09 AM	I know you really don't care what we think but if you must know we feel that these bike lanes in James Bay area are totally uncalled for as everything is working 100 percent the way it is . This is totally self serving on councils part who seem to what they want with no regard for what the taxpayer requires or wants'
Screen Name Redacted 3/08/2021 11:26 AM	I live on Superior Street, and do not wish to see more traffic here, as it is already noisy enough. As well, we would lose 50% of our street parking, which would make it very difficult for residents.
Screen Name Redacted 3/08/2021 12:48 PM	Many residents live in apartment buildings and need to park on the street. It's also becoming a busier street, so adding bike traffic into the existing car lanes as proposed will cause frustration and potential injuries of bikers when people are pulling out of parking spaces or opening doors. Superior street is a better idea as it would be protected bike lanes, it's wide enough, and there are fewer people parked on the road.
Screen Name Redacted 3/08/2021 02:02 PM	As a disabled cyclist riding a recumbent trike (aka low to the ground), protected bike lanes will always be my preference as they provide the greatest security and protection from traffic
Screen Name Redacted 3/08/2021 02:53 PM	Protected bike lanes will be accessible to more people (people of all ages and abilities) and will be safer, hence more likely to encourage more people to use it.
Screen Name Redacted 3/08/2021 07:19 PM	better use of space
Screen Name Redacted 3/08/2021 07:43 PM	I prefer protected bike lanes, Michigan Street is already fairly slow due to the parking on both sides, it makes getting through a tight fit and cars usually go slow
Screen Name Redacted 3/08/2021 08:01 PM	Protected bike lanes are much more helpful, I don't see a couple of painted lines making much of a difference at all.
Screen Name Redacted 3/09/2021 11:07 AM	I am not in favor of either option and think BOTH should be set aside. I had to pick the lesser of the two evils as your survey forces me to agree with one or the other. It is not a proper for a survey to make such a forced choice without also including an option that lets respondents express the fact that they do not support either one as is my situation.
Screen Name Redacted 3/09/2021 01:23 PM	Reducing the parking on the south side of Superior St (between Menzies & Oswego) is highly problematic to my family, residence, and home-based

business. My family and clients would completely lose street parking in front of my home/business. I don't have a driveway or garage so the street parking on Superior St is absolutely necessary. Taking away in front street parking would make my home/business inaccessible - to my family with mobility issues, to me as a business owner who must unload/load heavy items and bring them into my home-based business, and clients who rely on the street parking to visit my business. Without a doubt, this lack of parking would substantially decrease my customer base (no parking is a huge deterrent/inconvenience) as well as the value of my home (my key source of retirement savings). It feel punitive to lose street parking just because I choose to live in inner city Victoria. On the south side of Superior St, there are many residences that do not have a driveway/garage/parking lot - compared to the north side where all but 1 house has dedicated parking facilities. The proposed Superior St bike lane will negatively impact accessibility of residents who live on the south side. PLEASE, I'm appealing to you as an avid cyclist, that I think the bike route on Michigan St is the better option. The Michigan St bike lane will have less impact to the residents (who all have parking facilities). As a cyclist, I prefer to ride on a less busy street like Michigan St to avoid vehicle traffic. It's much safer.

Screen Name Redacted

3/09/2021 01:27 PM

Superior is a busier street

Screen Name Redacted

3/09/2021 11:05 PM

Superior Street has the space; it already is wide enough and accomodates bus service. As someone who lives on Michigan St. and drives it daily, it is already little more than a 1 & 1/2 lane road as it is. With parking on both sides of the street (which is required as there are more apartment buildings on Michigan between Menzies and Oswego), there is often not enough room for 2 cars to pass side by side resulting in shunting to one side, when you're able, to allow traffic coming towards you to pass. A plan to make Michigan one way is civic interference at its worst. I am a bike rider and I rode my bike to and from work in Hamilton, ON for more than 10 years on the road...in all but the worst winter weather and I survived because I was educated on how to share the road with vehicular traffic. No bike lanes, just following the rules of the road. The idea of doing this on Michigan St. is the worst example of a nanny state putting forth a solution in search of a problem. Give your head a shake. FYI I consider myself to be a huge lefty but this beggars belief

Screen Name Redacted

3/09/2021 11:54 PM

As someone who designs user research for part of what I do for a living, if I see a radio button set that doesn't offer a "none of the above" option on something allegedly garnering public feedback, it's a big indicator of inherent bias. It's particularly galling in this situation, because neither of these east-west routes are necessary in James Bay. (The case for a North-South route is also pretty weak.) This reality should be obvious to anyone spending time on a bike in this area. Observe the bike traffic coming south on Government street in the inner harbour, and it funnels left onto Belleville. This route along the waterfront via the jogs to Fisherman's Wharf is the obvious East-West route. People hop off onto whatever N-S road takes them home. You get the

same effect with the waterfront on the Dallas side. One question I have is why, if this must be put in, does it have to be a straight line? A lane that ran on Menzies from Belleville to Simcoe and then cut west to Oswego and south to the Dallas would allow you to feed any perceived need for both N-S and E-W traffic through James Bay. If Simcoe is too disruptive, you could go on Michigan. But as I say later, I think using the diagonal hub routes to the shopping area (leveraging the pandemic walking space) is a better way to increase bike traffic inside James Bay.

Screen Name Redacted

3/10/2021 08:45 AM

Actually I prefer neither. Both streets are totally congested especially Michigan. With more building planned in the future with no parking facilities it will be pandemonium. We already have to go to the side to let people pass. And where will all the cars that are parked now go. Into thin area?

Screen Name Redacted

3/10/2021 09:47 AM

Superior is a key traffic corridor. That won't change. Better to put the bikes on a calm Street.

Screen Name Redacted

3/10/2021 03:17 PM

Proposed changes will help to slow traffic on this route; provide "real" protection for cyclists with dedicated lanes; minimally impact parking. An improvement would be to add a "round-about" to the Montreal/Superior intersection to slow through traffic which picks up speed in this area.

Screen Name Redacted

3/10/2021 09:08 PM

Makes more sense for the community

Screen Name Redacted

3/10/2021 09:11 PM

Too many issues with changing Michigan - School, Medical Clinic, Lab, delivery to Red Barn, very narrow street west of Menzies and lots of multi unit buildings and parking . Just leave that street alone and go to big wide Superior St where people expect and are aware of traffic

Screen Name Redacted

3/10/2021 10:10 PM

The changes to Michigan street would be least disruptive to residents. The street is already very low speed and most motor vehicles avoid it except for parking, minimizing conflict between bicycles and vehicles. Parking is in short supply in James Bay. The Michigan option maintains the scarce parking.

Screen Name Redacted

3/11/2021 08:43 AM

There are already bike lanes on Superior. Michigan is a very crowded street and I think it will put pressure on the side roads if there is limited access on this road.

Screen Name Redacted

3/11/2021 08:48 AM

This is the safest for cyclist, the Michigan route is dangerous since it is shared and people can open their car doors and while doing so hurt cyclists.

Screen Name Redacted

3/11/2021 08:55 AM

Existing lanes and The Michigan proposal would be a nightmare, especially the changes to access off Menzies which simply would never work.

Screen Name Redacted

3/11/2021 11:06 AM

I like the quieter nature of Michigan Street

Screen Name Redacted

Because Superior Street is already zoned for heavier vehicle traffic, I think it

3/11/2021 01:20 PM

would be safer for cyclists of less ability to be on a calmer street. I also think that it would be a huge benefit for the homeowners and residents on Michigan Street to have vehicles moving more slowly in their part of the neighborhood.

Screen Name Redacted

3/11/2021 02:25 PM

I oppose cycle lanes 100%, they pay no insurance or do not have to obtain a licence.

Screen Name Redacted

3/11/2021 06:36 PM

Michigan is already such a narrow street and difficult to drive down at the best times. I only see this plan as making it more congested which is fair for the people who live on it.

Screen Name Redacted

3/11/2021 07:44 PM

I work at Tall Tree Health, a large multi disciplinary health clinic at 555 superior and many of our patients bike to the clinic and so the bike lane should be available for them (as our entrance is on Superior street.) There already is limited parking on Superior. Also a large amount of staff bike to work and we park our bikes in the Capital Park underground parkade (between library and James Bay on Menzies) -there is a large bike room (parking for over one hundred bikes) in that underground parkade that we share with government workers. Most of these commuters come on bike from the north-so if there was a bike lane on Michigan it would go unused. Superior makes more sense to allow these commuters to use the lane. Lastly Cycling groups meet up at the Good Earth Coffee shop bc they like that they can park their bike outdoors -another reason to keep the lane on superior as it is clearly the road that has more bike traffic (which people are using to access Capital park). Thanks

Screen Name Redacted

3/11/2021 09:43 PM

Seems to achieve the same thing with fewer challenges. Proximity to the village is important to (park at Michigan and Menzies and visit the village)

Screen Name Redacted

3/11/2021 10:26 PM

The protected bike lanes would be preferred for my family and I believe it would get greater overall use, as it connects Fisherman Wharf and the Parliament buildings/Capitol Park. Additionally, part of the infrastructure is already in place with the separated bike lane in front of Capitol Park. Finally, I believe that tourists would be much more likely to use this route, as it is both more scenic than Michigan (passing high interest locations, such as the Parliament Buildings) and would be more apparent with the separated bike lanes compared to the traffic calming approach that would be used on Michigan.

Screen Name Redacted

3/12/2021 02:30 AM

Superior already has some bike lanes. Please do NOT install protected bike lines, they are unnecessary, regular bikeways will do. Superior also connects to Southgate, an important commute route to those of us traveling from Cook St or Fairfield. If using Michigan, the left turn onto Douglas will be dangerous. also, why not consider the 2 one-way streets already in existence, Toronto and Simcoe? Simcoe already has a pedestrian lane easily converted into a bike lane, and because they are one-way streets, traffic will be much lower

Screen Name Redacted

I think it makes more sense to put bikes on main streets with lots of existing



3/12/2021 09:12 AM

space. I also think we should be installing protected lanes wherever possible. It would be ideal to connect to the existing protected lanes in front of Capital park

Screen Name Redacted

3/12/2021 09:55 AM

I do not believe either is necessary or beneficial to the community.

Screen Name Redacted

3/12/2021 10:25 AM

Superior Street is already very narrow and busses and trucks need to use it to access James Bay. STOP trying to squish bike lanes into tiny places and accept that some vehicle traffic is necessary! Put the bicycles on quieter streets.

Screen Name Redacted

3/12/2021 10:31 AM

Keep bikes off the main street

Screen Name Redacted

3/12/2021 10:44 AM

Superior Street serves as a major access route for residents and visitors entering and leaving James Bay (including public transit and emergency vehicles), so its traffic flow should not be hindered by the introduction of cycling lanes.

Screen Name Redacted

3/12/2021 10:49 AM

Less traffic on the street

Screen Name Redacted

3/12/2021 10:52 AM

closing michigan for eastbound traffic at Menzies won't work

Screen Name Redacted

3/12/2021 10:58 AM

As long as the already limited parking is not affected, this is already a cycle route I see many using so it would not affect the neighbourhood like changes to the already busy Superior St.

Screen Name Redacted

3/12/2021 10:58 AM

I would prefer neither route, as I feel the ability to cycle in this area doesn't need major changes. However, if I had to choose, I believe that Superior is wider and would handle the disruption to traffic better.

Screen Name Redacted

3/12/2021 11:02 AM

Shared roadways are not AAA

Screen Name Redacted

3/12/2021 11:04 AM

Sharrows are not safe cycling infrastructure. Michigan is already too narrow with the parking on both sides. Drivers will behave dangerously when they can't safely pass bikes and the constant danger of opening car doors will not be mitigated. I bike frequently and would use the Superior corridor (I already bike down Superior Street each time I bike), and would simply not use the Michigan option.

Screen Name Redacted

3/12/2021 11:05 AM

No preference. Both would be good.

Screen Name Redacted

3/12/2021 11:06 AM

Superior is a wide street with ample room for bike lanes, on street parking could be reduced, but by half is too much. Density is good in this area and

the need for on street parking for townhouses and apartments is high. Michigan being primarily residential is too narrow for the proposed structures without severely inhibiting safe travel with good sight lines.

Screen Name Redacted

3/12/2021 11:14 AM

I prefer routes with less traffic.

Screen Name Redacted

3/12/2021 11:35 AM

Superior is a major East/West corridor. Reducing traffic flow on this artery would shift vehicle traffic to minor side roads that are largely residential.

Screen Name Redacted

3/12/2021 11:44 AM

To decrease frustration with drivers/commercial vehicles. Let them have Superior st., with no restrictions. That way, cyclists on Michigan street will be safer. Mostly a safety issue from my perspective.

Screen Name Redacted

3/12/2021 11:53 AM

I live on Superior Street between Menzies and Oswego and if the purposed bike lanes go on this portion of the street it will create a real problem with parking. I live just across the street from the James Bay Market site and when the market is open parking is already a challenge. Also because of the lack of parking for the Library may people park on my block of Superior Street. This is not taking into account People who visit the many apartment buildings lining this block who need parking. We at the part of Superior Street have an already parking challenge we do not need the parking spaces to be lessened.

Screen Name Redacted

3/12/2021 11:58 AM

Prefer protected bike lanes. I already use superior for most of my cycling transit over Michigan.

Screen Name Redacted

3/12/2021 12:05 PM

I live on Michigan St. and it is already a very chaotic roadway for all users. When I turn out of my apartment parking lot, it is hard to see oncoming traffic since cars park on the side of the road- often large trucks/SUVs, and it is hard to see around before you pull out. I already ride my bike along Michigan St. as well, so I don't see how the proposal will be any different. I think encouraging people to bike along Michigan St. will be dangerous since the parked cars make it difficult to see cyclists when pulling out of the building. When cars park on Michigan they take up so much space there is hardly any room for traffic to go both ways (I often have to pull over to the side to allow another car to pass). The Superior St. option is better since it eliminates one of the sides of parking which would allow room for cyclists.

Screen Name Redacted

3/12/2021 12:26 PM

Studies show the physically separating cyclists from vehicle traffic is safer for cyclists. It also directly connects cyclists with public transit routes; connecting alternative transit routes has been shown to increase public usage of non-vehicle options. Ideally any excess vehicle traffic will shift from Government to Michigan street, which would remain more "vehicle friendly".

Screen Name Redacted

3/12/2021 12:31 PM

safer

Screen Name Redacted

Protected by claims will make it easier for a wider range of cyclists of all ages

3/12/2021 12:47 PM

and abilities to use the street.

Screen Name Redacted

3/12/2021 01:59 PM

Cost. We have got to reel in the spending on cycling infrastructure. Also, in the density heavy James Bay , we cannot afford to lose any more parking. We just do not have any more room to grow carbon heavy cycling infrastructure in this particular neighbourhood. I am appalled at the amount of concrete that has been used already in bike lanes, especially so as this is being touted as our response to climate change.

Screen Name Redacted

3/12/2021 03:13 PM

Superior Street is a major entrance and exit to James Bay. If this becomes a dedicated bike route it will be discouraging for the general public and tourists. Many tourists stay at hotels between Bellville and Superior during the winter and bring their cars I would think the city would not want to make their visits unpleasant by confusing them with too many distractions while they are driving.

Screen Name Redacted

3/12/2021 03:28 PM

As a resident on Superior Street we rely solely on On Street parking for our home. The proposed bike lanes on the North side of Superior Street between Menzies and Oswego would mean we are unable to park our single vehicle on our side of the street. On this block the residents on the South side of the block all have access to off street parking.

Screen Name Redacted

3/12/2021 03:41 PM

Less infrastructure disruption and thus probably more acceptance by the neighbours and vehicle public

Screen Name Redacted

3/12/2021 04:00 PM

least impact to emergency vehicle routes

Screen Name Redacted

3/12/2021 04:34 PM

I'm a 65 year old woman, less confident rider, so prefer protected bike lanes. Superior has more useful destinations for me.

Screen Name Redacted

3/12/2021 06:18 PM

More places to access

Screen Name Redacted

3/12/2021 07:26 PM

I used to live on Michigan, it is too narrow for this proposal.

Screen Name Redacted

3/12/2021 08:41 PM

I recommend Superior Street to be invested in for the AAA Cycling Network for the following reasons: 1. Superior Street is much wider than Michigan Street, where, as it is, street parking is already heavy, especially the section with the two apartment towers (Regent and Charter House). 2. If Michigan street is shared by cars AND cyclists, cyclists would be imperilled by: a. Drivers intending to park, maneuvering to back up into their parking spots while having reduced visibility as they are focusing on the curbs and the bumpers of the cars in front and behind them, b. the same drivers opening their driver-side doors without first checking the road behind them for cyclists. (Yes, that is unfortunately still happening all too often.) 3. As said above, Superior Street is wider, and even with the commercial traffic and transit, the

cyclists would be protected by the planned designated two-way bikelanes. 4. Re connectivity between existing bike lanes, and intersection traffic lights: a. A two-way bike lane on Superior Street would connect directly with the already existing two-way bike lane between Capital Park and the area where the large fountain is behind the Parliament buildings, b. There are already traffic lights at the intersection of Superior Street and Menzies, which makes it safer for bicycles to cross the streets, while there are NO traffic lights at the intersection of Michigan and Menzies.

Screen Name Redacted

3/13/2021 07:17 AM

Superior is busy enough as a main artery. Michigan is a very "crammed" street and indeed needs some rethinking and adjustment. I'd like to see either go through to Erie to Dallas rather than heading south down Montreal. The road at Erie and Dallas to dock could use a little widening to accommodate this. With speed humps as people tend to speed here. Also, it's a nice idea to use Dallas over Montreal as it's a main walkway for Tourists from cruise ships (when that restarts!) it would beautify the walk.

Screen Name Redacted

3/13/2021 09:21 AM

Prefer protected bike lanes. If Michigan was selected we'd likely continue to cycle down Belleville.

Screen Name Redacted

3/13/2021 12:37 PM

I do NOT prefer either route. I would like the City to take a step back from adding more bike lanes until sufficient time has passed to have a thorough and independent evaluation of the current mess.

Screen Name Redacted

3/13/2021 01:57 PM

As a cyclist, I know first hand the value in separating cyclists and heavy traffic. I ride on both Michigan and Superior streets depending on where I'm going. Michigan Street is very quiet. It is already suitable for cycling and very little change is needed. Superior Street is extremely busy with high volumes of industry traffic. It worsens during cruise ship season. Also, many cars/pickup trucks are driven 50 - 60 km/h along Superior Street. Speeding, and increasing use by industry vehicles, is a growing problem on Superior Street.

Screen Name Redacted

3/13/2021 03:08 PM

As much construction as possible should be kept out of the centre of James Bay

Screen Name Redacted

3/13/2021 05:42 PM

Connects to the path through Beacon Hill: continuity through neighborhoods.

Screen Name Redacted

3/13/2021 07:17 PM

Connecting publicly accessible destinations safely is essential. With Parliament on Superior it seems like the better choice.

Screen Name Redacted

3/14/2021 08:30 AM

Prefer the quieter street

Screen Name Redacted

3/14/2021 09:50 AM

Superior - If the bike lanes are for all ages and abilities - protected lanes will be safer.

Screen Name Redacted

3/14/2021 12:29 PM

I like protected bike lanes, however, if they are one way I am concerned about the width of the bike lane. If the width of the bike lane is too small it can be hard to pass other cyclists, especially considering that people of all ages and abilities would be using the bike lane (some slower or require more road space in contrast to more confident cyclists). This could cause tension between cyclists.

Screen Name Redacted

3/14/2021 12:52 PM

Neither of the above. The bike lane should continue down Belleville to Dallas or Montreal. Just because Belleville was ruled out by whoever 10 years ago doesn't mean that it shouldn't be re-visited. This is the route currently taken by most cyclists and cycle commuters already. Eliminating parking by 50% on already congested streets like Michigan and Superior doesn't make sense. We are cyclists and cyclist commuters and we still do not approve of this plan.

Screen Name Redacted

3/14/2021 01:07 PM

I find both options bad. Horrible. Yet, I can't vote for something else like one way streets with non protected bike lanes. Michigan is already safe for bicycles. No need for changes. Traffic calming would impede access to Urgent Care Clinic. You don't bike or walk if you need urgent care. There is no traffic on Michigan. We often walk the length of it and see one or two cars at most. Money would be better spent improving sidewalks. Superior is a thoroughfare and the only way out of James Bay in tourist season. I must say that the segment between Government and Menzies works well, though. But the street is wider in that section.

Screen Name Redacted

3/14/2021 02:02 PM

Prefer protected bike lanes.

Screen Name Redacted

3/14/2021 02:43 PM

easier access to my home when not biking

Screen Name Redacted

3/14/2021 03:47 PM

Prefer protected bike lanes this route include more destinations that would increase use.

Screen Name Redacted

3/14/2021 06:29 PM

I think the proposed plan for Superior would make it difficult for emergency vehicles to get through during an emergency. Though we don't drive too often, my partner and I already avoid taking Michigan St. because it is way too narrow. With the improvements, people may come to think of it as more of a biker street, so more drivers would opt to take Superior instead. This would leave bikers safer on Michigan and would allow Superior to continue to be a major vein through James Bay.

Screen Name Redacted

3/14/2021 07:30 PM

I think that offering higher levels of protection where possible is necessary, with supplementary neighbourhood bikeways branching off of these primary AT arteries.

Screen Name Redacted

3/15/2021 08:51 AM

Prefer protected bike lanes

Screen Name Redacted

3/15/2021 10:44 AM

I do not think that we require a dedicated cycling route in James Bay. This is catering to those coming into the community from outside, and simply disrupting James Bay residents. On the sad assumption that the City will do this anyway, then Superior is the only choice. Michigan is too narrow and this would disrupt too many residents.

Screen Name Redacted

3/15/2021 05:49 PM

My concern for this route is related to the Government St. to Douglas section, which it appears would happen in either scenario. Westbound from Douglas the bike lane is two way and then splits into two separate lanes, which appears to be directly in the crosswalk in front of South Park school. As a parent of a student at South Park school, I am very concerned about this transition from 2 lanes to a two-way lane. I am sure you have received plenty of feedback regarding the Kiss N Go parking area in front of the school and the safety issues of moving this section passed the school parking lot which presents a challenge for young students being dropped off and having to cross the entrance of the parking lot where teachers arrive to park. This potentially would occur at the same time. Since there is already no parking on the south end of the street, wouldn't this be a good location for a two-way lane that can still cross Douglas? I recognize the challenge of space in the current arrangement but I feel the weird transition may be problematic for everyone. To have a pretty complex transition space in a crosswalk in front of a school will be very challenging. The current arrangement already includes a section that has two way on one side so technically there is enough room. To do this would all parking have to be removed from this section? The data presented regarding the amount of traffic averaging on Michigan appears to be based on the current layout. Has there been consideration regarding the potential for increased traffic on Michigan due to the Southbound closure of Government St.? I imagine that people who want to drive on Government will just take the first Westbound turn to then get onto Government St.

Screen Name Redacted

3/15/2021 08:07 PM

shared routes with cars make me nervous. Traffic calming may add to drivers' frustrations and anger toward cyclists. The Menzies/Michigan crossing is already dangerous and confusing. Adding bikes could add to that confusion

Screen Name Redacted

3/15/2021 08:55 PM

More people will use it. It is a direct route for more workers and more tourists and more people accessing services like the library. And it is fully protected so all will be safe and feel safe.

Screen Name Redacted

3/15/2021 09:12 PM

Prefer protected bike lanes. Like the idea of fewer parking places for cars on Superior (cars have ruled the roads for far too long). The Superior route would see real improvements for cyclists giving us a safe 'express' route. The Michigan route is little more than some bumps and paint, which will do little to make that street safer for cyclists.

Screen Name Redacted

3/15/2021 09:41 PM

I think the city has really done enough damage. Stop with destroying the city. You've already removed far too much access in the city.

Screen Name Redacted

You have a large number of rental and condos along Michigan from Menzies

3/15/2021 10:37 PM

to Oswego which don't provide sufficient building parking underground or surface for the number of residents. Thus the street is jammed with on street parking. Where do you expect these folks to go? Also on Michigan from Menzies to Government there is the United Church the James Bay Health centre and a number of residential properties all of which use the on street parking. With the proposal the on street parking won't be sufficient and with the restricted vehicle access to Michigan going east from Menzies will be a nightmare. I don't like Superior either for that matter, would prefer using Belleville St, would be less impact to on street parking and speeds along Belleville west from Government to Montreal are already reduced. Would make more sense for route to be Government, Belleville, Montreal.

Screen Name Redacted

3/15/2021 11:30 PM

I regret the loss of parking on superior, but I think the Michigan option is inferior because of the problems it would cause for two way car traffic. Also, my priority is for safety as my kids will be using the route and I don't think Michigan route will be as safe if there has to be sharing with cars

Screen Name Redacted

3/16/2021 07:04 AM

Superior already has some bike lanes on it, and it is more direct. You'll also have more new cyclists if the route has higher visibility.

Screen Name Redacted

3/16/2021 09:30 AM

I drive and cycle to work on superior and feel it works very well as is. I also cycle on Michigan but actively avoid Michigan when driving because it is so narrow it is already essentially a one lane road for most of it, so feel it would be the better choice for a cycling route. I also have concerns about narrowing Superior street as it is the major artery in and out of James Bay for vehicles and transit and emergency vehicles. I also have concerns about eliminating parking on Superior as many homes along it do not have garages or driveways and must have on street parking.

Screen Name Redacted

3/16/2021 09:33 AM

Superior Street offers better connectivity, it provides actual infrastructure, and offers an opportunity to slow vehicles, providing a safer experience for all users.

Screen Name Redacted

3/16/2021 10:15 AM

The Superior route services destinations (library, etc), connects conveniently to other areas beyond Douglas, and actually needs built facilities. I believe Michigan street should still have a lowered speed limit and speed bumps, but improving Superior tangibly improves safety and transportation convenience.

Screen Name Redacted

3/16/2021 11:19 AM

Superior is a busier street. Bike lanes, if needed, should be on less trafficked streets.

Screen Name Redacted

3/16/2021 11:41 AM

Michigan is much more aesthetically pleasing to cycle, but as a multi-modal person, I am not in favour of closing streets for bike lanes as proposed for Michigan at Menzies. It irritates motorists and makes them oppose bike lanes. Frankly, my preferred option is Bellville. Cycling past the transit hub on Government is most unpleasant and unsafe.

Screen Name Redacted

3/16/2021 12:54 PM

Superior is a wide street that already is connected to bike lanes between Douglas and Oswego Streets. It is a wide street that can accommodate bikes and the design can reducing speeding cars. The stretch from Oswegos to

Screen Name Redacted 3/16/2021 01:09 PM	Fisherman's Wharf is frequented by fast and loud cars. By reducing the speed limit and narrowing Superior Street, it would create a safer road.
Screen Name Redacted 3/16/2021 02:22 PM	It seems to be the least invasive. In that sense, there is minimal disruption to the route: parking would be permitted on both sides, traffic flow would continue, safety features (speed bumps and painted indications) would be implemented at a lower cost to taxpayers.
Screen Name Redacted 3/16/2021 04:05 PM	Better protection for cyclists.
Screen Name Redacted 3/16/2021 07:43 PM	The least amount of disruption required to put bike lanes in place is a factor when you're trying to get out of the neighbourhood to go to work etc. Also Michigan Street would benefit greatly from a lower speed limit and traffic calming measures. Choosing Superior and losing southside street parking by Montreal St. would directly effect the already limited parking in the 300 block of Montreal St.
Screen Name Redacted 3/16/2021 08:39 PM	I prefer protected bike lanes for my children, the lines, curbs, and bollards provide very clear guidance for them. Calm streets are nice too, but having so much parking means it is much more stressful to keep my eyes everywhere with two kids on bikes.
Screen Name Redacted 3/17/2021 09:02 AM	Closer link to the destinations I use
Screen Name Redacted 3/17/2021 10:06 AM	a wider road and I think allows for both pedestrians/ cyclists/ vehicles and a continuation of on -street parking. It connects to the bike lane leading into Fairfield and a higher volume destination on Superior.
Screen Name Redacted 3/17/2021 01:10 PM	Makes better sense as is alongside back of Leg Bldgs, Superior St govt offices, market, & the north side of Beacon Hill Pk.
Screen Name Redacted 3/17/2021 01:44 PM	Superior is more of a main road and should be the one that is altered because it's a larger road to work with. Michigan Street is too small and doesn't make sense to try to change it. I also don't like the proposed intersection work at Michigan and Menzies that would be implemented if the Michigan Street pathway were used.
Screen Name Redacted	Michigan st seems to be a better route to make changes to. Superior is a more well used route for traffic. However, with that said neither routes should be changes. I find that the way design is happening to streets in Victoria is becoming incredibly exclusive to able-bodied people. Completely goes against diversity and inclusion values. Not all seniors or people with disabilities ride a bike. And as it stands, buses do not go close to the legislature or James Bay thriftys or red barn... it's completely inaccessible AND if you are going to make changes, then make ALL parking spots for people with disabilities and seniors. All able-bodied people can then walk / bike in.
Screen Name Redacted	Although I think that both choices are ridiculous and would actually favour



3/17/2021 04:35 PM

Belleville Street, Michigan street is the lessor of the 2 evils.

Screen Name Redacted

3/17/2021 06:00 PM

Michigan provides better access to park, city committed to changes on Michigan government to douglas, extend them all way. Superior main car/truck route in and out of James Bay and should be maintained.

Screen Name Redacted

3/17/2021 06:04 PM

As per previous

Screen Name Redacted

3/17/2021 06:05 PM

Although more traffic, Superior is wider. Michigan would work for access to JBCommunity School, but you could not restrict westbound traffic at Menzies Street and, as it is now, the street is very narrow with extremely high demand for on-street parking.

Screen Name Redacted

3/17/2021 06:29 PM

Its a more direct route on a less busy street

Screen Name Redacted

3/17/2021 08:38 PM

Prefer protected bike lanes. Think it sounds more sensible generally.

Screen Name Redacted

3/18/2021 06:10 AM

Cycling route in existence; is a wide street and can accommodate vehicular and cyclists

Screen Name Redacted

3/18/2021 10:26 AM

Already quieter street, safer. Leave Superior for better vehicle access east/west.

Screen Name Redacted

3/18/2021 10:31 AM

I strongly feel that overly produced bike lanes in James Bay is a waste of taxpayer dollars. Biking is already easily accessible and safe throughout James Bay. Access by car to James Bay is already restricted and challenging. Spending money on speed humps in James Bay is ridiculous. Wasting money on barriers for bikers is also a waste, when the safe effect can be achieved through paint. Most residents of James Bay walk or cycle already and only use our cars when necessary.

Screen Name Redacted

3/18/2021 04:47 PM

Michigan is already a slower route and parking will be less impacted but DO NOT restrict access at Menzies. Don't make it difficult for people accessing the Urgent and Primary Care Centre.

Screen Name Redacted

3/18/2021 05:42 PM

Obvious choice. Less disruptive to traffic flows in general, keeps the lane off of a bus and truck route (and is therefore safer), and connects directly to Beacon Hill Park, without needing to take a small detour. The fact that it is a bit farther from everything close to the harbour is well mitigated by the fact that it is only a short block away from Superior St

Screen Name Redacted

3/18/2021 07:35 PM

I like protected bike lanes and believe they will be safer for youngsters and cyclists in general. Infrastructure already exists between Menzies and Government Sts.

Screen Name Redacted

Superior street offers easier access to touristy destinations which increases

3/18/2021 07:52 PM

the likelihood that people go by bike to them.

Screen Name Redacted

3/19/2021 01:26 PM

I have lived/own property in James Bay for 28 years and I am an avid cyclist, averaging 200 km per week in sprig/summer/early fall, and I do not think we need any bike lanes in this neighbourhood. We already have serious traffic congestion throughout the downtown core and our James Bay streets are narrow and have lots of much needed on-street parking. Cycling in and around James Bay has been just fine for many years so there is no cycling issue that needs to be resolved, and creating any of these bike lanes will create more problems we do not need.

Screen Name Redacted

3/20/2021 01:10 PM

Would quiet the street,& slow it down.

Screen Name Redacted

3/20/2021 02:16 PM

Less pedestrian traffic to get run over by bicycles; no need for "floating bus stops" that discriminate against people with low vision; I'm guessing less money since the infrastructure is simpler; there already is a bike lane on Superior (which you aren't even planning to use).

Screen Name Redacted

3/20/2021 03:16 PM

I prefer protected bike lanes because I feel safer. I live downtown and traffic is quite aggressive and fast. In the couple months I've lived here I've had several close encounters with vehicles when exiting protected lanes. Often, when I'm turning left. I think we'll increase ridership with protected lanes. If possible, I suggest doing both routes. Michigan should have reduced speed and shared roads (all roads should be shared), but Superior is the better start.

Screen Name Redacted

3/20/2021 06:32 PM

It is a mistake to continue putting in bike lanes. I am against the addition of bike lanes in James Bay. Many communities, in Vancouver for example, have effective bike routes without significant alterations to the roads.

Screen Name Redacted

3/21/2021 12:44 AM

It is essential that Michigan Street remain a two-way street for vehicles with access from both sides between Menzies and Government to enable the elderly to drive to the JB Urgent Care Clinic. Michigan from Menzies to Oswego is already very tight and naturally traffic-calmed as a result - it's already slower traffic for cyclists. Superior is, in my opinion, just that - a vastly Superior option for well-used bike lanes.

Screen Name Redacted

3/21/2021 12:18 PM

Already use this route as it is a quieter route and safer for children cycling.

Screen Name Redacted

3/21/2021 01:30 PM

Superior St is wider and well suited for this, while Michigan is narrow and will be more crowded.

Screen Name Redacted

3/21/2021 05:10 PM

Superior Street is preferred as it is wider and the bike lane has already commenced outside Capital Park. We do not agree with other measures that would block all traffic unnecessarily, such as Michigan Street which is much narrower and has many different destinations on it, such as fire hall, community health centre, Capital Park residential (under construction), etc.

Screen Name Redacted 3/21/2021 08:31 PM	Protected bike lanes would be less disruptive to all other traffic.
Screen Name Redacted 3/22/2021 07:54 AM	Prefer protected bike lanes & better connector route.
Screen Name Redacted 3/22/2021 08:14 AM	I prefer the Michigan route because I believe that it is not as dark at night as superior Street. Also superior Street is known in the neighbourhood as a street with a lot of raccoons.
Screen Name Redacted 3/22/2021 08:22 AM	I feel much safer riding on a protected bike lane. I am still a very competent biker but do not trust drivers ability to watch for bikers.
Screen Name Redacted 3/22/2021 08:28 AM	one way is far superior to the 2 way dangerous useless situation that has been shoved down our throats in the downtown core
Screen Name Redacted 3/22/2021 08:31 AM	Michigan too narrow. Also, I think your video presentation presents the existing Douglas to Gov't portion of Michigan as one way - it is not.
Screen Name Redacted 3/22/2021 09:32 AM	skeptical traffic calming is truly AAA. Can't share the road between a F250 and a kid on a bike.
Screen Name Redacted 3/22/2021 09:37 AM	Neither routes or streets cannot handle any of these ridiculous ideas, has anyone sat and watched the traffic movement? This is a car and pedestrian neighbourhood. Not bike centric. With the unbridled building of multi unit buildings it is getting more dense. Put a stop to the building and making JB population unmanageable, that would solve a whole lot of problems.
Screen Name Redacted 3/22/2021 10:03 AM	No bike lanes
Screen Name Redacted 3/22/2021 01:25 PM	less vehicular traffic usage from my perspective
Screen Name Redacted 3/22/2021 04:03 PM	Neither - bike lanes are not necessary in James Bay. If you can't get through the neighbourhood, you shouldn't be riding a bike.
Screen Name Redacted 3/22/2021 04:19 PM	Superior Street is a main thoroughfare and is the easiest way for cars to get out of James Bay. Michigan Street is a low traffic road and wouldn't be impacted as much. Michigan would likely cost less to install.
Screen Name Redacted 3/22/2021 04:21 PM	I prefer bike lanes to be separated from car traffic and it adds to the infrastructure already in place along Superior between Government and Menzies.
Screen Name Redacted 3/22/2021 05:07 PM	I actually don't like either for JB residents. Superior is a wider street and already has marked bike lanes for a portion of the street. It connects better with Government & Douglas with traffic lights.

Screen Name Redacted

3/22/2021 07:12 PM

Concern over loss of 1/2 of available parking on Superior Street. As even with parking as is, I often am not able to park in front of my house.

Screen Name Redacted

3/22/2021 10:21 PM

It keeps Superior open to traffic and parking

Screen Name Redacted

3/22/2021 11:49 PM

I do not believe that either of these routes are well suited. Each of these routes require eliminating parking and Michigan will limit vehicle access for local, service and emergency vehicles. You will be eliminating parking in an already parking starved neighborhood, to fix a problem a does not exist. I commute daily by bicycle and do not recognize the problems you are trying to solve. If the intent is to establish a scenic route for tourists and shopping, using Belleville and Menzies makes the most sense.

Screen Name Redacted

3/23/2021 11:39 AM

Superior is preferred by the Church as the Michigan proposed route will result in greater congestion, less access to church and Thrift Shop for customers and staff. Parking challenges will increase when the condos and town houses become occupied in 2021. Traffic diversion at Menzies and Michigan may also affect access to church. No loading zone at Red Barn is already an issue affecting access; bike lanes will add to problems.

Screen Name Redacted

3/23/2021 01:45 PM

You should have considered a more scenic route along the waterway and not the residential streets. Why not Belleville street? Superior St will lose 50% of the street parking. Many homes on Superior street do not have driveways. Multi unit homes will no longer have parking for tenants. Have you given any thought in how to mitigate the parking problem you will create?The surrounding businesses on Superior are already taxed when doing deliveries. Now even less areas to park.It appears that the city has as usual decided on a plan without consulting the residents of the neighbourhood.you are giving us options the city has deemed appropriate but not necessarily for the best interest of the people living here .I am clearly disappointed but not surprised at the short sighted approach to the changes the city has decided is best. I don't see Superior Street as a scenic biking route. Who are you representing. Outside interests?.

Screen Name Redacted

3/23/2021 02:00 PM

I would prefer a traffic calmed neighborhood bikeway vs. one way protected bike lanes on Michigan as I live on Superior street. We do not want our traffic flow or parking disrupted. It is a very wide street that accomodates pedestrians,bikes,cars,buses,and most of the time, limited street parking. It is working extremely well the way it is.

Screen Name Redacted

3/23/2021 03:01 PM

Superior is a much busier street, and feels less safe to bike on as-is, whereas Michigan already feels like a safe bike route. It seems more worthwhile to do the work on Superior.

Screen Name Redacted

3/23/2021 04:53 PM

Superior is much wider. Michigan is used by a lot of residents (renters) to park their cars. Superior already has a bike lane section in the capital park development between menzies and government. It would definetly save the city money

Screen Name Redacted

3/23/2021 07:22 PM

no need for protected bike lanes. bikes having a safe shared space on Michigan will improve business

Screen Name Redacted

3/24/2021 02:01 PM

I live on Michigan St. and use my bike on a regular basis. I believe that designing a shared car/bike road on Michigan St. would be inefficient due to the already very busy and construction-focused street (Capital Park next to Red Barn Market) and due to the fact that the main obstacle while riding a bike on Michigan St. is to check out for cars exiting from parking lots adjacent to the buildings, i.e. Regent Tower, Charter House. So doing any kind of redesigning for a shared bike/car road would be a waste of time and money... I definitely "vote" in favor of a protected bike lane on Superior St. since it's a wider physical space (street) and that there are less cars exiting parking lots from adjacent homes/townhouses/apartment buildings.

Screen Name Redacted

3/24/2021 03:21 PM

Neither. The only street in James Bay that needs additional speed humps is Superior, the one on which none are planned. From St. Lawrence to Oswego cars regularly reach excessive speeds (especially when the cruise ships are docking and taxis are running back and forth between Ogden Point and downtown). There is already inadequate street parking on virtually all streets in James Bay, and the south side of the 200 block of Superior is a perfect example, as there are a number of B&B's there that never had enough off-street parking for their guests prior to Covid-19 and the same will be the case when tourism returns to normal levels. I cycle throughout James Bay and no additional special infrastructure for the 1% (?) who regularly cycle there is needed.

Screen Name Redacted

3/24/2021 04:01 PM

Protected bike lanes offer far greater actual protection and do more to encourage cycling

Screen Name Redacted

3/24/2021 06:02 PM

This is a very misleading question because, from what I understand, this is not a choice of one or the other, but simply which gets done first. This is not a choice and structuring the survey this way should not allow the city to say this or that is what people chose. I have not chosen either because both severely impact the already very limited parking available to residents. City Council already promotes and approves high density projects with insufficient parking spaces. This places a strain on the limited parking spaces of existing residents. Also, many parking spaces have been eliminated downtown for bike lanes. This has resulted in more and more people who work downtown using parking spaces in James Bay. Eliminating parking with this project by as much as 50% to create bike lanes on either of these streets further exacerbates the problem. City council is determined to get cars off the roads but the truth is that cars may change significantly (I.e. switch to electric) and if public transit improves (a big IF), will be fewer, but they will not disappear and residents will still need a place to park. Residents of James Bay at the JBNA, including cyclists, were very clear that James Bay does not need bike lanes on these streets and we do not need this project. Cars and bikes have shared these streets safely and have no problem continuing to do so. There is no need for this project and proceeding with it is a waste of money. Surely

	these funds could be used for far more pressing needs like housing for the homeless, especially in times of a pandemic.
Screen Name Redacted 3/24/2021 11:15 PM	It seems like less work to do Superior, since it's already largely protected on the south side for the block between Government and Menzies. I work on this block and in the before times, rode it daily. I would recommend a safe way to make the left turn onto Menzies, however. I like that this route would terminate at Fisherman's Wharf. This would be a great upgrade to our network.
Screen Name Redacted 3/25/2021 11:19 AM	I like the protected bike lane. Superior is a more popular destination and gateway to other parts of Victoria. It makes more sense to have it there.
Screen Name Redacted 3/25/2021 01:34 PM	The intersections on Michigan do not have four-way stops and so taking Michigan is more treacherous than Superior. I already use Superior from Montreal past Menzies for my daily commute, but with the proposed changes I could take my children with me when they are both able to bike.
Screen Name Redacted 3/25/2021 04:17 PM	Superior has more destinations on the route.
Screen Name Redacted 3/25/2021 05:30 PM	closer to destintions
Screen Name Redacted 3/25/2021 09:11 PM	I don't have a preference for those; I think both work reasonably well for cycling as they are.
Screen Name Redacted 3/26/2021 12:14 PM	Due to less traffic, less cost to implement, connection to Beacon Hill Park. Superior parking is usually fully used. Driveways on both sides of the streets will present hazards to cyclists. Traffic speed is already a concern, we recommended a Stop sign be placed at Montreal St. on Superior as local use Superior as a "drag strip" due to the distance between Stop signs.
Screen Name Redacted 3/26/2021 07:52 PM	I actually see the benefits of both routes. I live on Michigan at Douglas and would like traffic calming on my street. But as a cyclist, I will enjoy the merits of the separated bike lines on superior.
Screen Name Redacted 3/26/2021 10:20 PM	My preference is for James Bay to remain as is. Additional AAA bike lanes are not necessary & a waste of money (money that could be used for other purposes). Superior is a multi use, busy street already, and should remain as is except a stop sign is needed at Superior & Montreal St to slow traffic. Eliminating parking on south side of Superior (Menzies to St Lawrence) will negatively affect resident parking, parking near Church of Truth, parking will be busier on the north side affecting Little Gem Grocery Store and Il Covo Restaurant. There is currently a loading zone area in front of the apartment block at 268 Superior which is constantly being used and should remain.
Screen Name Redacted 3/27/2021 09:44 AM	There is already a parking problem in front of my house with the James Bay Market across the street. I don't have a driveway so where would I park if on street parking is replaced by a bike lane? There's ample room for cyclists on

the current road way. I can't afford property taxes going to waste on more bike lanes that produce no revenue and arguably deter commerce from the downtown core with lack of parking.

Screen Name Redacted

3/27/2021 10:00 AM

More room, Michigan is crowded enough a few 1000 people live on this street

Screen Name Redacted

3/27/2021 06:43 PM

I don't want bikes on Michigan

Screen Name Redacted

3/28/2021 07:23 AM

Superior is wider and can accommodate bike lanes, however a single two-way bike lane would be more suitable for this and it would cost less.

Screen Name Redacted

3/28/2021 07:36 AM

There is less involved to change Superior St. But I am not in favour of either option as we have bike lanes that already go east/west and west/east in out neighbourhood.

Screen Name Redacted

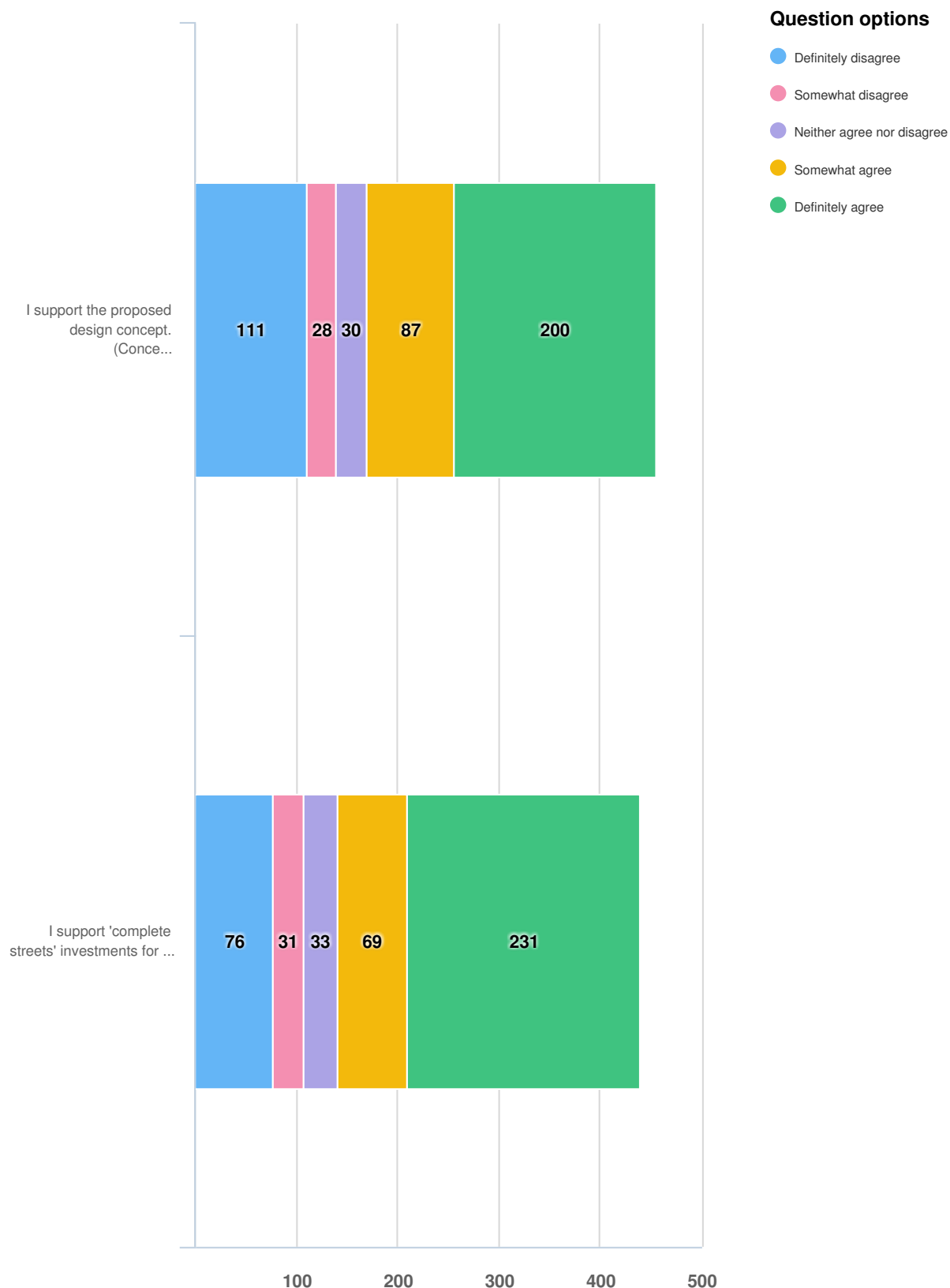
3/28/2021 07:43 AM

Superior is super car busy, better on Michigan to not create more bike lane haters

**Optional question** (451 response(s), 22 skipped)

**Question type:** Essay Question

**Q6** Please rate your level of support for the two-way protected bike lane design from Wharf/Humboldt to Belleville Street.

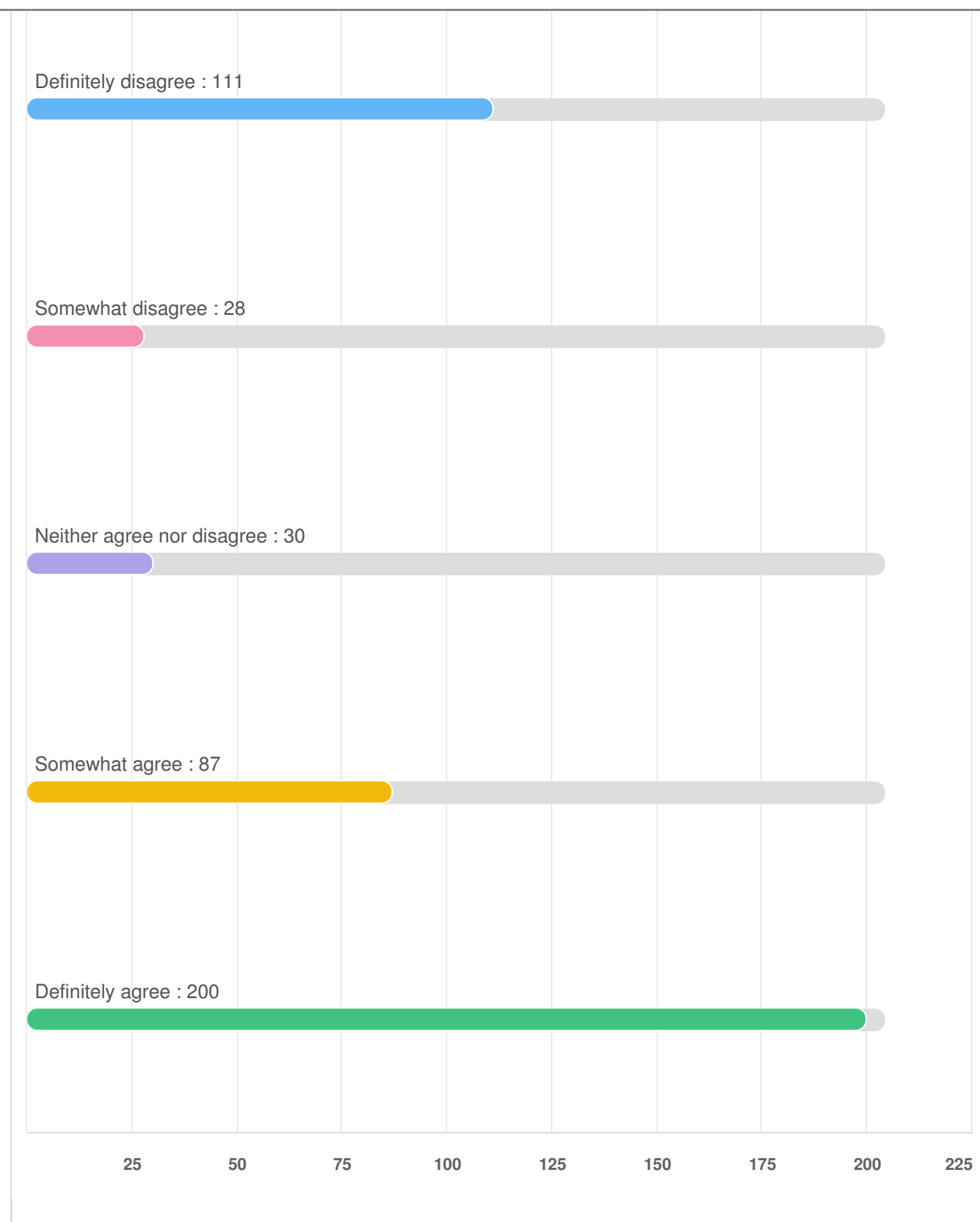


Optional question (459 response(s), 14 skipped)  
Question type: Likert Question



**Q6 | Please rate your level of support for the two-way protected bike lane design from Wharf/Humboldt to Belleville Street.**

**I support the proposed design concept. (Concepts are refined during the detailed design phase, after direction from Council.)**

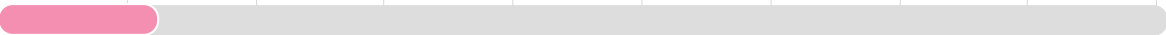


### I support 'complete streets' investments for pedestrians and cyclist road safety, in general

Definitely disagree : 76



Somewhat disagree : 31



Neither agree nor disagree : 33



Somewhat agree : 69



Definitely agree : 231



25 50 75 100 125 150 175 200 225 250

**Q7** Add a comment, if desired, regarding your level of support for this design approach.

Screen Name Redacted 2/06/2021 11:26 AM	MUCH NEEDED! such a missing link to an important neighborhood.
Screen Name Redacted 2/06/2021 12:43 PM	I think it is great!
Screen Name Redacted 2/06/2021 07:01 PM	Why must it be two-way protected bike lanes on our narrow streets. Have a one-way marked bike lane:
Screen Name Redacted 2/07/2021 02:23 PM	Much needed improved crossings and added plants/trees in this area. So happy the Belleville slip lanes are being removed, pedestrians barely fit on them in the tourism high season.
Screen Name Redacted 2/07/2021 08:52 PM	Excellent design proposal for both cycling and walking. In addition to the protected bike lanes I am really happy to see the removal of the yield lanes at the intersection of Government St and Belleville St, those things are so dangerous.
Screen Name Redacted 2/08/2021 03:41 PM	Each time I have used Government street as a pedestrian, I have had to watch for cyclists - they are not watching or dismounting.
Screen Name Redacted 2/09/2021 04:47 PM	This will be a great connection that I will use daily to connect with the rest of the bike network from James Bay.
Screen Name Redacted 2/09/2021 05:20 PM	This will be amazing - assuming you are able to negotiate a good route for the Belleville to Super stretch.
Screen Name Redacted 2/09/2021 09:09 PM	No need for it in James Bay
Screen Name Redacted 2/10/2021 09:54 AM	Transitioning from one-way bike lanes to a two-way lane is always confusing and potentially hazardous. The fewer of these transitions, the better.
Screen Name Redacted 2/10/2021 01:33 PM	Excellent choices on design. This lets cars through when they need to get through and encourages cycling and walking. Please no major changes.
Screen Name Redacted 2/10/2021 01:38 PM	Keep going, this is all overdue. The tourist overload is very high here.
Screen Name Redacted 2/11/2021 07:17 PM	AAA cycling lanes yes definitely! The planned parking I do not support. The causeway is one of the busiest pedestrian areas, so why not make a fantastic complete street WITHOUT PARKING instead of just an ok street. Instead of parking, the street would have more pedestrian space, street furniture, trees and plants, space for buskers and other activities, and life. Just look to any of the most cherished pedestrian streets in Europe--they don't have vehicle

	parking. They is plenty of parking nearby on Wharf!
Screen Name Redacted 2/12/2021 12:47 PM	We mainly cycle or walk and this is a daily route for us from JB to the city.
Screen Name Redacted 2/12/2021 05:22 PM	There are not a lot of bike riders in James Bay. We are not a "through" neighbourhood. I do not see it as a particularly worthwhile investment.
Screen Name Redacted 2/12/2021 05:44 PM	only 1/2 of the bike lanes you have put in work. The bike lanes don't help disabled individual.
Screen Name Redacted 2/12/2021 07:20 PM	Being a renter with only street parking on the 400 block Government, parking is limited already. If you place the bike lane where it is currently planned there will be much less parking because there is only 2 driveways on the east side there is 5 plus driveways on the west side, we would be forced to leave Victoria. I work at Vancouver Island technology park and can't bike to work because I am a healthcare worker and work shift work, and don't want to be biking home at 1:00 AM in the dead of winter.
Screen Name Redacted 2/12/2021 08:23 PM	Consider improving safety of bicycle routes near the bus transit stations.
Screen Name Redacted 2/12/2021 08:44 PM	There's adequate cycling infrastructure already. To decrease congestion and increase safety, terminate the horse carriages.
Screen Name Redacted 2/12/2021 08:49 PM	This will be on everyone's bike commute from James Bay to downtown when lockdown ends, and it's my family's route to the Galloping Goose, so it's important. Only thing I'm wondering is how we get over to the right side of Government when heading south into James Bay proper. Seems we'd be crossing two lanes of traffic.
Screen Name Redacted 2/12/2021 08:51 PM	This makes sense to connect the James Bay cycling route in a protected way to downtown amenities.
Screen Name Redacted 2/12/2021 09:32 PM	There is way too much vehicle traffic in Victoria and adding bike lanes creates more congestion. Wait until Covid is over and tourists are back. Talk about LA traffic. Let's not even get started about emergency evacuation routes. I guess I'm trapped in James Bay in a grid lock when the time comes. I'm definitely opposed to the design.
Screen Name Redacted 2/13/2021 10:22 AM	Bike lanes sandwiched between the traffic lanes and parking lanes are a significant hazard to bikers and drivers when parking or leaving parking.
Screen Name Redacted 2/13/2021 02:27 PM	Protected bike lanes are always preferred. Building this type of infrastructure will increase the use of bicycles, which may mean fewer people needing to take cars when getting around the city. The benefits to society are numerous when this type of infra is installed.
Screen Name Redacted	Victoria is the perfect city for cycling and walking. Always happy to see a shift

2/13/2021 04:36 PM

away from car-centric infrastructure.

Screen Name Redacted

2/13/2021 09:34 PM

Makes sense, given the two-way lanes on wharf and the established tour bus stops near the Empress.

Screen Name Redacted

2/13/2021 09:48 PM

I support this approach but I don't support retaining parking on the harbour side. I really think we should make the two-way lane a straight shot to the legislature from Wharf and use the extra space to expand the sidewalk. This area is already crowded in the summer time and the city is only going to grow with more visitors expected. We should take the opportunity to plan for 2-3 decades down the road. It's not clear why we should prioritize parking there. If people want to drop others off, they can slide in the Empress lot or another side street nearby and folks can walk or roll a block. We could plant more trees in the median area too without the parking spots.

Screen Name Redacted

2/14/2021 01:12 PM

Fully support - that stretch is a nightmare to cycle right now (though better than it was!)

Screen Name Redacted

2/14/2021 01:47 PM

The challenge here, similar to Warf street is making it safe for cyclists. Need some form of barrier along to route to prevent pedestrians from walking in front of bicycles (happens frequently on Warf during busy tourist season).

Screen Name Redacted

2/14/2021 06:50 PM

The current bike lanes in this area are satisfactory, at least from Humboldt to Belleville streets.

Screen Name Redacted

2/15/2021 11:19 AM

I don't know exactly what you mean by "complete streets investments".

Screen Name Redacted

2/15/2021 03:48 PM

This will really help connect James Bay to the rest of the city!

Screen Name Redacted

2/15/2021 04:11 PM

I highly support the addition of more bike lanes. As the network grows more and more people seem to be using them!

Screen Name Redacted

2/15/2021 04:51 PM

The use of Abilities seems disingenuous. There is nothing in the design for disabled people. Please advise if the City would appreciate it if I killed myself.

Screen Name Redacted

2/16/2021 11:19 AM

You have my full support, confidence, and appreciation!

Screen Name Redacted

2/16/2021 12:29 PM

spend the money on the homeless, shelters, violence and drug abuse.

Screen Name Redacted

2/16/2021 12:36 PM

That is a high traffic tourist area and I support it to a small extent.

Screen Name Redacted 2/16/2021 05:27 PM	What happens between Belleville and Superior is the key to this whole thing. Don't do anything til you have this sorted.
Screen Name Redacted 2/17/2021 11:27 AM	It looks amazing!
Screen Name Redacted 2/17/2021 12:27 PM	I worry about access in and out of James Bay. It's already congested in the summer.
Screen Name Redacted 2/17/2021 01:43 PM	This section is a big gap right now and I fully support it.
Screen Name Redacted 2/17/2021 02:51 PM	I completely support all the efforts that are being made for pedestrians and cyclists. I'm sure sure, though, why the 2 way lane is needed in this block. I live near the south end of Cook St. and often head over to the Goose. I have no problem with this block now and certainly would be happy with a one-way on each side of Wharf, especially if the crosswalk at Humboldt was improved.
Screen Name Redacted 2/17/2021 02:54 PM	James Bay too congested, narrow streets, one way streets, alleys. Fix roads and potholes instead.
Screen Name Redacted 2/17/2021 02:59 PM	I am a pedestrian, cyclist, and driver. I understand the benefits of providing safe infrastructure for all users. I believe supporting modes of transportation that include exercise should always be a priority. I also see value in showing visitors how we take a leadership role in active transportation initiatives.
Screen Name Redacted 2/17/2021 03:06 PM	Creating safe cycling options, where supported by the evidence, is appreciated (I'm a cyclist). Given the volume of tourist/pedestrian and caleche, pedicab activity in the stretch in front of the Empress I believe extension of the bike lane may actually create congestion and unsafe conditions for tourists and those not familiar with the cycling culture Council is trying to create.
Screen Name Redacted 2/17/2021 04:02 PM	How are you ensuring that the high pedestrian traffic is safe yet allows bike and vehicle traffic to flow efficiently? The video was unclear.
Screen Name Redacted 2/17/2021 04:20 PM	Once again, the city has totally missed the needs of this area. Not everyone is a bicycle enthusiast. The average age of James Bay is OLD. I have seen too many near misses as cars plow through here and just about kill someone in the many, many electric wheelchairs that move about this area. I would suggest that there are more of them than bicyclists in James Bay, but I haven't done a survey, have you done one? I think the need is greater to take care of that "Special Group" before some one is killed. Get rid of all of the cars, keep the horses and electric wheelchairs.
Screen Name Redacted 2/17/2021 05:05 PM	These improvement are essential to connect with Beacon Hill Park and the Dallas Road Bikeway.

Screen Name Redacted

2/18/2021 05:09 AM

Leaving James bay is difficult you only have 4 routes, government, Douglas, Dallas or South Park. If a main artery is blocked it is challenging. I have to drive to the Esquimalt and it is difficult.

Screen Name Redacted

2/18/2021 07:41 AM

All improvements are necessary for the safety of cyclist traversing the city between the Galloping Goose Trail and the new, Dallas Rd. Waterfront infrastructure connecting to all points east and the Seafront routes to Willows Beach and beyond.

Screen Name Redacted

2/18/2021 05:51 PM

I support the concept but I am concerned that there will not be enough room for cars to travel safely in both directions on Government st with parking on both sides of the street. I have gone outside with a measuring tape and have determined that four cars do not fit side by side on the road in front of my house at 140 Government St. Throwing in bikes into the mix is a recipe for accidents. Speaking with my neighbours, it seems the biggest question is, "Will there be enough parking?" I think a one way on Government with dedicated two way bike lanes and parking on both sides might be the way to go.

Screen Name Redacted

2/18/2021 10:33 PM

I find protected bike lanes so much friendlier to use for newer bikers (children), and it is hard to find safe places to learn without them.

Screen Name Redacted

2/19/2021 01:08 PM

It would be great to be able to bike down Government street to Dallas Rd

Screen Name Redacted

2/19/2021 01:25 PM

Connectivity to existing two-way bike path on wharf street is great. Improved pedestrian crossing at empress also great.

Screen Name Redacted

2/19/2021 02:19 PM

Looks good. I hope there are flashing beacons included at the pedestrian crossing in front of the Empress.

Screen Name Redacted

2/19/2021 05:57 PM

There is no need for on-street parking on this segment.

Screen Name Redacted

2/20/2021 09:06 AM

This design approach is a consistent continuation of the wharf bike lane. Compared to the current use, there is no 'loss of use' i.e. same amount of traffic lanes, same (or more) parking while improving the safety for cycling

Screen Name Redacted

2/20/2021 10:21 AM

Leave it as is. There is enough space and safety for bikes. There are also people in wheelchairs and vehicles that need to commute as well

Screen Name Redacted

2/20/2021 01:20 PM

Stop spending our money on bike lanes. If you care about the environment synchronize the street lights so cars are not sitting and idling at intersections on Blanchard and Douglas.

Screen Name Redacted

2/20/2021 01:20 PM

I am concerned about vehicle traffic turning right onto Belleville Street? Will that still be an option? How will they cross the bike lanes? There are and always will be residents of James Bay who need access to their neighbourhood! There are a high percentage of seniors living in James Bay.



	Why does this city council only care about the 10% of cyclists and not consider those who cannot ride a bike! The design for the bike lanes off the blue bridge onto Wharf street is terrible and dangerous.
Screen Name Redacted 2/20/2021 04:50 PM	I do not support this at all. The city has been destroyed by the continued addition of bike lanes on streets where hardly anyone bikes.
Screen Name Redacted 2/21/2021 09:42 AM	I do think that Wharf Street should be one way from Yates to Humboldt. When the City turned Yates and Fort into one way streets, it was done at the same time on a Sunday. The same holds true for Pandora and Johnson. But not so Government Street. By making Wharf one way from Yates, traffic coming out of the parkade does not need to wait at Wharf to make a left turn as there is no traffic coming from that direction. It makes Yates flow better onto Wharf, Johnson and the Bridge.
Screen Name Redacted 2/21/2021 12:43 PM	I do support the concept though I would always opt for separate facilities if it were and wherever it is possible.
Screen Name Redacted 2/21/2021 12:45 PM	This stretch has long been a problem for cyclists going to James Bay, and I'm really looking forward to the improvement.
Screen Name Redacted 2/21/2021 03:48 PM	I am so supportive. With e-bikes becoming more common, cycling volumes are on the rise. These designs are critical to safety.
Screen Name Redacted 2/21/2021 04:47 PM	I strongly support level of facilities already constructed on Wharf and Vancouver (underway) Streets.
Screen Name Redacted 2/21/2021 04:51 PM	Seems like a great addition to the wide sidewalks and "blank canvass" feel of this section.
Screen Name Redacted 2/21/2021 06:23 PM	Watched the video. Can not recall what "complete streets" mean. This should be defined in this part of the Survey. Otherwise how do you know how a citizen is interpreting this question? As such, response bias is so significant that this question should be eliminated from any survey tabulation.
Screen Name Redacted 2/22/2021 11:07 AM	It's very important to keep citizens active and safe
Screen Name Redacted 2/22/2021 11:39 AM	That block of Government is already a horror show. When the tourist buses return, and the horses and carriages, it will be worse. There should be a permanent traffic cop somewhere in that section.
Screen Name Redacted 2/22/2021 11:52 AM	Too many roads in and out of James Bay are blocked or restricted already.
Screen Name Redacted 2/22/2021 11:52 AM	The current partial paths work fine; not sure an upgrade is needed. Biggest problem I've encountered is cyclists going north on the west side of Government over the causeway, which is designed for only southbound

	cycling.
Screen Name Redacted 2/22/2021 01:43 PM	For too long the car has been king. We need to develop and encourage an safe cycling network for All Ages ad Abilities. It is good for our health, wealth and also the environment.
Screen Name Redacted 2/22/2021 02:27 PM	My issue is that in the neighbourhood we have many older people with various devices from canes, walkers to scooters but currently the bicyclists do not stop at stop signs or cross walks and no one does anything about that so having more bike routes does not deal with the issue of managing walkers and bikes so until the city sorts that out we should not have more lanes that bikes can feel free to move without restraint
Screen Name Redacted 2/22/2021 02:47 PM	Good approach. Allows cyclists to safely navigate the large tourist buses.
Screen Name Redacted 2/22/2021 02:53 PM	We don't want bike lanes!
Screen Name Redacted 2/22/2021 03:58 PM	I don't support this at all. It seems the council doesn't consider the elderly people. And seems like an anti car community. Does my 70 year old mom ride a bike no. Most of the people in James bay are elderly.
Screen Name Redacted 2/22/2021 04:18 PM	No osupport
Screen Name Redacted 2/22/2021 04:47 PM	I find the two-way bike lanes dangerous as they are confusing, run counter to all other expectations & training about person & fuel-powered vehicles on our roads. I know the City is trying to save money & minimize impacts, but the two way lanes are unsafe. As a driver, pedestrian and cyclist, I would actually feel safer with *more* one way bike lanes instead of the two way lanes.
Screen Name Redacted 2/22/2021 06:34 PM	since this program has started the streets are no longer safe for my mother to cross. she is blind crossing these bike lanes is unsafe
Screen Name Redacted 2/22/2021 08:48 PM	I support both safe Pedestrian and cycling routes but not at the expense of a congested road access and egress
Screen Name Redacted 2/22/2021 10:48 PM	I prefer 2 way protected bike routes. Will connect well with existing infrastructure.
Screen Name Redacted 2/23/2021 06:45 AM	The city should stop ruining our streets to build expensive, over-designed bike lanes that are scarcely used and cause dangerous gridlock.
Screen Name Redacted 2/23/2021 11:01 AM	Leave it alone.
Screen Name Redacted	The Wharf Street design was clearly ended with a 2-way lane in mind, which

2/23/2021 11:56 AM

makes that design look appealing. But, a one-way design is always superior in terms of safety and convenience, especially once it's reached Belleville Street. For the intersection of Belleville and Government, I HIGHLY recommend an island-style protected intersection as seen in the Netherlands, as it would make left turns easier. Belleville would be reduced to 2-3 lanes through the intersection and support future protected lanes there. Consider this for reference: <https://www.gjel.com/blog/what-is-a-protected-intersection.html>

Screen Name Redacted

2/23/2021 02:42 PM

Traffic is now so bad coming out of James Bay, intersections are getting backed even without the Tourist Traffic

Screen Name Redacted

2/23/2021 03:02 PM

Not in this area! Not required, waste of taxpayer dollars.

Screen Name Redacted

2/23/2021 04:42 PM

I don't approve in general of all the money from our taxes put into bicycle lanes considering we are not a city - yet - that considers cycling as a way of life. I live down town I walk down town and I see very little cycle activity.

Screen Name Redacted

2/23/2021 08:43 PM

Please go out to the areas mentioned at different times of day on different days of the week and observe the activities in the area. Please remember the residents ... they're not just visiting for a a shore while; they live in James Bay.

Screen Name Redacted

2/23/2021 08:52 PM

Our downtown core already has sufficient bike lanes. I am a senior and do not ride a bike anymore. I often rely on the bus or taxi service. There needs to be consideration for people like myself.

Screen Name Redacted

2/23/2021 10:18 PM

Creating any bike lanes in James Bay is a costly mistake. Please stop wasting tax payers money by building any further of these obstructions on our streets.

Screen Name Redacted

2/24/2021 09:14 AM

While I think this section could benefit from the increased bike safety, it's also not one that I feel terribly unsafe riding with my kids. there are bike lanes already and traffic is not bad. The next section between the museum and legislature, riding by all the busses pulling in and out with small hard to see children on bikes is terrifying. That would be the only section of Gov st I would fully support adding lanes to. That and the section between Yates and Belleville because I believe that should be permanently closed to cars and turned into a pedestrian mall with cycling access and limited delivery times, but that's a discussion for another survey.

Screen Name Redacted

2/24/2021 02:18 PM

This project would definitely reduce the frequent congestion and occasional conflict between vehicles and cyclists on this stretch of roadway. For example, when westbound vehicles and eastbound bikes are both trying to turn left from Belleville onto Government.

Screen Name Redacted

2/24/2021 04:01 PM

I would like to see car traffic and on-street car parking in the downtown area reduced as much as possible. Drivers always howl when their dominance of transportation infrastructure is reduced, but the downtown area, with the

	exception of vehicles that make deliveries to businesses, should be reserved as much as possible for pedestrian access.
Screen Name Redacted 2/24/2021 04:22 PM	Protected lanes would be a great addition to this high traffic section.
Screen Name Redacted 2/24/2021 06:40 PM	Just leave "well enough" alone!
Screen Name Redacted 2/25/2021 11:05 AM	The area is very congested with residents, cruise ship passengers, and government workers. High level of disabled traffic that bicyclists ignore.
Screen Name Redacted 2/25/2021 12:16 PM	What arrogance to impose your view of transportation priorities on people who do not agree with your destroying our neighborhoods and downtown. I have ridden a bicycle in Victoria for 60 years and felt much safer before you cut up the streets and created congestion and confusing signals. Even crossing the street as a pedestrian is now more dangerous. You are helping to gut downtown. There are so many other things that are needed. Why spend money on things people do not want. Don't get me started on Clover Point. As the saying goes "If it ain't broke don't fix it."
Screen Name Redacted 2/25/2021 12:51 PM	This looks like a fantastic upgrade!
Screen Name Redacted 2/25/2021 02:18 PM	You have not improved victoria. You have destroyed Victoria.
Screen Name Redacted 2/27/2021 02:33 PM	Crosswalk in front of fairmont hotel could be tricky, need to consider design elements to ensure cyclists stop for pedestrians but also that in peak tourist season bikes don't have to wait a long time for an endless stream of pedestrians crossing, and pedestrians realize not to wander into the bike lane
Screen Name Redacted 2/27/2021 06:47 PM	I support options that completely separate bike and vehicle traffic.
Screen Name Redacted 2/28/2021 09:06 AM	I have no concerns using my bike on the current layout of Government from Belleville to Wharf/Humboldt
Screen Name Redacted 2/28/2021 11:05 AM	The protected two way bike lanes on Wharf St, and the 500 block Pandora St. are terrible and due to my experience with them (too many opportunities for cyclists to crash on curbs, bollards, or into cross-traffic, too much vehicle and pedestrian traffic crossing the bike lanes, and too much sign pollution) I think applying this design to Government St from Humboldt to Belleville will be equally bad. Pedestrian traffic will randomly step into the bike lanes to avoid overcrowded sidewalks and to take photographs. On days with good weather, I avoid these routes and ride my bike through downtown on Government St. and then turn on to Yates St. to access the bridge. It's safer. The impacts on vehicle traffic in these areas is to increase congestion and

	slow traffic movement, thus increasing vehicle emissions per kilometer.
Screen Name Redacted 2/28/2021 01:06 PM	I would like you to wait a year or two until we begin to recover from the pandemic and have a better sense of our city's needs. It may be in 3-4 years the majority of us are working from home or within our neighbourhoods. If that is the case they would be great, but we simply do not know at this time. Now is not the time to do this please.
Screen Name Redacted 2/28/2021 01:08 PM	Why not focus on enforcement of helmet laws for cyclists, and enforcement of traffic laws with cyclists. I commute to work daily on my bike and there are a lot of bad cyclists out there. Victoria pedestrians also need to be educated on simple things like looking before they cross the street.
Screen Name Redacted 2/28/2021 02:24 PM	This is not necessary. The alterations already made by City Council to this block have made it extremely challenging for everyone but cyclists to navigate, and the City's planned changes will only make this worse.
Screen Name Redacted 2/28/2021 02:55 PM	Love it! More protected bike lanes!
Screen Name Redacted 2/28/2021 05:15 PM	I have alot of difficulty with the proposal for Government from Belleville to Dallas. I think Douglas would make way more sense.
Screen Name Redacted 2/28/2021 08:18 PM	I typically (non-covid times) ride this route 5 times a week to work. My family (including 2 young children) ride this route to Dallas Road and Beacon Hill park on occasion and this will make it even safer for us. I expect we will go even more so once this stretch is complete. I strongly support the bike infrastructure the City is currently doing to invest in safe cycling in this city. NEVER MIND THE NAY SAYERS. PLEASE KEEP IT UP!! AND THANK YOU FOR WHAT YOU HAVE ALREADY COMPLETED.
Screen Name Redacted 2/28/2021 09:40 PM	Excellent plan.
Screen Name Redacted 3/01/2021 11:18 AM	Feel that this one is a no-brainer. The road currently functions as single 2-way lane, so additional road space is unnecessary - the slip lane is clearly dangerous, more parking is useful (would be great to have a large share designated as disability priority). Each week I bike through this corridor ~3X, drive through ~4X and walk through 2X. Strongly support this change from all of those perspectives. Design looks like a big beautification improvement too.
Screen Name Redacted 3/01/2021 12:40 PM	I don't cycle so I would like whatever allows me drive my car with minimal impediment from cyclists and the least loss of parking
Screen Name Redacted 3/01/2021 07:02 PM	Government st, diverters good, speed humps bad. It does help connect people to the city hub
Screen Name Redacted 3/01/2021 09:04 PM	I like the continuity between the Warf street two-way protected bike lane and the proposed design. I also like the idea of creating a traffic diverter south of

	superior st.
Screen Name Redacted 3/02/2021 09:35 AM	I don't think that "complete streets" strikes the right balance between user groups or properly mitigates the effects of changes for all users. It was developed without engagement with disability groups, for instance. The hierarchy of users fails to recognise that some people cannot shift transportation modes. I would agree w. complete streets if it got it right. I barely drive myself.
Screen Name Redacted 3/02/2021 10:08 AM	I think this could be good, this street has a lot of blind spots and spot + start intersections in comparison to Douglas and I am concerned about that. Though Douglas is stressful to bike on.. so ..
Screen Name Redacted 3/02/2021 10:25 AM	I bike this portion of downtown quite often and the improvements made in the last two years or so is great. Not sure if it needs improvement or not but I'm not a city planner. Would recommend signage in front of empress to tourists trying to figure out how to cross the crosswalk.
Screen Name Redacted 3/02/2021 10:49 AM	Stop building bike lanes when other issues are infinitely more important!!!!
Screen Name Redacted 3/02/2021 10:49 AM	The closure of Government Street has shown how badly planning has impacted traffic flow through Victoria. Idling in traffic while trying to get over the Johnston Street Bridge causes frustration and anger. To expand that to James Bay will cause more of the same as it is difficult enough to get out of here in a vehicle. The streets are quiet enough for bike traffic WITHOUT WASTING money on something that is not needed. I live on Simcoe & Dallas so I am very aware how this will impact James Bay residents.
Screen Name Redacted 3/02/2021 11:49 AM	I see the potential for accidents between cyclists and and ambivalent pedestrians here, as this area is heavy with tourists, and they are not likely to pay attention to their surroundings.
Screen Name Redacted 3/02/2021 11:52 AM	It's totally unnecessary. I'm 74 years old and I cycle Government St. a lot. It's an easy street to cycle as it is.
Screen Name Redacted 3/02/2021 04:21 PM	the amount of pedestrian interference on the bike lanes in this area will be disastrous.
Screen Name Redacted 3/02/2021 09:45 PM	Potholes needs priority and making Douglas street walkable when crossing. It's a mess if you are blind or not looking down for all of the dips in it.
Screen Name Redacted 3/02/2021 09:56 PM	If the research shows that there won't be a traffic backup due to the reduced lanes on government, I don't have any issue with implementing the bike lanes.
Screen Name Redacted 3/02/2021 10:12 PM	None
Screen Name Redacted	The proposed plan doesn't seem to take into account the volume of

3/02/2021 10:17 PM

motorized traffic that uses these roads, especially during the summer months. Even on an off year for tourism, Wharf st was difficult to use after the new alterations. Continuing them here would only make the congestion worse. Although I do agree that we should be making the roads safer for cyclists (like myself), the way that it has been handled so far has been of too great of a detriment to those who drive.

Screen Name Redacted

3/03/2021 06:04 AM

This is not a priority for the city. Too many people are facing life and death issues - this should be the city's priority.

Screen Name Redacted

3/03/2021 03:49 PM

if you go with a 2 way protected bike lane - during the design phase, you will obviously have to figure out how cyclists, east bound on Belleville, connect with the 2 way protected bike lane on Government, heading towards Humboldt

Screen Name Redacted

3/03/2021 07:31 PM

I don't think there ought to be side parking except for people with accessibility vehicles. Parked vehicles make it hard to manoeuvre around and I've seen on more than one occasion cars parking or driving in bike lanes.

Screen Name Redacted

3/03/2021 09:36 PM

a vital connection that needs to be established

Screen Name Redacted

3/03/2021 10:38 PM

High tourist areas does not need bike lanes. They will make roads busier and harder to navigate which can cause pedestrian and bicycle accidents at peak tourist times.

Screen Name Redacted

3/04/2021 06:29 AM

There is no demonstrated need for the proposed bike lane infrastructure in JB. Population growth not likely as the area is built to capacity, current road sharing does not pose a safety concern and restriction to vehicle access and parking will add congestion.

Screen Name Redacted

3/04/2021 08:57 AM

Cyclists and pedestrians need to be given much more emphasis everywhere in the city. Car culture and emphasis on parking is destructive to community life and to the environment. We need to shift to more emphasis on cycling and walking.

Screen Name Redacted

3/04/2021 09:31 AM

I do not support bike lanes in James Bay. The majority of residents walk - please make improvements to the sidewalks.

Screen Name Redacted

3/04/2021 11:05 AM

don't over do the cycle and pedestrian approach, many visitors and locals also arrive by car

Screen Name Redacted

3/04/2021 12:51 PM

All bike lanes and investments in amenities such as skateboard parks need to be put on hold during a once in a century pandemic. Save the money to restore Beacon Hill Park - it will cost millions. City councilors, the city manager and staff need to give their head a shake. Limited revenue from downtown businesses and parking means future tax increases that are unsustainable and will lead to less housing affordability in the region. Very weak leadership.

Screen Name Redacted

3/04/2021 01:25 PM

I do not support this. Please fix existing decaying infrastructure first, this should not be a priority.

Screen Name Redacted

3/04/2021 01:35 PM

I do not support this. The streets and sidewalks are in bad repair and money should not be wasted on bikeway lanes. This is a bad idea.

Screen Name Redacted

3/04/2021 04:20 PM

The draft design continues the Wharf Street design which provides for continuity of riding experience. The challenge in this block is the high volume of pedestrians crossing Government mid block and pedestrian cyclist conflicts. Not clear how northward riding cyclists will access bike lane from south of Belleville. A lot of "touring" cyclists riding the coast route head east along Belleville and then turn north onto Government - not clear how they will access the bike lane.

Screen Name Redacted

3/04/2021 07:58 PM

I foresee a lot of pedestrian/cyclist incidents.

Screen Name Redacted

3/04/2021 08:52 PM

This would be so great! I bike from Dallas rd to the wharf bike lanes every weekday for work and would love to feel safer on my commute.

Screen Name Redacted

3/04/2021 09:04 PM

I generally think it looks good. Personally, I would love to see \_less\_ on-street parking in this stretch but I feel like that's probably a hard sell.

Screen Name Redacted

3/04/2021 09:41 PM

Again, this is a waste of money and will create problems that don't even currently exist. It tries to fix a non-existing problem.

Screen Name Redacted

3/04/2021 10:17 PM

Government is too narrow a street. Use Douglas instead.

Screen Name Redacted

3/05/2021 04:24 AM

This is a missing link in the cycling and pedestrian route. It will be an attractive and necessary addition to the inner harbour and be appreciated by visitors, cyclists and pedestrians. This direct connection between the empress and the harbour will bring back some of the missing walkability and vitality to the area.

Screen Name Redacted

3/05/2021 04:55 AM

This area is very touristy, very pedestrian oriented already. The strangling of the road in front of the Empress reduces speed of traffic already. There is a bike lane already, spending on more is definitively an expensive overkill.

Screen Name Redacted

3/05/2021 08:56 AM

The one problem might be pedestrians walking on bike lane. This is happening on the new Dallas Road protected bike lane. Of course, COVID and social distancing is also a big factor right now and this problem may lessen greatly once the pandemic is over.

Screen Name Redacted

3/05/2021 09:56 AM

would like consideration of more room for pedestrians



Screen Name Redacted

3/05/2021 10:56 AM

Government Street is not a street I cycle on very often, except for the part between Michigan and Superior Streets.

Screen Name Redacted

3/05/2021 11:46 AM

I can not agree until I know the clear design

Screen Name Redacted

3/05/2021 01:14 PM

The KISS principle please, Keep It Simple, Smarty. Minimize hardscaping for bikes and make sure it's safe for pedestrians to cross.

Screen Name Redacted

3/05/2021 01:55 PM

Government Street is fine the way it is. Most of it is mostly a very nice, quiet residential street to live on, which would be ruined by your bike lanes. And again, you would be eliminating parking, which is needed. Bikes go up and down Government Street all the time, without any need for a bike lane.

Screen Name Redacted

3/05/2021 03:22 PM

Because of the high pedestrian counts in the area during tourist season, designs will need to take into account that people often step into bike lanes as "overflow" options when the sidewalk is very busy. This can create conflict between pedestrians and cyclists. It would be good to try and limit that somehow with the design of the curbs or something like that

Screen Name Redacted

3/05/2021 03:38 PM

The existing 2 way protected bike lanes on Wharf St in the downtown area create difficulties because of the narrow roadways. I support designated bike lanes but want them to be installed in a way that does not impact the safe use of other vehicles (such as transit buses).

Screen Name Redacted

3/05/2021 03:53 PM

I love this idea! I really like the small section of Humbolt now. It is my preferred option for getting to the waterfront. It feels very safe and friendly. I love the pedestrian add ons - the seating and play space. I think this is a really nice section of bike lines and would love to see it connected more.

Screen Name Redacted

3/05/2021 05:39 PM

Focus on real problems in this city, rather than bike lanes that satisfy the whims of the few, who happen to include the mayor.

Screen Name Redacted

3/05/2021 10:36 PM

This segment is a model for what the entire network ought to be.

Screen Name Redacted

3/06/2021 07:30 PM

As long as it doesn't affect car traffic into/out of James Bay , i would support a protected bike lane. the current lanes cause confusion for bikers

Screen Name Redacted

3/07/2021 10:39 AM

I believe that one-way protected bike+ lanes would be a preferable option in this area (including the Belleville to Superior block). Two-way protected bike lanes should be avoided on two-way streets. Also, this whole area should be prioritized for use by transit and tourist buses, and one way bike+ lanes work better with floating bus stops.

Screen Name Redacted

3/07/2021 04:15 PM

I so disagree with all of these bike lanes in an already congested neighbourhood like James bay, with its tally ho carriages old people driving. It's been so nice during Covid not to have the horses there and now you're going to throw bike lanes into the loop? Disaster.

Screen Name Redacted 3/08/2021 02:53 PM	I used to live and work in this area and walked this stretch of road every day -- these changes are greatly needed.
Screen Name Redacted 3/09/2021 11:07 AM	At this time, the City of Victoria needs to immediately STOP all plans for bike lanes. The issues of housing and the need to spend what will be many hundreds of thousand dollars remediating Beacon Hill Park and all the other parks in which camping was allowed need to be the priority issues. The "nice to do things" like bike lanes MUST wait. We simply cannot afford to spend a single additional dollar on bike lanes at this time.
Screen Name Redacted 3/09/2021 01:27 PM	This is ok, fits in with existing changes
Screen Name Redacted 3/09/2021 11:54 PM	It's going to be difficult getting onto the west side of Wharf to get on this proposed route when exiting James Bay on Government. Your complete lack of drawings on the Segment B between Belleville and Superior makes it impossible to understand what you have planned. My bigger concern is putting a two-way lane right along the causeway beside the largest congregation of pedestrian traffic in the city. It's asking for frequent and ongoing accidents. New tourists will always be stepping onto the bike lanes, forcing cyclists to swerve into oncoming bikes. It's already pretty dodgy on some parts of Wharf, and we've never even had a real tourist season there! You are going to need a real barrier between the sidewalk and bike lanes, IMO.
Screen Name Redacted 3/10/2021 10:10 PM	It can provide additional safety for cyclists while maintaining movement for motor vehicles. Safer conditions for cyclists are always desirable.
Screen Name Redacted 3/11/2021 08:43 AM	Please don't limit the flow of traffic on these streets. Once tourists return, it will be difficult to get in and out of James Bay for residents.
Screen Name Redacted 3/11/2021 08:55 AM	Seems to be the most feasible given the constraints.
Screen Name Redacted 3/11/2021 02:25 PM	100% dis-approve
Screen Name Redacted 3/11/2021 06:36 PM	Traffic already gets back up due to horse carriages and pedicabs; this will make it worse for getting around them.
Screen Name Redacted 3/11/2021 07:44 PM	I would use this every day to bike to and from work at capital Park. I currently often bike up Southgate (no bike lane at all) but with the protected lanes I would likely switch my route to humboldt and government :)
Screen Name Redacted 3/11/2021 09:43 PM	The intersection movement from Givernment to Wharf heading across Governementvon the SE corner (Empress corner) is really challenging. Worth considering improvements here if doing this design.

Screen Name Redacted 3/11/2021 10:26 PM	I think this would be wonderful and I am fully supportive of this approach.
Screen Name Redacted 3/12/2021 02:30 AM	Again, no need for protected bike lanes, regular ones will do.
Screen Name Redacted 3/12/2021 09:12 AM	single lane vehicle traffic through this area is plenty
Screen Name Redacted 3/12/2021 09:55 AM	In my view, the bikeway changes to date have had a negative impact on the city. Any additional changes should be put on hold while other, more important, issues are addressed.
Screen Name Redacted 3/12/2021 10:25 AM	I like this because it recognizes ALL users and does not assume cyclists are more important than drivers or pedestrians. The inner harbour is something everyone should enjoy including people who cannot cycle or walk there and need either busses or private vehicles to access this lovely part of our town.
Screen Name Redacted 3/12/2021 10:31 AM	As city density increases , traffic increases but streets are narrower, take me too long to get anywhere and limited parking too
Screen Name Redacted 3/12/2021 10:44 AM	In applying the "complete street" concept, it is particularly important to ensure that pedestrians are protected from cyclists.
Screen Name Redacted 3/12/2021 10:58 AM	I am a strong believer in the old saying, "If it ain't broke, don't fix it" - and I don't think there is anything 'broken' with this roadway.
Screen Name Redacted 3/12/2021 11:04 AM	I bike this section often, and protecting the bike lines will add much needed safety. Currently cabs other cars frequently block the bike line, or simply don't seem to notice it's there. I've also had several instances of cars unsafely passing me at the intersection of Government and Bellville.
Screen Name Redacted 3/12/2021 11:06 AM	Proposal again calls for a severe narrowing of the roadway to accommodate bikes, this is a short by pass through for cars of those living in the area and safety for them would be reduced as sight lines are impacted.
Screen Name Redacted 3/12/2021 11:35 AM	I have cycled this stretch on a near-daily basis. I have never had issues with the current design.
Screen Name Redacted 3/12/2021 11:58 AM	More infrastructure for pedestrians and cyclists improves accessibility which is essential for healthy communities.
Screen Name Redacted 3/12/2021 12:05 PM	I think this is positive because right now when you are coming south on the Wharf street bike land and turn past Humbolt it feels very dangerous. The one problem I see is that there are often a lot of tour busses, pedi-cabs and taxis along the road and parked near the inner harbour. I can see it causing an issue with them parking in the bike lane. Having metal barriers along the bile lane would help with this and would make me feel safer as a cyclist.

Screen Name Redacted

3/12/2021 12:26 PM

I would also provide pull-ins for buses to remove them from the flow of traffic during stops. To accommodate this space may requiring adjusting the amount of space allocated to pedestrians to ensure there is still room for barriered cycling lanes.

Screen Name Redacted

3/12/2021 01:59 PM

Safety is important, no doubt. But the impeding of traffic flow for cars and trucks creates a degree of frustration that can and does lead to angry rash decisions. Somebody's going to get hurt. Sitting idling in my vehicle makes me crazy as I am very much aware of my environmental footprint. "Creating" frustration through design is not smart. It is a sign of lack of attention to the needs of all who live in any given community.

Screen Name Redacted

3/12/2021 03:13 PM

I really don't care I no longer use these streets, I avoid them like the plague. During the snow this year I picked up my granddaughter from work on Humbolt by St Anns and didn't know where to drive because I couldn't see any lines. Glad there weren't many people on the road.

Screen Name Redacted

3/12/2021 03:28 PM

I'm very supportive as I am a cycling commuter myself. I do believe careful and common sense planning should be considered for all residents.

Screen Name Redacted

3/12/2021 03:41 PM

If we truly want to address climate change we have to get people out of their cars. Making it easier to get around by walking or biking works towards this goal.

Screen Name Redacted

3/12/2021 04:00 PM

I don't see the need for parking across from the Empress. How about making that area more pedestrian friendly - more street trees, planter boxes, benches ... meeting spots for tourists.

Screen Name Redacted

3/12/2021 04:34 PM

I don't own a car, my feet and bike are my primary transportation. Complete streets are safer for seniors.

Screen Name Redacted

3/12/2021 06:18 PM

Biking in James Bay is safe and easy now.

Screen Name Redacted

3/13/2021 07:17 AM

Victoria has many cyclists and the numbers are growing as the cycling improvements grow. We're going in the right direction. It's a small city and most things are within a 15 minute walk from any parking space. Those in opposition need to learn to walk more!!!

Screen Name Redacted

3/13/2021 09:21 AM

As cyclists we prefer protected bike lanes as much as is possible

Screen Name Redacted

3/13/2021 12:37 PM

At the recent JBNA Zoom meeting, the most frequently asked questions were "Why are we doing this?" and "What problem are we trying to solve." Even the cyclists in the meeting said they had no problem with Government Street as it is now. Specifically on this segment, the conversion of the current right "slip"lane from Government to Belleville into a dedicated bike lane leaves two southbound car lanes:one for a right turn onto Belleville and the other for both left turn and southbound traffic. This will create an enormous bottleneck

and traffic jams - and likely road rage.

Screen Name Redacted

3/13/2021 01:36 PM

This area is visited by residents and tourists alike. It's already busy with vehicle traffic. Making it LESS accessible for vehicles will only make the surrounding streets more choked. It will make residents not want to come downtown to patronize those businesses at all.

Screen Name Redacted

3/13/2021 01:57 PM

The two-way protected bike lane is a good idea, only if it removes bikes from vehicle traffic, particularly the unpredictable traffic in front of the Empress Hotel. It's not a good idea along this stretch of the harbour to enable cars to cross a two-way bike lane.

Screen Name Redacted

3/13/2021 03:08 PM

In general, the bicycle lobby has too much influence!

Screen Name Redacted

3/13/2021 07:17 PM

Strongly prefer unidirectional facilities in same direction as regular traffic to decrease intersection conflicts.

Screen Name Redacted

3/14/2021 01:07 PM

It is already very difficult to drive out of James Bay via Belleville and Humboldt. Residents have to drive out for shopping, working, hiking, etc. Idling and stopping increase pollution. Walking or biking is fine except for bikes not stopping for pedestrians at the Humboldt intersection. Our main hobby is hiking. It does not make sense to bike or walk to trailheads, say Mount Doug, Sooke Wilderness or East Sooke. To hike hills, one has to use the car. This being said, the Belville-Government intersection needs work. A diagonal crosswalk would be fine.

Screen Name Redacted

3/14/2021 03:47 PM

This is such a high pedestrian zone, parking spaces should not be prioritized in this area. Wider sidewalks and bike lanes on either side of the street would be a much more equitable use of this prime space.

Screen Name Redacted

3/14/2021 06:29 PM

I think the plan is a much better use of space, plus it still provides parking for the tour buses. I also like the fact that the sidewalk in from of the Empress is shorter and thus safer for pedestrians.

Screen Name Redacted

3/15/2021 08:51 AM

The more bike lanes the better!

Screen Name Redacted

3/15/2021 10:44 AM

No idea what the second point means.

Screen Name Redacted

3/15/2021 05:49 PM

I am unclear what is meant by "complete streets" investment. I like the idea of having a protected lane for this section for sure. I am curious if there has been a consideration for putting up a railing along this section because currently people just step out onto the bike lane without awareness of its existence. This is more apparent when filled with lollygagging tourists. I am curious if the current route south coming Westbound from Humboldt will be widened. Currently, when I pull a bicycle trailer, it is unsafe to take the hard left turn required without clipping the posts.

Screen Name Redacted

3/15/2021 08:07 PM

It is already dangerous along that stretch due to tourists not watching where they are going. There is a bike path now but only part way and then you are on your own in that very busy intersection at Gov/Belleville. One of my greatest fears is getting hit by one of the buses pulling out of parking beside the Leg.

Screen Name Redacted

3/15/2021 09:12 PM

I have mixed feelings about the design. It seems to me that keeping bike traffic on the west side of Gov't will mean an awkward transition at the Belleville intersection, especially for cyclists travelling from Dallas northward.

Screen Name Redacted

3/15/2021 09:41 PM

Enough tax dollars for bicycles. They contribute no revenue. Stop funding the removal of access for pedestrians.

Screen Name Redacted

3/15/2021 10:37 PM

We don't need the Cadillac when the Chevrolet will for both pedestrians, cyclists and vehicles. You don't mention vehicles only pedestrians and cyclists. For the record all three apply to me.

Screen Name Redacted

3/16/2021 07:04 AM

It's really hard to read your designs. A single bike lane on the shoulder of each side separated from cars is ideal. Just switch bike lanes and parking, except closer to lights.

Screen Name Redacted

3/16/2021 10:15 AM

I love the two-way route on Wharf and recognise that continuing it onto Government works, but I'm concerned about how this will transition to single lanes on both sides of the street at Belleville or Superior. I didn't notice how this would appear in the video. The existing transition from single lanes on Government to the routes on Wharf and Humboldt feels convenient and safe so perhaps this could be an option?

Screen Name Redacted

3/16/2021 11:19 AM

A reasonable approach to the street adjacent to the causeway.

Screen Name Redacted

3/16/2021 11:41 AM

I have concerns about navigating on bicycle past the tour buses in front of the Empress.

Screen Name Redacted

3/16/2021 12:54 PM

I am a bike rider and a car driver. Both need to be considered to accommodate all citizens. We have a large population of elderly people who's right of mobility needs to be respected.

Screen Name Redacted

3/16/2021 04:05 PM

I think what has been put in place already for cyclists and pedestrians is working fine. Better lighting would be beneficial at the crosswalk in front of the Empress.

Screen Name Redacted

3/16/2021 07:43 PM

Love the continuity of these bike lanes right to the IMAX! Any chance of some covered bike parking too?

Screen Name Redacted

3/16/2021 08:39 PM

THANK YOU! Keep up the great work.

Screen Name Redacted

3/17/2021 10:06 AM

I am impressed & excited about all the new bike & pedestrian friendly streets & projects. As an aside, I was pleased to read in today's TC that Broad St

	may continue to be permanently closed to traffic at business owners' request. Smart move, I'll return with my friends for lunch outside.
Screen Name Redacted 3/17/2021 01:44 PM	I disagree with the way design is happening. Those designing are able-bodied people. I find that the way design is happening to streets in Victoria is becoming incredibly exclusive to able-bodied people. Completely goes against diversity and inclusion values. Not all seniors or people with disabilities ride a bike. And as it stands, buses do not go close to the legislature or James Bay thriftys or red barn or other lovely spots that seniors and people with disabilities have frequented in the past... Victoria is becoming more and more unaccessible AND if you are going to make changes, then make ALL parking spots for people with disabilities and seniors. All able-bodied people can then walk / bike in.
Screen Name Redacted 3/17/2021 04:35 PM	I would feel more confident if you had included a definition of complete streets. As bicyclists in this city are often entitled jerks I see little evidence of them obeying rules of the road having watched the city send good money after bad on people who feel no need to stop at stop signs, red lights or for pedestrians.
Screen Name Redacted 3/17/2021 06:00 PM	No Need for change current bike options on this part of Gov't street are good and safe.
Screen Name Redacted 3/17/2021 06:04 PM	Zero. Note I bike about 2000 kms in the city. Many places the interaction between cars, bikes and pedestrians is dangerous and confusing
Screen Name Redacted 3/17/2021 06:05 PM	Currently I find cycling on Government between Humboldt and Belleville is comfortable. The problem is the intersection of Government and Belleville.
Screen Name Redacted 3/17/2021 06:29 PM	i am a cyclist and a resident of James Bay. Protected bike lanes are one thing but you still need to flow traffic. What you did to Wharf street is atrocious. The narrowing of the traffic lanes, the removal of dedicated turning lanes, traffic having to cross 3 levels of crossing to get into parking lots and hotels and still allowing horse drawn carriages to access is asking for gridlock. This is somewhat better but get rid of the carriages.
Screen Name Redacted 3/18/2021 06:10 AM	Government St is currently an easy street on which to cycle, although narrow there is little traffic and I feel safe on the segment from Humboldt to Niagara where I live.
Screen Name Redacted 3/18/2021 10:31 AM	I live and work on Government Street. I do not support changing the flow of pedestrian, cycling, or car traffic. It already functions as a corridor and does not have too many cars, as most James Bay residents already walk or cycle.
Screen Name Redacted 3/18/2021 04:47 PM	The road is wide here and supports the design
Screen Name Redacted 3/18/2021 07:35 PM	This is a logical extension of the Wharf St two-way protected bike lanes.

Screen Name Redacted

3/19/2021 01:26 PM

Please see my previous comments. I am a long term local resident and property tax payer who also cycles a LOT and I see absolutely no need for bike lanes in our already overly congested neighbourhood. The funding would be MUCH better spent for housing the homeless who have no place camping in our local parks.

Screen Name Redacted

3/20/2021 03:16 PM

Love the reduction in traffic, increase in both cyclist and pedestrian safety.

Screen Name Redacted

3/20/2021 06:32 PM

I am a long time resident of James Bay or its adjacent areas. I am a homeowner in James Bay and an avid cyclist. I cycle for transportation and for sport. I do not support altering James Bay roads for cycling. I strongly disagree with the proposed initiatives.

Screen Name Redacted

3/21/2021 12:44 AM

I am not convinced parking should be provided anywhere in front of the Empress, on either side of Government, except for commercial vehicles. This would allow more space for bike lanes on the South side.

Screen Name Redacted

3/21/2021 12:18 PM

Would support two way traffic with bike lanes.

Screen Name Redacted

3/21/2021 05:10 PM

Some streets are already sufficiently wide to accommodate all road users without congestion being created on other roads in the neighborhood. Getting into and out of James Bay to other parts of the city have been seriously eroded over that past four or five years as it is! This wide street needs flexibility to accommodate downtown events, such as concerts in the harbour, Deuce days, etc. Lots of people milling around do not need hazzards such as curbs on bike lanes to trip over. A public liability! NOT SAFE! NOT NECESSARY! L PLEASE, PLEASE LEAVE AS IT IS!

Screen Name Redacted

3/21/2021 08:31 PM

Because these aren't complete designs I can't fully support them. I prefer to keep cars, people, and bikes separate. It's safer and less frustrating for everyone.

Screen Name Redacted

3/22/2021 08:22 AM

As part of the City objective to reduce vehicles and pollution it makes perfect sense to improve infrastructure that allows safer alternative transport options.

Screen Name Redacted

3/22/2021 08:28 AM

one way cycling is the only safe and sane way to offer any proper level of safety for pedestrians, vehicles and bikes

Screen Name Redacted

3/22/2021 08:31 AM

I worry that neighbourhoods are going to be overrun by cars looking for a place to park. I support Broad being closed, Gov't downtown being more pedestrian friendly, but worry about nowhere for cars and transit to go. Wait until cruise ship season. And we need to leave room for horse carriages and Kabuki cabs, etc..

Screen Name Redacted

3/22/2021 09:32 AM

long overdue! that stretch should be a key asset in our city instead of the concrete wasteland it is now.



Screen Name Redacted

3/22/2021 10:03 AM

Stop this dumb ass idea

Screen Name Redacted

3/22/2021 01:25 PM

How important is parking along Humboldt to Belleville? I would think short term may be allowed but not hourly metered parking. Maybe commercial vehicles like taxis, small tour buses, be allowed.

Screen Name Redacted

3/22/2021 04:03 PM

Victoria does not need any more bike lanes. However, the roads definitely need work and Beacon Hill Park needs to be cleaned up. Moving forward there should never be camping allowed in Beacon Hill Park.

Screen Name Redacted

3/22/2021 04:19 PM

I like the extending the protected bike lane on government

Screen Name Redacted

3/22/2021 05:07 PM

Cramming all southbound traffic into 1 lane with a last minute right turn lane onto Belleville is not good enough. There is very high volume on all crosswalks at Govt & Belleville, especially in the summer. The number of vehicles able to turn right or left at this intersection during 1 traffic light cycle, is minimal, which then holds up all other vehicular traffic regardless of whether they want to turn or go straight through. This is a high volume tourist route. Going to be a nightmare.

Screen Name Redacted

3/22/2021 11:49 PM

I commute daily by bicycle in and out of James Bay up Government to Wharf and onto the Goose. The dedicated bike lane that exist along Wharf street is dangerous in tourist season as pedestrians will randomly step off the curb and wander into the bike lanes. The tourist congestion in front of the Empress with foot traffic, parking, taxis and buses, will create a definite hazard with foot traffic randomly wandering into the bike lanes. This is not a safe or well thought out idea. I would like to consider myself a respectful cyclist and not a day goes by in tourist season that I have to ride carefully and defensively up Wharf street to avoid colliding with a tourist. The proposed bike lane in front of the Empress is an accident waiting to happen.

Screen Name Redacted

3/23/2021 01:45 PM

I am in support of advisory bike lanes

Screen Name Redacted

3/23/2021 03:01 PM

This is a great design, and will be much appreciated by James Bay cyclists/commuters wanting to join up to the rest of the bike lane network.

Screen Name Redacted

3/23/2021 04:53 PM

I don't think protected bike I

Screen Name Redacted

3/23/2021 07:22 PM

i don't like the designs that are proposed , see no need for changing it.

Screen Name Redacted

3/24/2021 03:21 PM

This section of Government Street as now operating has already been carved up to the disadvantage of automobile users (who widely outnumber cyclists) in favor of cyclists, and nothing further is needed to further this trend.

Screen Name Redacted

3/24/2021 04:01 PM

Would be more supportive with greater investment, especially in areas like placemaking, traffic calming, street trees, and generally removing cars from the road

Screen Name Redacted

3/24/2021 06:02 PM

As mentioned in my response to the previous question, there is no need for this project. It is especially misguided to proceed at this time when these funds could be better used for greater priorities like housing the homeless. On the specific design, eliminating the current right turn lane for vehicles and replacing it with a right turn lane for bikes will create a bottleneck of vehicle traffic for the remaining two lanes, one for right turns and the other for left and straight through traffic. With limited entry points from downtown to James Bay, this will create a perpetual traffic jam for vehicles on Government Street trying to enter James Bay. While I support "complete streets" for pedestrians and cyclists, I do not think this requires separate dedicated bike lanes on every street, especially residential streets. James Bay is fine as is and should be left alone. As mentioned elsewhere, I have no problem with "complete streets" for pedestrians and cyclists but do not think that requires separate dedicated bike lanes on every street, especially residential streets like Government Street.

Screen Name Redacted

3/24/2021 11:15 PM

I like this design and think it creates an opportunity to continue it southward to Superior in front of the Legislature. It would also challenge the Province to begin accepting cycling infrastructure more.

Screen Name Redacted

3/25/2021 11:19 AM

Victoria has the chance to be people focused rather than car focused. I live in James Bay and realize that the new bike lanes will impact me when I am in my car but I am also a cyclist and feel that this is the opportunity for the city to be forward thinking for people and the environment.

Screen Name Redacted

3/25/2021 01:34 PM

I would welcome being able to take my young children on bike trips using protected lanes without fearing for their safety. Personally, I feel safe biking on these roads.

Screen Name Redacted

3/25/2021 04:17 PM

Please consider a protected intersection infrastructure for this project esp. on Belleville / Superior.

Screen Name Redacted

3/25/2021 09:11 PM

I often ride along that stretch to get to downtown, and passing the buses plus traffic around does not feel safe. I think a separated bike lane on that stretch of road would be helpful. Lower speed limits on the rest of government leading to Dallas Road would also be useful.

Screen Name Redacted

3/26/2021 12:14 PM

Cyclists tell me Wharf/ Humbolt is working fine the way it is. Traffic congestion will get worse with this proposed plan.

Screen Name Redacted

3/26/2021 07:52 PM

It's a busy stretch of road way, mostly because of slower tourism related traffic, i.e. horses, pedicabs, pedestrians, as well cyclists, and motor vehicles. Safety is important when there is congestion.

Screen Name Redacted

3/26/2021 10:20 PM

We are finding it more difficult (it's more congested now) to travel in a vehicle northbound on this section of Gov't St.

Screen Name Redacted

3/27/2021 09:44 AM

The question is loaded with the word "Safety". I don't support cycling networks, but who can say they don't support safety. The two are not inseparable, but your question unfairly forces a positive response to a proposal I DO NOT support. What is currently "unsafe"?

Screen Name Redacted

3/27/2021 06:43 PM

I don't want bicycles anywhere in Victoria

Screen Name Redacted

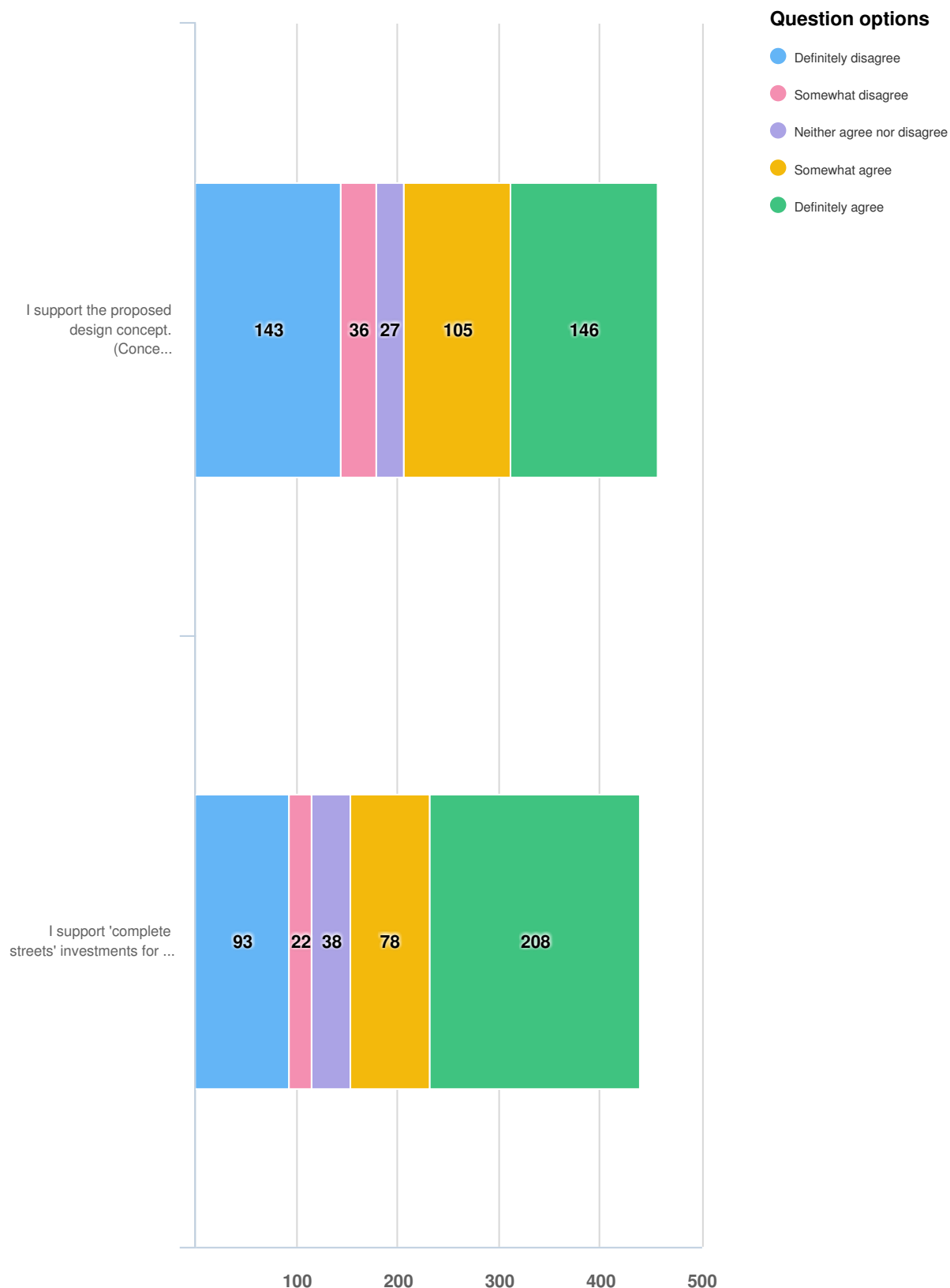
3/28/2021 07:36 AM

I feel that there are enough bike lanes in this city....and I am a cyclist! It is very pedestrian and cyclist friendly city!!

**Optional question** (264 response(s), 209 skipped)

**Question type:** Essay Question

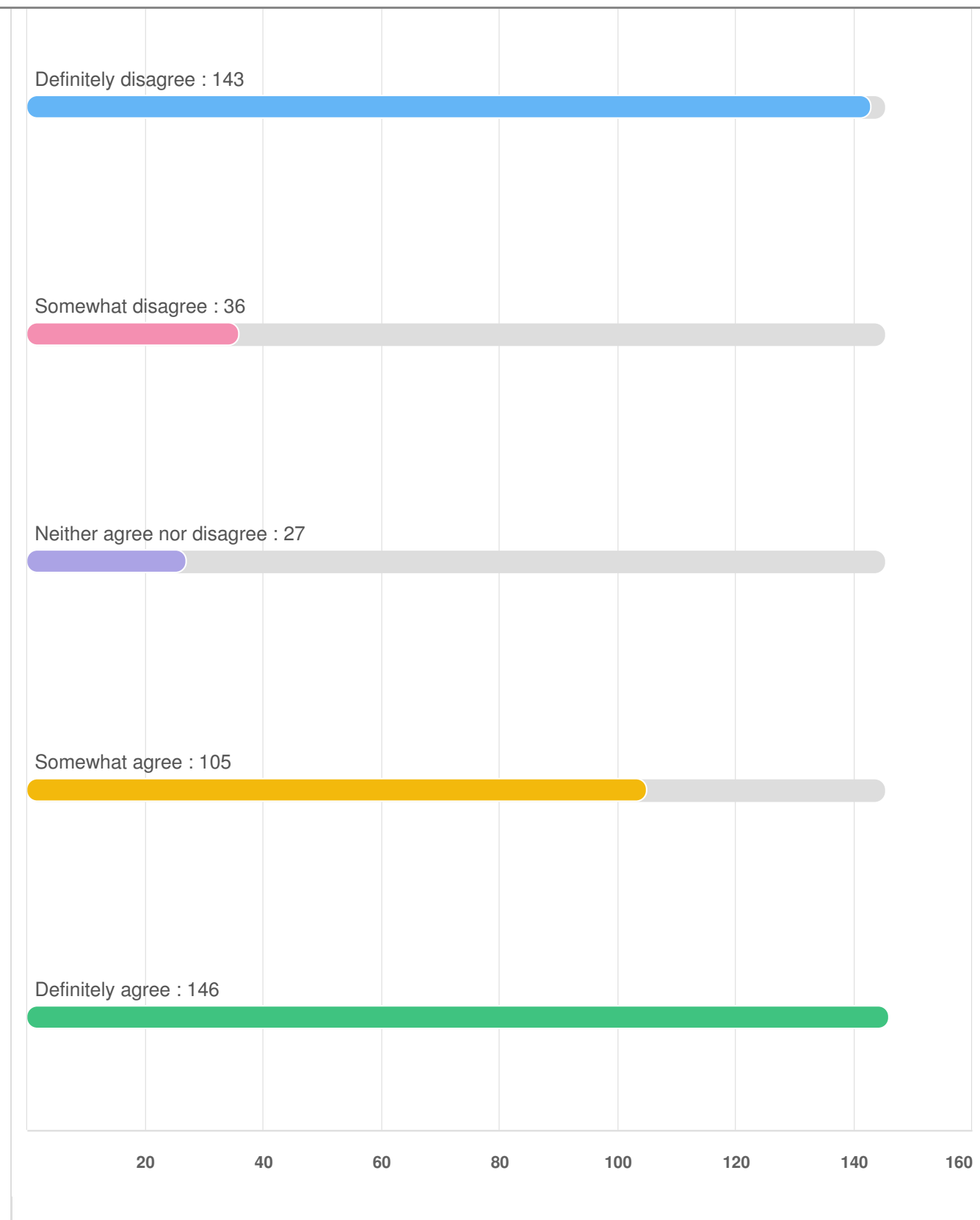
**Q8** Please rate your level of support for the shared-use neighbourhood bikeway design from Superior Street to Dallas Road.



Optional question (462 response(s), 11 skipped)  
Question type: Likert Question

**Q8 | Please rate your level of support for the shared-use neighbourhood bikeway design from Superior Street to Dallas Road.**

**I support the proposed design concept. (Concepts are refined during the detailed design phase, after direction from Council.)**



### I support 'complete streets' investments for pedestrians and cyclist road safety, in general

Definitely disagree : 93



Somewhat disagree : 22



Neither agree nor disagree : 38



Somewhat agree : 78



Definitely agree : 208



25 50 75 100 125 150 175 200 225

**Q9** Add a comment, if desired, regarding your level of support for this design approach.

Screen Name Redacted

2/06/2021 11:26 AM

Advisory bike lanes are a waste of paint. Diverters are the way to go. Do not allow NIMBY voices deter from implementing this!

Screen Name Redacted

2/06/2021 07:01 PM

Again, the majority of people in Victoria do not like the complicated two-way protected bike lanes. I'm for a bike lane but it needs to fit the city and streets.

Screen Name Redacted

2/07/2021 02:23 PM

This is needed

Screen Name Redacted

2/07/2021 08:52 PM

The proposal looks good. A lower speed limit, combined with adding speed humps and possibly more stop signs should do the trick. One concern I have is with the section of Government St between Superior and Michigan right beside Queens Printer. Is it possible to create vertical posts (not just curbs) to prevent large SUVs and trucks from reversing in until their wheels hit the curb and then overhanging the bike lane. This can block the lane partially and increase the risk of bikes colliding. This used to be a problem for pedestrians on Dallas Rd near Ogden point where vehicles often blocked part of the sidewalk. The new bike lane design solved the problem really well. Perhaps borrow some design ideas from Dallas Rd?

Screen Name Redacted

2/08/2021 03:41 PM

Each time I have used Government street as a pedestrian, I have had to watch for cyclists - they are not watching or dismounting. As someone who has moved from Toronto, I see the utility of bike lanes. Already enough lanes here given the number of people who cycle in this city. It is exorbitant amount of money that has gone to this when side walks, and roads are in need of repair. It is extremely dangerous crossing some roads due to pot holes, cyclists not stopping, and lack of street lights.

Screen Name Redacted

2/09/2021 04:47 PM

This looks good.

Screen Name Redacted

2/09/2021 05:20 PM

Seems like this should be pretty straightforward to convert into a AAA bikeway.

Screen Name Redacted

2/09/2021 07:59 PM

The difficult section will be the busy area where the buses park beside the Legislative Buildings.

Screen Name Redacted

2/09/2021 09:09 PM

No need for this in James Bay

Screen Name Redacted

2/10/2021 01:33 PM

Please make sure it is safe for cyclists joining/leaving Government onto Dallas Road pathway to do so safely in all directions (the video suggested a crosswalk that did not cover both sides of the lane)

Screen Name Redacted

2/10/2021 01:38 PM

A very good improvement for James Bay and biking.



Screen Name Redacted

2/12/2021 11:02 AM

Your focus on cycling over walking is appalling. It's already dangerous to be a pedestrian in James Bay, as 99% of cyclists ignore crosswalks and stop signs.

Screen Name Redacted

2/12/2021 12:47 PM

It would be nice if there was space for a protected bikeway.

Screen Name Redacted

2/12/2021 05:22 PM

As above. Not a lot of bike riders in James Bay.

Screen Name Redacted

2/12/2021 05:44 PM

fix the homeless problem and stop messing up the roads.

Screen Name Redacted

2/12/2021 07:20 PM

If you must put a bike lane put it on the west side of the street where there isn't any parking currently.

Screen Name Redacted

2/12/2021 07:52 PM

stop with wrecking our neighborhood for the benefit of Lisa Helps and her buds

Screen Name Redacted

2/12/2021 08:10 PM

Government St must remain two-way.

Screen Name Redacted

2/12/2021 08:23 PM

Protected bike lanes would be the best option

Screen Name Redacted

2/12/2021 08:44 PM

This is a preferred route for motorists to travel; it will be an impediment and a safety hazard encouraging more bikes on this road.

Screen Name Redacted

2/12/2021 08:49 PM

Wouldn't mind a bit more protection, especially from turning traffic. That road can be pretty fast and busy sometimes.

Screen Name Redacted

2/12/2021 09:32 PM

We're literally not going to be able to move in Victoria anymore unless you're walking. I don't disagree with bike lanes I just disagrees with taking away already congested streets and parking from residents.

Screen Name Redacted

2/13/2021 10:22 AM

Bikes and vehicles are operating at lower speeds and are able to follow traditional rules of the road. Several condos along this route have designated off street parking. Traffic volume is lower, less bus, emergency vehicle and commercial traffic.

Screen Name Redacted

2/13/2021 10:26 AM

bad bad bad do staff have any idea how hard it is to get around James Bay? Get off this part of Government - stay away No diversions

Screen Name Redacted

2/13/2021 02:27 PM

I prefer protected bike lanes over shared roads. A physical barrier that separates cyclists and motorists is better than painted sharrows on the road.

Screen Name Redacted

2/13/2021 09:34 PM

I think it's fine. Traffic is lower there, and traffic calming helps pedestrians, too. I have a general preference for protected lanes, though.

Screen Name Redacted

2/13/2021 09:48 PM

I support this approach - assuming you found that Menzies would be unworkable given the bus route and parking for the community centre. That said, the really weird thing about this whole proposal is there's no connection to the main destination in the neighbourhood - James Bay Square. With that in mind, I strongly suggest the city make routes on Toronto and Simcoe from Government Street. On Toronto, you could block car traffic westbound to the square and maybe put some speed humps. This could dovetail nicely with the 'pedestrian improvement' envisioned there. On Simcoe you could block car traffic eastbound and add some humps. Between the square and Medana St. you could simply move the existing parking to the opposite side of the street and keep that one tiny block two-way. The one-way would continue on Simcoe to Beacon Hill. I'm not clear on the Government St. diagrams what the 'reverse in angle' parking means. I'm not wild about adding parking, but I can understand that it might bring more people along so I'm fine with it. A few last points - I suspect the existing design isn't going to divert enough traffic or slow it down as needed. I was thinking that a stop sign or two would help make it even more AAA friendly. Either Simcoe or Toronto are natural spots for them (or both). I've had people I've driven with actually stop there naturally. Also, I live on Montreal and I find the speed humps aren't quite large enough to really slow traffic down as much as possible. They do are good job as are, but maybe 10-15% of cars still blaze through so I think they could be even more dramatic. Finally, I think that because Government isn't going to be used as a through-route for cars anymore, lots of traffic will divert to Douglas and pedestrian and even bike improvements there should be explored/actioned. Also, I really like the end caps on each end of Govt street when it turns residential (Superior and Dallas). I love the Vancouver St. improvements.

Screen Name Redacted

2/14/2021 01:12 PM

Ok, would prefer at least a painted separated bike lane however and preferably a fully sectioned off one

Screen Name Redacted

2/14/2021 06:50 PM

Frankly, I do not think that special bike lanes are needed in James Bay. I cycle here a lot and feel completely safe.

Screen Name Redacted

2/15/2021 11:19 AM

I do not support blocking roadways. I feel safer knowing that I and first responders have more than one possible route to my home.

Screen Name Redacted

2/15/2021 03:48 PM

Looks great!

Screen Name Redacted

2/15/2021 04:11 PM

Highly support this project, it's great to see more people using the cycle network as it grows!

Screen Name Redacted

The use of Abilities seems disingenuous. There is nothing in the design for

2/15/2021 04:51 PM

disabled people. Please advise if the City would appreciate it if I killed myself.

Screen Name Redacted

2/16/2021 09:03 AM

I live on the 400 block of Government Street, and I see no reason why you need to change the way things are once you get past Superior. In the 4 years I've been living there, not once has there been an issue with traffic or cyclists. If you want to add speed humps to slow down traffic, sure, but I grew up riding a bike in residential areas and never once felt unsafe. All you are doing is destroying the flow of traffic, which will create more vehicular congestion, which in turn will increase traffic emissions. If you claim to be a green city, leave the residential areas well enough alone. Have any of you even been in James Bay when there is an event going on that closes off Government to downtown? Traffic pretty much comes to a stand-still. Now add fewer driving lanes on top of that and you're just adding to the problem.

Screen Name Redacted

2/16/2021 11:19 AM

You have my full support, confidence, and appreciation!

Screen Name Redacted

2/16/2021 12:29 PM

Same comments as above

Screen Name Redacted

2/16/2021 12:36 PM

I strongly disagree and feel it is not needed and will anger more people then it will benefit. However, Superior Street is 1000000% better then Michigan

Screen Name Redacted

2/16/2021 12:59 PM

Would prefer dedicated bike lane

Screen Name Redacted

2/17/2021 12:27 PM

I like providing a safe cycling route, and that it will calm traffic on Government Street, as people are driving too fast. Particularly commuters. More on-street parking will also be appreciated in our block (we live at 36 Government Street). We don't need it but there are a number of multi-family homes on the streets whose tenants use on-street parking, so it's already at a high premium. I do worry about access in and out of James Bay. If this goes ahead, something will really need to be done to make that easier on Douglas Street, by providing advance turns at the intersection of Douglas and Belleville for traffic going North and South. In the summer it's already a nightmare.

Screen Name Redacted

2/17/2021 01:43 PM

My experience with riding on shared bikeways isn't great and would prefer more separation for this section

Screen Name Redacted

2/17/2021 02:51 PM

Michigan looks like the more reasonable option

Screen Name Redacted

2/17/2021 02:53 PM

"It's better than nothing" would be my guarded support. Once again, cars and bikes do not mix well. Aggressive traffic calming would be needed.

Screen Name Redacted

It will block entrance to our garage on Superior St., definitely making that

2/17/2021 02:54 PM

intersection more dangerous.

Screen Name Redacted

2/17/2021 03:06 PM

I'm not sufficiently familiar with the use of these streets to comment other than to say that minimal cost options must be considered if this is being pursued. I use the cycling lanes on Fort and Pandora and, forgive the automotive metaphor, feel that the cost/meter to create safe cycling conditions is excessive given other capital priorities around the municipality.

Screen Name Redacted

2/17/2021 04:02 PM

It was a little vague...

Screen Name Redacted

2/17/2021 04:56 PM

"Restrict south bound access to support traffic calming objectives - north bound only between Michigan and Superior Streets ".... REALLY! Why would you force traffic to drive through the school zone on Douglas, possibly endangering children? We have 2 one way streets, Simcoe and Toronto, and if you can't get access to your home if not on one of those streets, why would you deter south bound traffic on Government? We drive this route regularly, as we access off Toronto. Not only is there very little traffic, people tend to drive slowly, due to buses parked on the side of the road, and between Superior and Michigan, almost no traffic, and super slow. You seem to be fond of reducing speeds to 30km/hr on streets with no centre line, which is ridiculous, 40km/hr would suffice. Do that through that area, if our Nanny state, which seems to be geared to the least competent of functioning, since we apparently can't cross the street properly in our teens. Heaven forbid we travel anywhere and someone doesn't slam on their brakes for us wandering into the streets.

Screen Name Redacted

2/17/2021 05:05 PM

It is important for wellness that people can enjoy the outdoors either walking or biking.

Screen Name Redacted

2/17/2021 05:29 PM

I think Government should stay a two way street at Dallas Road. Taking out the turn from Dallas onto Government will increase congestion on other side roads coming off of Dallas Road in James Bay

Screen Name Redacted

2/18/2021 07:41 AM

Vehicular, traffic volumes along Superior are too great.

Screen Name Redacted

2/18/2021 05:34 PM

A dedicated bike lane and one way traffic would be much safer. Proposed design will not leave safe distance for 2 way car traffic with parking on each side of the street.

Screen Name Redacted

2/18/2021 06:13 PM

As local residents, we would like to ask for traffic calming measures at the intersection of Montreal Street and Superior Street. A crosswalk and/or speed bumps would help with the design to make it a safe corridor for bikes, cars and pedestrians.

Screen Name Redacted

2/18/2021 10:33 PM

It is an improvement; I prefer completely separated bike lanes.

Screen Name Redacted

2/19/2021 01:25 PM

While the design is an improvement on the current situation I would not describe it as All Ages and Abilities infrastructure. The design should have physical separation between cyclists and automobiles to be AAA. The proposed design as a shared-use neighborhood bike way should be revisited as a two-way protected bike lane to be consistent with the design along wharf street.

Screen Name Redacted

2/19/2021 01:47 PM

Why not extend the Dallas bike lanes west & north to pass by Caost Guard & Shoal Point, to reach Superior?

Screen Name Redacted

2/19/2021 02:19 PM

Traffic calming is certainly needed South of Toronto. Hopefully adding parking on both sides will help this. Currently with the two narrow lanes for cars they often don't give enough space when passing cyclists.

Screen Name Redacted

2/19/2021 05:57 PM

There are few routes in/out of James Bay. By adding cumbersome traffic reduction measures on Government you will only encourage increased traffic onto Douglas which passes through a school zone. Traffic is light on Government south of Superior, no new measures are needed here.

Screen Name Redacted

2/20/2021 08:48 AM

Slowing traffic on Montreal Street, esp. in summer, is a huge benefit for the neighbourhood...

Screen Name Redacted

2/20/2021 09:06 AM

This section of government street is currently not a main access route to Dallas road for vehicles (Douglas or Oswego or Erie (via Belleville etc are more heavily travelled) and this design would have a minimal impact on traffic while improving safety for cycling.

Screen Name Redacted

2/20/2021 10:12 AM

People live on this part of Government Street - it's a residential area. And those people have cars. Cars are legal and permitted and necessary to most people's lifestyles. And cars need parking spaces. There is little need for traffic calming in this area - it's already calm. Bike lines should be just that - lanes for bikes alongside the car lanes.

Screen Name Redacted

2/20/2021 01:20 PM

James Bay is already a unique neighbourhood where cyclists, pedestrians and vehicles co-exist peacefully. To attempt to deter, divert, and eliminate cars from certain roads is not productive. Yes, lower the speed limit, but look at the mess on Vancouver Street to understand how frustrated the community is over Cook Street traffic increases! Cars are NOT going away and are in fact going to increase as more condos are built, bringing in more population and yes, more cars. Let's try and work with ALL concerned, not just the cyclists.

Screen Name Redacted

2/20/2021 04:50 PM

Just stop. You are destroying the city and I will be looking to petition the city to remove them once this mayor and her supporters on city council are voted out.

Screen Name Redacted

2/21/2021 09:42 AM

The design of streets where cars need to move into the bike lane to pass each other is flawed. Other cyclists like myself have stopped using the new shared roadway on Humboldt as drivers move into the bike lane without noticing me.

Screen Name Redacted

2/21/2021 04:47 PM

I have concerns about the effectiveness of reverse angle parking. Parallel parking and acceptance of a reduced parking stall count might be a better consideration.

Screen Name Redacted

2/21/2021 04:51 PM

Looks like a workable design that the neighbours would like too.

Screen Name Redacted

2/21/2021 06:23 PM

We are confused about the survey that asks for support to Superior street - this is such a misleading question. It is not posed as a neutral question. We do not support the use of Superior as a bike route.

Screen Name Redacted

2/22/2021 11:04 AM

For such a busy stretch, the SUNB concept will definitely result in injuries or even fatalities.

Screen Name Redacted

2/22/2021 11:21 AM

As a resident along this stretch, I am highly impacted by this. I walk, I bike, I drive. I very strongly support this for reasons of safety, tourism and livable, human-oriented cities.

Screen Name Redacted

2/22/2021 11:39 AM

Superior is the clear east west choice that should be made. We live in James Bay and walk the neighbourhood a lot.

Screen Name Redacted

2/22/2021 11:52 AM

See above

Screen Name Redacted

2/22/2021 11:52 AM

Government south of Michigan is very narrow and residential in nature. It will need some big changes to make it a complete street. I think that will be very contentious. I use this route and it is currently not very bikeable. But the upgrade will be difficult. I think a diversion at Michigan to Douglas might be more practical.

Screen Name Redacted

2/22/2021 12:50 PM

This approach seems much more respectful of the multiple uses of our streets and isn't as heavily bike focused as many of the previous and costly changes in recent years.

Screen Name Redacted

2/22/2021 01:43 PM

I can't wait for this to be built as it will provide transportation options and not just cater to the car.

Screen Name Redacted

2/22/2021 02:27 PM

See comment above

Screen Name Redacted

2/22/2021 02:47 PM

Comment will also relate to Montreal design. I'm 100% for traffic calming, reduced speed limits, etc. but I worry about unintended consequences. The network proposals in James Bay will leave only two "uncalled" or minimally calmed north-south routes across the peninsula: Douglas Street and Oswego Street. Each of these streets has its own characteristics and would require a different approach to ensure that the street does not become a "highway" through the James Bay neighbourhood.

Screen Name Redacted

We don't want more bike lanes! The streets are narrow, and there's not

2/22/2021 02:53 PM

enough parking. We have accessibility issues!

Screen Name Redacted

2/22/2021 03:58 PM

Waste of money and time. If drivers drive safe cyclists would be safe. I've walked by the new bike lane by the breakwater. It seems very unsafe as pedestrians have to cross the bike lane where cyclists are going way to fast and almost hit people who are crossing. On the other side pedestrians also wind up using the bike lane to walk in being totally clueless as the side walk is to small for two way pedestrian travel . Council spends too much time on bike lanes.

Screen Name Redacted

2/22/2021 04:18 PM

No level of support

Screen Name Redacted

2/22/2021 04:47 PM

Having lived on Superior Street on two separate occasions for over a year each I can attest that the shared lanes with cyclist priority will lead to conflict. One way, protected bike lanes are a better solution.

Screen Name Redacted

2/22/2021 06:34 PM

the bike lanes are unsafe for handicap people to cross

Screen Name Redacted

2/22/2021 07:37 PM

street parking is an issue on Government with the volume of traffic on Dallas Rd and the vehicle density due to the apartment building close to Dallas street I do not support losing any street parking stalls in this proposal.

Screen Name Redacted

2/22/2021 08:48 PM

These questions and answers do not leave any area for any other opinions.

Screen Name Redacted

2/22/2021 08:55 PM

Speed cushions instead of speed humps to allow cyclist to pass through on level surface

Screen Name Redacted

2/22/2021 10:24 PM

While I appreciate connecting up the bike lanes from Dallas along Government St, I don't like the proposed shared use proposal. Could there be consideration given to making Government one way to allow for bike lanes? Government is a pretty major road and I don't think the proposed recommendation makes sense.

Screen Name Redacted

2/22/2021 10:48 PM

Not a big fan of sharrows, as paint isn't infrastructure. Will be very important to slow/reduce traffic to be effective of your goal of encouraging users.

Screen Name Redacted

2/23/2021 06:45 AM

Stop squandering resources on these foolish bike lane projects.

Screen Name Redacted

2/23/2021 11:56 AM

It's a good design, but I don't like the addition of excessive amounts of parking. The whole idea of 'complete streets' is to discourage cars, is it not? The extra space could be put to much greater use - I recommend looking into expanding a boulevard of some sort.

Screen Name Redacted

I am puzzled how the bike lanes will be incorporated in the area of the

2/23/2021 02:36 PM

Legislature Terminal - where there is always a steady stream of buses coming and going

Screen Name Redacted

2/23/2021 02:42 PM

Traffic travelling North on Government St off Dallas Road should not be diverted. Douglas Street is a more suitable location for a North South Bike Route and is closer to the park, Government St is too narrow already with the existing parking

Screen Name Redacted

2/23/2021 03:02 PM

Not in this area! Not required, waste of taxpayer dollars.

Screen Name Redacted

2/23/2021 08:43 PM

See above.

Screen Name Redacted

2/23/2021 09:32 PM

See previous comment.

Screen Name Redacted

2/23/2021 10:18 PM

Creating bike lanes in James Bay is a costly mistake. Please stop wasting tax payers money by building any further of these obstructions on our streets.

Screen Name Redacted

2/24/2021 09:13 AM

There are other priorities that should be funded.

Screen Name Redacted

2/24/2021 09:14 AM

This is a quiet stretch of road with little traffic. I feel there are more pressing matters in the city to spend money on. The previous section between the museum and legislature, riding by all the busses pulling in and out with small hard to see children on bikes is terrifying. That would be the only section of Gov st I would fully support adding lanes to. That and the section between Yates and Belleville because I believe that should be permanently closed to cars and turned into a pedestrian mall with cycling access and limited delivery times, but that's a discussion for another survey.

Screen Name Redacted

2/24/2021 02:18 PM

Road This stretch of Dallas from Ogden Point to Kingston is definitely in need of some traffic calming (speed reduction and/or speed humps) plus shared-road signage, including crosswalks where needed--e.g. the bus stop at Ogden Pt., the entrance to the Helijet airport and the Coast Guard facility.

Screen Name Redacted

2/24/2021 06:40 PM

You messed up Vancouver St., BIG TIME. Learn from your mistakes and leave things as they are. All these roads are just fine for cyclists and motorists as is.

Screen Name Redacted

2/25/2021 11:05 AM

Too disruptive to an already dense and crowded neighbourhood and major area roadway.

Screen Name Redacted

2/25/2021 12:16 PM

Really dumb.

Screen Name Redacted

2/25/2021 12:51 PM

I really appreciate the proposed traffic diverters. That goes along way to calming the street and making it safer for every one



Screen Name Redacted

2/25/2021 02:18 PM

Your designs are destroying the flow of Victoria. You are making it into just another crappy city.

Screen Name Redacted

2/27/2021 11:30 AM

I don't bike. I mostly walk, and drive a bit. I don't like hitting pedestrians or cyclist with my car. Im pretty opposed to most of the current councils/city initiatives. Bike lanes and other infrastructure beautification projects have been a big upside. Way to go! Stop allowing 24 hour camping or all this beautification is for nothing.

Screen Name Redacted

2/27/2021 02:33 PM

This route seems like a major enough connection to warrant protected bike lanes, very disappointed this design isn't more robust. I could foresee challenges with making this sufficiently traffic calmed especially since it is also a major transit route. Please consider further enhancements here.

Screen Name Redacted

2/27/2021 06:47 PM

I've lived in James Bay a long time. The cruise ship traffic has had such a negative impact on the community. Superior is over crowded during cruise ship season and overflows onto Michigan and other residential streets. Cruise ship passengers should walk downtown, take a pedicab, bicycle or take a boat. I am not aware of any other community that has the disgorging of thousands of passengers from cruise ships making their way to the tourist districts through residential streets in buses and taxis. Tour bus and taxi parking is a big problem as well. I see nothing in this plan or any plans for that matter to address this problem.

Screen Name Redacted

2/28/2021 09:06 AM

With the current amount of traffic in this section of Government, I have no concerns using my bike on the current layout of Government St.

Screen Name Redacted

2/28/2021 11:05 AM

I think this location of a bikeway is ill-considered. Rather than restricting vehicle access to this area of Government St, leave their access as it is but steer cyclists to Montreal St, through Beacon Hill Park, and/or to Cook St. Speed humps can control vehicle speeds if needed without this bikeway design's cost and complexity. Steering vehicle traffic off of Government St. will simply increase vehicle congestion in James Bay on Douglas St., and Oswego St.

Screen Name Redacted

2/28/2021 01:06 PM

I do not support investing in any of this at this time. I also think we need to look for ways to transport all ages and abilities through the city safely. Bikes do not address the mobility needs of the majority of our citizens. Lets look for something that works for everyone instead of the few please.

Screen Name Redacted

2/28/2021 01:08 PM

Cyclists like the Belleville to Quebec to Erie to Dallas route, it is sunny, adjacent to the water and has slow traffic. Why not focus on this route?

Screen Name Redacted

2/28/2021 02:24 PM

I am infuriated that the City refers to this as a plan, as there has been no previous consultation with residents and regular users of this part of Government Street on whether it should be altered at all. There is no need for it.

Screen Name Redacted 2/28/2021 05:15 PM	This street (appears) much wider than Michigan and can accommodate more of this multi-use traffic.
Screen Name Redacted 2/28/2021 08:18 PM	See above. This would be a great route for the family to take to get to fisherman's wharf.
Screen Name Redacted 3/01/2021 11:18 AM	This is pretty good and a significant improvement. A AAA would be better and could make this into a biking highway straight to the ocean for residents to enjoy and reduce pressure on our neighbourhood of cars coming through this narrow route (and all the parking pressure on Dallas) - I wonder if an AAA could be accomodated if the car travel lane was switched to one-way travel (e.g. 1-way car, AAA bike lane, some on street parking and traffic calming features).
Screen Name Redacted 3/01/2021 12:40 PM	Don't want bike lanes on Superior
Screen Name Redacted 3/01/2021 07:02 PM	Save parking is friendly idea. Speed humps are not desirable, let diverters do the work, Use SH only as a last resort.
Screen Name Redacted 3/01/2021 09:04 PM	I wish the street could be one way for the cars the whole way down to Dallas road (I get that this would make a few drivers upset, but James bay has so many one ways already, they would probably get used it pretty quick)
Screen Name Redacted 3/02/2021 09:35 AM	Gov't St. is clearly a through street used by tourists using maps. Pedestrians are distracted. It works now. I use it on bike. I don't think that "complete streets" strikes the right balance between user groups or properly mitigates the effects of changes for all users. E.g., we will tear our parking and not replace it, or even put in accessible parking. The strategy was developed without engagement with disability groups. The hierarchy of users fails to recognise that some people cannot shift transportation modes, making their lives harder when things change. I would agree w. complete streets if it got it right. I barely drive myself.
Screen Name Redacted 3/02/2021 10:25 AM	This is great. I bike from Vic west to beacon hill park on the weekends and usually take this route anyways. It would be great to have a safe and well connected network.
Screen Name Redacted 3/02/2021 10:49 AM	I will not support this initiative and will spread the word about what an appalling endeavour it is.
Screen Name Redacted 3/02/2021 10:49 AM	Same comments from above. Superior is a main route for emergency vehicles, buses and yes cars. Do not cause more idling on the street like you did on the badly planned and designed Wharf Street.
Screen Name Redacted 3/02/2021 11:52 AM	Same comments as above. Totally unnecessary.
Screen Name Redacted	I live on this street between Simcoe and Niagara streets. I feel that this

3/02/2021 12:00 PM

section could be easily made in to a one way street. The traffic could be in the direction of from South to North from Dallas road to Superior Street. This could result in a permanent cycle path along the west side of the street. Leaving parking on the east side of the street only. Openings (breaks) in the cycle path could easily be used where drive ways enter on to Government Street. This would slow traffic with a one way road and making cycling safer with a permanent cycle path. At the present moment with two way traffic and parking on the east side, it can at times be difficult passing people as it is. Now with your suggestion putting in two lanes of parking and a cycle path and two lanes of moving traffic I feel will not work safely on such a narrow street.

Screen Name Redacted

i disagree with BLOCKING streets. I think traffic calming is enough.

3/02/2021 04:21 PM

Screen Name Redacted

Stop making a mess of our roads. It's so confusing and emergency vehicles' access is limited in the existing changes.

3/02/2021 09:45 PM

Screen Name Redacted

I don't see any issues with this as this road isn't used that often

3/02/2021 09:56 PM

Screen Name Redacted

None

3/02/2021 10:12 PM

Screen Name Redacted

Same as #7

3/03/2021 06:04 AM

Screen Name Redacted

Be nice to have car free streets.

3/03/2021 07:31 PM

Screen Name Redacted

Waste of money

3/03/2021 10:17 PM

Screen Name Redacted

The recent construction at Dallas road/Ogden point has resulted in numerous bikers not using the new bicycle lanes. Foot traffic is much higher on Dallas road due to the fact that most attractions are not accessible by bike (breakwater, beachfront, etc). There isn't enough room for pedestrians to walk both directions especially with social distance measures during covid. Bike lanes should not be a priority.

3/03/2021 10:38 PM

Screen Name Redacted

The current road system is not requiring changes nor is the a demonstrated need.

3/04/2021 06:29 AM

Screen Name Redacted

Cyclists do not appear to have any difficulty navigating Superior Street as it is, and there are not a great number of cyclists.

3/04/2021 07:52 AM

Screen Name Redacted

I would prefer a more protected approach that separates cars from cyclists.

3/04/2021 08:57 AM

Screen Name Redacted

Same comment as in 7.

3/04/2021 09:31 AM

Screen Name Redacted

I'm worried that the traffic reduction strategies will divert traffic to Menzies and make it a busier street.

3/04/2021 09:56 AM

Screen Name Redacted

As noted above.

3/04/2021 12:51 PM

Screen Name Redacted

I do not support this. Please fix existing decaying infrastructure first, this should not be a priority.

3/04/2021 01:25 PM

Screen Name Redacted

I do not support this. The streets and sidewalks are in bad repair and money should not be wasted on bikeway lanes. This is a bad idea.

3/04/2021 01:35 PM

Screen Name Redacted

I would like to see North-South routes system of protected bike lanes on Douglas, Menzies, and Oswego with traffic calming. These are wider streets. Bikes would slow traffic. And bike lanes would support things like our neighborhood town center (five corners) and Beacon Hill Park and the James Bay Community Center

3/04/2021 03:49 PM

Screen Name Redacted

In my experience the volume of cyclists drops way off on Government, south of Superior.

3/04/2021 04:20 PM

Screen Name Redacted

very happy about this

3/04/2021 08:52 PM

Screen Name Redacted

Government is too narrow a street. Use Douglas instead.

3/04/2021 10:17 PM

Screen Name Redacted

Shared streets on neighbourhood routes are ok as a second choice, and it's better than nothing. But my preference is always for protected bike lanes that suit the needs of all road users. Intermingling is unfortunately unsafe and enraging for too many drivers, and dangerous for cyclists.

3/05/2021 04:24 AM

Screen Name Redacted

Beyond Belleville Street, Government becomes predominantly residential, with people's cars park in the street. The street is narrower, traffic is slow. Two way bike lanes are an expensive overkill, separating bikes from sparse traffic in a residential area is a poor investment of tax money.

3/05/2021 04:55 AM

Screen Name Redacted

I support the idea of bike lanes but not the way they have been implemented. there seems to be a disregard for traffic flow, and parking

3/05/2021 08:51 AM

Screen Name Redacted

I like this design a lot. The loss of half of the street parking will upset residents of Superior but this is a consequence of living in an increasingly

3/05/2021 08:56 AM

	popular and visited neighbourhood.
Screen Name Redacted 3/05/2021 09:56 AM	would like consideration of more room for pedestrians
Screen Name Redacted 3/05/2021 10:56 AM	I support the proposed cycle way on Superior Street
Screen Name Redacted 3/05/2021 01:14 PM	Makes sense to me.
Screen Name Redacted 3/05/2021 01:55 PM	As I don't want ANY bike lanes in James Bay, I can't support this. But if you force us to have a bike lane, Superior Street is the only one that is wide enough, and shared use is good enough. It also is partly commercial, also making it a better street than any of the others you suggest.
Screen Name Redacted 3/05/2021 03:22 PM	I would prefer a fully protected bike lane but understand that the width of the road space there limits that. I think as long as speed limits are lowered there and enforced (!!! this is so important!), the proposed design should be okay
Screen Name Redacted 3/05/2021 03:38 PM	Please see my comments from an earlier response. I believe that an alternative route should be considered.
Screen Name Redacted 3/05/2021 05:39 PM	Focus on real problems in this city, rather than bike lanes that satisfy the whims of the few, who happen to include the mayor. I vehemently oppose this project until real solutions are found to the real problems; homelessness, crime, etc., that plague the city.
Screen Name Redacted 3/05/2021 10:36 PM	Sudden transition from protected lanes to a narrow, heavily utilized road with nothing more than paint markings does not amount to much of an improvement over the current roadway. If the objective is to create a comfortable environment for all levels of rider, this proposal is destined for failure. There needs to be consistent, protected bike infrastructure throughout the network.
Screen Name Redacted 3/06/2021 03:41 PM	It's difficult for residents to find parking in the current state. Removing parking will cause unnecessary challenges for the residences.
Screen Name Redacted 3/06/2021 07:30 PM	Government is an important route for entry and exit from James Bay. Having part of it one way cause extra stress for car traffic. Interior streets are narrow and parking is needed for residents.
Screen Name Redacted 3/07/2021 10:39 AM	I believe that more extensive traffic calming, or protected bike lanes, will be needed to make this a true AAA bike and roll route. More diversionary traffic calming elements seem like an obvious option to make this route safe for children, seniors on mobility scooters, and other vulnerable riders (as well as pleasant and relaxing for everyone).
Screen Name Redacted 3/07/2021 11:38 AM	There is a 3 minute parking space at 25 Government Street that is important residents who do not have cars and sometimes take taxis or are picked up or

	dropped off by family. Maintaining that feature is important.
Screen Name Redacted 3/07/2021 04:15 PM	I've been cycling in Victoria for years and I just think this is so unnecessary. Spend the money on dealing with homeless and getting people out of Beacon Hill Park instead.
Screen Name Redacted 3/08/2021 10:09 AM	Again this is totally self serving for Victoria Council and a small minority group of bike users with total disregard for the people that live on Government Street as I do and have yet to see any problems between cycling, motor vehicles so if not broke dont fix it. As you are aware by now the bike lanes that have so far been installed have been a complete disaster and created nothing but congestion and disfunction throughout the downtown core
Screen Name Redacted 3/08/2021 02:02 PM	The only suggestion I would make is it might be feasible to do a double bike lane (bi-directional) along one side of the street, rather than both sides, that may take up less width (like along Pandora and Fort). Less width taken up <b>**might**</b> mean less car drivers shaking their fists at the sky at all the "amenities" being given to cyclists (not realizing the entire infrastructure of the city is built around vehicles and there needs to be balance between different road users and transportation methods). But if the width taken up by bike lanes would be the same either way, it is more convenient as a cyclist to travel along the "normal" side of the road, the same way as the cars do.
Screen Name Redacted 3/08/2021 07:19 PM	would prefer a protected bike lane here too.
Screen Name Redacted 3/09/2021 11:07 AM	At this time, the City of Victoria needs to immediately STOP all plans for bike lanes. The issues of housing and the need to spend what will be many hundreds of thousand dollars remediating Beacon Hill Park and all the other parks in which camping was allowed need to be the priority issues. The "nice to do things" like bike lanes MUST wait. We simply cannot afford to spend a single additional dollar on bike lanes at this time.
Screen Name Redacted 3/09/2021 11:44 AM	This is not a route used by cyclists nor will it be. We walk this area most days and it is devoid of cyclists. There is no impetus to spend scarce tax dollars on this part of the project.
Screen Name Redacted 3/09/2021 01:23 PM	As an avid cyclist, I completely disagree with the location on Superior St - it's quite a busy street with bus and vehicle traffic already, and drivers like to speed down the street at much higher speeds than 50 km/hr. I always cycle on quieter side streets like Michigan St.
Screen Name Redacted 3/09/2021 01:27 PM	This Government Street connection is too busy already
Screen Name Redacted 3/09/2021 11:54 PM	James Bay bike traffic does not flow North-South, especially at Government. This reality should be obvious to anyone spending time on a bike in this area. Observe the bike traffic coming south on Government street in the inner harbour, and it funnels left/west in front of the legislature for obvious reasons:

- flatter (no need to go up that sudden hill) - no need to stop at red light or cross traffic The only folk you see toiling up the hill are people who are on a direct commute to that one part of James Bay serviced by Government Street. The bulk of James Bay residents live further west, and are better served by that flat curve onto Belleville, taking Menzies (also flatter) if they want to go into the center of the neighbourhood. James Bay bike traffic does not predominantly flow N/S on Govt. It flows around the periphery or on the diagonals to the main shopping hub. If you want to protect some of the lanes leading to the central shopping area, you already have extra pedestrian channels on many due to the pandemic. Just repurpose those as bike lanes. If I was forced to choose a N/S bike corridor, I'd propose Oswego. It's the flattest route, almost exactly dissects the middle of James Bay, and it has the Elementary school and MacDonald Park right on it! Why isn't it on the list?! A runner up would be Menzies, which feeds into central hub. But it has a bigger hill and would be more disruptive for commercial locales. I can't believe you're talking about cutting off south-bound traffic on Governments St at Superior. That forces more traffic onto Michigan right past the horror story which is South Park school at the start and end of school! I live in the 400 block and for the past 2 years have experienced the slow deterioration of every car route out of James Bay. I've lived here more than half my life, and bike as my first option. But I have to tell you that you are killing our ability to get out of our neighbourhood.

Screen Name Redacted

3/10/2021 03:17 PM

As mentioned, I would further support a traffic calming round-about at Montreal/Superior junction. Please :-)

Screen Name Redacted

3/10/2021 09:08 PM

Government street from Superior to Dallas is already extremely tight. Two cars can barely share the road, I frequently have to pull over to let other cars. It is full of residential parking and if there was a bike lane on the road there would be absolutely nowhere to drive. It is an extremely poor design concept and I honestly wonder if whoever proposed this has even driven on that road. Ridiculous.

Screen Name Redacted

3/10/2021 09:11 PM

Can't see the reasoning in closing off the Lt turn from Dallas onto Government. It is very disruptive, there is rarely a holdup to turn here and to then find a one way section (completely unexpected) further north is going to be extraordinarily annoying, upsetting and disruptive. The new configuration of Vancouver St is a classic example of a mess - constantly having to divert to another street and then back again to try to get to my destination.

Screen Name Redacted

3/10/2021 10:10 PM

It is a good design that provides a safe cycling corridor without impacting arterial roadways.

Screen Name Redacted

3/11/2021 08:43 AM

Please don't add more one-way streets, especially on Superior or Government streets. It will make it difficult for residents to enter and leave James Bay. I am a cyclist and I feel comfortable biking on Government as it is.

Screen Name Redacted

This segment already works well as a shared street. At most some painted

3/11/2021 08:55 AM

indication of the shared street nature. Otherwise don't mess it up. Especially don't mess with the access off Dallas!

Screen Name Redacted

3/11/2021 11:06 AM

I like the design, but am unclear if Government will be one-way to cars in some sections. Since we access our home on St. Andrews from Government street I hope this is not the case. It is the only access to our street southbound since Simcoe is one-way at Douglas.

Screen Name Redacted

3/11/2021 02:25 PM

see above

Screen Name Redacted

3/11/2021 06:36 PM

Again, Government is a street used by a lot of our tourist vehicles (horse carriages and pedicabs, taxis) because of the historical homes on the route. This makes getting in and out challenging for residents already. The proposed plan means it will be even more congested for vehicles. I would prefer to see Menzies used as a bike lane road. Having the end of Government at Dallas become one way only will create a great inconvenience to residents who already are contending with cruise ship traffic throughout most of the year, in addition to other tourists. Paddon and South Turner are not wide streets and will end up having to contend with a lot more traffic as a result.

Screen Name Redacted

3/11/2021 09:43 PM

Seems to be working really well on Vancouver south of Meares. More please!

Screen Name Redacted

3/11/2021 10:26 PM

I think this design approach is completely necessary to accommodate all ages and abilities. It would be essential to allow my children to ride their bicycles to South Park school along Government from Dallas to Michigan. Currently, this section of Government is not a safe enough street for elementary-aged children to safely ride along. I am fully supportive of this proposed change! My children are currently 2 & 5 years old, and I very much look forward to them being able to ride their bicycles to school in a safe manner in the coming years.

Screen Name Redacted

3/12/2021 02:30 AM

Again, no need for protected bike lanes, regular ones will do.

Screen Name Redacted

3/12/2021 09:12 AM

Deprioritizing vehicle traffic on this street is a great idea

Screen Name Redacted

3/12/2021 09:55 AM

These proposed changes are totally unnecessary and would make life considerably more complex for James Bay residents attempting to enter or leave their neighbourhood by car.

Screen Name Redacted

3/12/2021 10:25 AM

I didn't really understand how it is any different. Also your survey has no place to answer questions/give opinions about Segment C which is really short-sighted. I guess you don't care what people think about that part?

Screen Name Redacted

3/12/2021 10:31 AM

As city density increases , traffic increases but streets are narrower, take me too long to get anywhere and limited parking too



Screen Name Redacted

3/12/2021 10:44 AM

Because pedestrians are the most vulnerable category of street users, their needs and safety must be given the highest priority in street design.

Screen Name Redacted

3/12/2021 10:52 AM

don't agree with moving half the parking to west side (between Niagara/Battery). Very short distance, combined with nearness to Niagara stop signs will cause driver confusion and hazardous to cyclists

Screen Name Redacted

3/12/2021 10:58 AM

See previous comment.

Screen Name Redacted

3/12/2021 11:02 AM

In general, I would prefer separated bike lanes. I'm also worried about the transition from the two way protected bike lane to a shared-use situation. This will require some cyclists to cross the street.

Screen Name Redacted

3/12/2021 11:04 AM

While sharrows are not real bike infrastructure, limiting/diverting traffic and limiting speeds is great.

Screen Name Redacted

3/12/2021 11:06 AM

Superior should be the only road needed to move bikes through this area of James Bay, Government is not necessary as it is not too far a ride to use Superior which is wider providing great visibility for bikes and cars. Government is already a narrow residential road and reducing it to one way and deleting much of the on street parking is unnecessary and detrimental for those living in the area. No need for two routes to Dallas Road.

Screen Name Redacted

3/12/2021 12:05 PM

I don't see how this is much different than what is currently in place. I already drive along cars when biking down on Government St.

Screen Name Redacted

3/12/2021 12:26 PM

If possible I would reduce the amount of onstreet parking to continue the physical separation of cyclists from traffic. It would also be beneficial to provide buses with pull-ins to remove them from traffic flow during stops.

Screen Name Redacted

3/12/2021 12:47 PM

There needs to be a high level of protection for cyclists and very low motor vehicle traffic levels, in order to provide choices for people who are less comfortable cycling.

Screen Name Redacted

3/12/2021 01:59 PM

Hopefully I am not confused as to the question posed here. I am completely opposed to what I have seen here. This feels like a crazy mishmash of proposals that have completely left out the needs of the people who actually live in this neighbourhood. This feels so confusing that I would almost bet money on someone getting hit and/or killed on these chaneling streets. The fact is that if you live in this area of town you are well aware of how busy and congested the streets are already. As a vehicle driver I have learned to make adjustments over the years to seasonal fluctuations in pedestrian and cycling use and will often use some of the quieter streets to get home. Not always an option though. I feel that the majority of cars and bikes and pedestrians in this area have learned already how to co-exist and the best thing you could do would be to not get in the way of our transportation evolution. Again, the traffic calming with speed humps and more 4 way stop signs would go a long

way to achieving a safer but functional environment for the people who live here. Also, all of these proposals have been brought forward in covid times, and with the cruise season at bay, most of us have fallen back in love with our community. But once it starts up again, the heavy weight of it's presence may make a lot of these suggestions unbearable.

Screen Name Redacted

3/12/2021 03:41 PM

I'm more in favour of Michigan St to be the route of choice for the reasons given in the previous question

Screen Name Redacted

3/12/2021 06:18 PM

i do not see the need

Screen Name Redacted

3/12/2021 07:26 PM

I'm loving the two-way bike lane separate from foot traffic on Dallas Road, near the breakwater. Place making benches are a nice touch. Bright colours bring joy!

Screen Name Redacted

3/13/2021 12:37 PM

At the recent JBNA Zoom meeting, the most frequently asked questions were "Why are we doing this?" and "What problem are we trying to solve." Even the cyclists in the meeting said they had no problem with Government Street as it is now. Contrary to City Council's apparent belief, cars are not going to disappear. They will change and become less destructive to the environment but they will not go away. Most of the participants in the JBNA meeting who are cyclists said they also had cars they used to get to distant parts of the area, especially when shopping for large or heavy goods. The plan for Government Street would divert traffic to Douglas Street, where there is a school, a playground, and Beacon Hill Park with its heron nesting area, and on to Menzies, where there is already a lot of traffic, including a lot of pedestrian traffic, especially around the shopping areas. Government Street is a major route for James Bay residents leaving and entering their neighbourhood. Blocking Government from both ends and limiting traffic between Superior and Dallas will only compound the problems, on a daily basis and even worse when there are events downtown, such as Symphony Splash, Canada Day, Dragon Boat Festival, etc, etc. Limiting options for exit from James Bay could even be disastrous in the event of a tsunami or other major emergencies when all James Bay residents need to exit quickly. This could also be a problem for emergency vehicles moving about in James Bay. The design appears to require more use of our narrow residential side streets, particularly, Michigan which has the school and playground as well as the fire station. James Bay already has a serious problem of inadequate parking to meet the needs of the existing population. It is getting far worse with City Council's approval of densification developments that do not have sufficient parking spaces. Also, tourists and people who work downtown are using parking spaces in James Bay since parking downtown has been reduced to create bike lanes. This project will eliminate already scarce parking spaces (in some segments by as much as 50%) and will make matters even worse. We are already seeing increased tension between residents who have to jostle for limited parking spots. "Reverse-in" angle parking is not a sensible solution. Not only will it not make up for lost parking,

	it is also dangerous.
Screen Name Redacted 3/13/2021 01:36 PM	There are only a handful of residents who can bike to this area. The city wants to spend millions of dollars so a few people can ride their bikes there. It's already bike-safe. Don't make this inaccessible to the rest of the city residents and tourists.
Screen Name Redacted 3/13/2021 03:08 PM	Bicycles already use Govt Street safely -- the option proposed would cut us off from downtown and other parts of Victoria (we live on Niagara).
Screen Name Redacted 3/13/2021 07:17 PM	If vehicle traffic volumes are as low as indicated, these should be reasonably safe.
Screen Name Redacted 3/14/2021 12:52 PM	Do not support adding a bike lane to Superior St. The cycling path should continue down Government to Belleville to Dallas Road.
Screen Name Redacted 3/14/2021 01:07 PM	State of sidewalks is appalling in James Bay. Invaded by vegetation on Simcoe, Niagara and many others. Why not make more streets one way. This would allow for sidewalks, bike lanes, parking... and even cars. This survey assumes that James Bay residents don't go out of James Bay to golf, hike, shop, work, etc.
Screen Name Redacted 3/14/2021 03:47 PM	Would prefer more protection for cyclists. And this stretch is in dire need of wider sidewalks, especially closer to Dallas Road.
Screen Name Redacted 3/14/2021 06:29 PM	I'm not as crazy about the shared-use plan for this section as I believe it does have a fair bit of car traffic. I think perhaps depending on what the plans are for the section between Belleville and Superior, I would re-evaluate.
Screen Name Redacted 3/15/2021 10:44 AM	Please see my comment above on the necessity for this.
Screen Name Redacted 3/15/2021 05:49 PM	Initially, I was horrified by the Southbound closure on Government St. as it would mean I have to go up to Douglas and then immediately west again to get to my home on Government St. After a bit of time and reflection, I feel like it's a mostly acceptable concession for making James Bay more rideable and safer and slower. Currently, it feels like there is a drag strip on Government St. In 6 years of living in James Bay, I have never seen a single police officer checking speeds. Ultimately changing the speed limit without enforcement means no-one is slowing down and being made accountable. The speed bumps will slow people down for the speed bump and then they will speed up in between because drivers are predictable. The shared-use neighbourhood bikeway was piloted on Humboldt (I think), I worry that a very small amount of people became familiar with it and worry that Government Street will become apocalyptic with accidents, horns, horses etc. I hope the City plans to spread the message of any changes, well in advance of construction completion on social media in addition to newspaper and radio. Further to this, Government St. has a lot of history with cars passing horse

carriages because they are slow. I am not even clear if this is technically illegal. I partake in this behaviour now and think there has to be a large education campaign if the expectation is that cyclists will be able to use the entire lane and cars behind them cannot just swing out to pass as they do now. I feel the angled parking at Government and Superior is well-intentioned, but I think there will be tears. If the expectation is that cars will have to back into those angled spots, I think there will be problems. Given experience in parking lots across the city, I truly don't think everyone will be capable to use this parking. I reverse to park all the time and it is certainly a learned behaviour. I have no solution, but this is fairly technical and does not reflect "All ages and Abilities".

Screen Name Redacted

3/15/2021 08:07 PM

This stretch is quite quiet now and one of my preferred cycling routes. Painted bike lanes and traffic calming will help, unless driver's get fed up and try to squeeze by.

Screen Name Redacted

3/15/2021 09:12 PM

Again, I'm imagining an awkward transition from dedicated lanes to a shared-used bikeway, at Belleville. I think I'd prefer that southbound cyclists stick to the west side of Gov't, and northbound cyclists stick to the east side of Gov't, all the way along Gov't St (from Wharf/Humboldt all the way down to Dallas).

Screen Name Redacted

3/15/2021 09:41 PM

Stop this. I'm totally sick of this "all bicycles" and down with everyone else.

Screen Name Redacted

3/15/2021 10:37 PM

Again need to give consideration to those residents who rely on on street parking. This is a high residential area with little or no off street parking available. Cars are still for many their main mode of transportation and their needs need to be considered when planning such major change. One positive that I do see with this plan if implemented it will address the rat racing by the taxi industry during cruise ship season. Having said that however I can also see the negative as Pilot St and Oswego will then become more saturated with vehicle traffic unless calming measures are put in place, ie speed bumps.

Screen Name Redacted

3/16/2021 10:15 AM

Very fond of it! I love taking Government through James Bay and the improvements would make it more enjoyable for pedestrians and people on bikes.

Screen Name Redacted

3/16/2021 11:19 AM

Bike lanes are not needed here.

Screen Name Redacted

3/16/2021 11:41 AM

I am not in favour of making Government one-way northbound in the Michigan-Superior segment. I also do not favour blocking access to Government off Dallas. As a cyclist I am not in favour of closing streets to motorists. It irritates motorists and makes them opposed to bike lanes. As a motorist who lives at the Vicino condominium at 225 Menzies, closing Government to southbound traffic from Superior to Michigan compounds the already difficult access to the Vicino, which has ~75 commercial and residential parking spots accessible only off Toronto Street. Blocking

southbound Government at Superior will make Douglas the only viable option to access the Vicino via Toronto, with potential increased traffic dispersal onto Parry, Powell, Heather and Young via Michigan through the South Park School crosswalk. Blocking access to Michigan off Menzies further makes Vicino access difficult, and I suspect will also make truck deliveries to the Red Barn Market problematic.

Screen Name Redacted

3/16/2021 01:09 PM

Too much disruption for a major traffic flow artery.

Screen Name Redacted

3/16/2021 04:05 PM

Slowing traffic down on Government street would be beneficial, it's already too narrow in places and people drive it way too fast. I do not agree with stopping vehicle traffic from traveling North on Government Street from Dallas Road. I believe that it will put far too much stress on other, far more narrow Streets such as South Turner, Paddon, Olympia and Battery. Diverting traffic doesn't make it disappear, people will still drive, it just causes more traffic on roads that are not designed to handle it...

Screen Name Redacted

3/16/2021 07:43 PM

Can't wait to see some reverse angle parking. This should be done more often!

Screen Name Redacted

3/16/2021 08:39 PM

THANK YOU! Keep up the great work.

Screen Name Redacted

3/17/2021 09:02 AM

worry about traffic necessary for servicing Ogden Point. It is an large important service commerical/transportation hub.

Screen Name Redacted

3/17/2021 01:10 PM

I think that making traffic one way from Superior Street to Dallas Road, on Government, is too limiting to people who live in James Bay, as they use that Street to get in and out to their houses... and to the ocean. There are only 2 main streets through James Bay, which are Douglas and Government and now you want to make one of them a one way street. You'll just create more traffic on other streets that are not meant to have that kind of traffic flow. It's just another obstacle and disruption, unnecessarily created by Mayor Lisa Helps and City Council and imposed upon us good citizens. You constantly use the term, 'traffic calming' and 'to reduce traffic volume' as if we live in a large and very populated city like NYC or a country like Bali or India,... These overly safe measures are ridiculous and unnecessary and just create more obstacles. I truly trust that pedestrians, cyclists and vehicle drivers have and can oblige each other in a safe and courteous manner without all of the control and concrete barriers that the Mayor and City Council have installed and continue to install in an absurd and overdone manner. This is a fairly small city without very much traffic, especially in the neighborhoods and your entire approach has been and is a waste of money and a huge imposition to businesses and citizens alike. It's way overdone and just creates more complications and obstructions everywhere. We can't even recognize our city anymore. It just looks like and feels like a huge obstacle course. The Vancouver Street bike path is ridiculous. There's hardly any bikers using it

AND it was already wide enough for cars and bikes to share the road. You all, at City Hall, act like Victoria is some kind of hugely populated city, with a ton of traffic and bikers.... It isn't and didn't need and doesn't need all of your interference and rerouting and redirecting. Just cease and desist already!!! This is not my choice of how I'd like my exorbitant amount of property tax dollars spent. You're all 'nuts' about implementing so many overt safety measures, as if people are getting run down by cars constantly, which is not the case. It's similar to all of the now generic and overly safe playgrounds. We've all survived without all of these absurd 'safety measures' until now and I'm sure would continue to do so, without all of the interference that you are running in our lives. Thank you anyways, but please just STOP now. You're the ones who need some safety measures placed on you before you completely wreck our once beautiful and compliant city of Victoria, where we considered each others safety, without a ton of concrete barriers.

Screen Name Redacted

3/17/2021 01:44 PM

I disagree with the way design is happening. Those designing are able-bodied people. I find that the way design is happening to streets in Victoria is becoming incredibly exclusive to able-bodied people. Completely goes against diversity and inclusion values. Not all seniors or people with disabilities ride a bike. And as it stands, buses do not go close to the legislature or James Bay thriftys or red barn or other lovely spots that seniors and people with disabilities have frequented in the past... Victoria is becoming more and more inaccessible AND if you are going to make changes, then make ALL parking spots for people with disabilities and seniors. All able-bodied people can then walk / bike in.

Screen Name Redacted

3/17/2021 04:35 PM

because Superior street does not intersect with Dallas road I cannot support it.

Screen Name Redacted

3/17/2021 06:04 PM

Comments made prior

Screen Name Redacted

3/17/2021 06:05 PM

Two proposed restrictions for northbound traffic are not workable. Michigan at Government Street requires northbound for Bird Cages. Dallas at Government will result in cars speeding down South Turner to connect at Niagara/Government or Simcoe/Government. The proposed segments for restricted access are a potential nightmare.

Screen Name Redacted

3/17/2021 06:29 PM

I live on Powell street. If you block off southbound traffic on Government how are residents of Parry, Powell or Heather supposed to access their streets. It forces you to go all the way to Menzies or Douglas. Those are the longest blocks in Victoria. Get rid of the parking on the west side of government between Superior and Michigan and put the traffic calming feature at Michigan

Screen Name Redacted

3/18/2021 10:26 AM

I don't agree with making part of Government one way. I think that will snarl access through James Bay too much.

Screen Name Redacted

3/18/2021 10:31 AM

Bike lanes elsewhere in the city have been disastrous. Two-lane bikeways on one way streets, on opposite sides of the street is ludicrous and dangerous to cyclists! A bike lane on wharf rather than government is poor city planning. Do not bring this nonsense to James Bay.

Screen Name Redacted

3/18/2021 04:47 PM

DO NOT restrict access between Superior and Michigan and at Dallas Rd. Traffic needs to flow in both directions especially following major public events near the legislature or the TC 10k. Traffic, incl emergency vehicles need to be able to get around the neighbourhood.

Screen Name Redacted

3/18/2021 05:42 PM

The northbound connection at Superior St will be awkward for cyclists to cut across traffic. Even with no southbound traffic, the northbound traffic will drive between the bike lanes, and this design forces the cyclists to cut across that flow, which is a major negative. Also, speed humps + bicycles is an awkward combination that is less than ideal.

Screen Name Redacted

3/18/2021 07:35 PM

I don't understand the necessity of closing Government St to southbound traffic at Superior or northbound traffic at Dallas. Seem overkill.

Screen Name Redacted

3/19/2021 01:26 PM

I hope that the City of Victoria is actually going to start listening to what us local citizens and taxpayers are saying.

Screen Name Redacted

3/20/2021 02:16 PM

What is happening to the transit stops in the 600 block? Many, many, many people work in this area and take transit. Don't f' that up for the sake of cyclists.

Screen Name Redacted

3/20/2021 06:32 PM

I am a long time resident of James Bay or its adjacent areas. I am a homeowner in James Bay and an avid cyclist. I cycle for transportation and for sport. I do not support altering James Bay roads for cycling. I strongly disagree with the proposed initiatives.

Screen Name Redacted

3/21/2021 12:44 AM

I am curious what the plan is for Government between Belleville and Superior. I gather vehicle traffic will be one-way Northbound. That will make Douglas the \*only\* option into JB from downtown, putting much pressure on the Douglas/Superior/Southgate intersection, and increasing traffic on Menzies (in front of South Park School and the fire hall).

Screen Name Redacted

3/21/2021 12:18 PM

I vehemently oppose not having two way traffic into James bay on government street at superior. Not having two way traffic on government at the superior intersection will move more traffic to the other streets into James Bay. There are already limited entries as there are many one way streets in that area of James Bay. More traffic on the other streets will make it less safe for my children to cycle. It will move more traffic using Michigan and Toronto street to get into the area which are the access streets to the elementary school and park grounds. Having speed humps, lowering the speed limit or other traffic calming measures would be better while still allowing two way traffic on government street. I currently cycle through James bay and downtown on government street for my commute and the only section that I see needing change is the block between Belleville and superior where the transit exchange is located. I don't cycle quickly so feel

	unsafe cycling beside buses which may not see me before pulling out of their stops.
Screen Name Redacted 3/21/2021 05:10 PM	Nothing is required as Government Street works well as it is. If the portion between Belleville and Superior Street is blocked off to southbound traffic, it will place further restrictions on movement of all traffic into and out of James Bay affecting adversely all residents. Real concern for medical emergencies!!
Screen Name Redacted 3/21/2021 08:31 PM	I don't understand what you mean by "complete streets". I don't like the removal of parking. This is North America. Whether you like it or not we all have cars, need our cars, (Public transportation is awful for so many reasons.) and making it harder for car drivers isn't going to make them go away.
Screen Name Redacted 3/22/2021 08:22 AM	As part of the City objective to reduce vehicles and pollution it makes perfect sense to improve infrastructure that allows safer alternative transport options.
Screen Name Redacted 3/22/2021 08:28 AM	please do not provide any more two way bike lanes PLEASE
Screen Name Redacted 3/22/2021 09:32 AM	it wasn't clear if there was a reduction in volume. I don't think sharrows are worth the paint to create them, esp if traffic volumes and speeds are the same.
Screen Name Redacted 3/22/2021 09:37 AM	Stop ruining our streets
Screen Name Redacted 3/22/2021 10:03 AM	Stop this dumb ass idea
Screen Name Redacted 3/22/2021 04:03 PM	Victoria does not need any more bike lanes. However, the roads definitely need work and Beacon Hill Park needs to be cleaned up. Moving forward there should never be camping allowed in Beacon Hill Park.
Screen Name Redacted 3/22/2021 04:19 PM	This section isn't as busy as the others. A shared Street could work and it doesn't reduce on street parking. The reduction of on street parking is a major factor with those with mobility issues and you have to take that into consideration. Not everyone like myself can ride a bike.
Screen Name Redacted 3/22/2021 05:07 PM	Wider street with some bike lanes already built. As a JB resident, this route does not take me to the commercial centre. I rarely travel this route by bike now and am unlikely to change my travel habits even if it's built. Who is this route meant to satisfy?
Screen Name Redacted 3/22/2021 11:49 PM	This route will eliminate parking in an already dense and parking starved neighborhood. Better alternatives are available.
Screen Name Redacted 3/23/2021 11:12 AM	Parking is already at a premium on my 200 block Government and I fear losing more parking spaces. We already "fight" over them. With that said, calming down the traffic on this road would be appreciated. PLEASE



	<p>PLEASE PLEASE put a four way stop at the Simcoe/Government intersection. Cars and cyclists frequently collide or have near misses; and unfortunately the less responsible cyclists also travel west down Simcoe (yes, the wrong way) and sail through that intersection... often, entire families like ducks in a row. Sooner or later there will be a fatality. Please avoid tragedy by placing a four way stop there - it will also slow down traffic, which will fit in with your goals.</p>
<p>Screen Name Redacted</p> <p>3/23/2021 01:45 PM</p>	<p>I support advisory bike lanes only</p>
<p>Screen Name Redacted</p> <p>3/23/2021 03:01 PM</p>	<p>I fully support this design. I'm assuming there will be adequate traffic signage for cyclist options at the Superior/Oswego four-way stop...</p>
<p>Screen Name Redacted</p> <p>3/23/2021 04:53 PM</p>	<p>This street is very busy, horses are constantly blocking it. This would only work if horse don't go on it.</p>
<p>Screen Name Redacted</p> <p>3/23/2021 07:22 PM</p>	<p>cyclists have enough room on government as is. i ride down it at least once a week and never have any trouble with drivers not sharing the roadways</p>
<p>Screen Name Redacted</p> <p>3/24/2021 03:21 PM</p>	<p>Traffic calming is not needed on this portion. It is already narrow enough that cars and bikes have to travel slowly even now. Any loss of on-street parking is a bad idea that will disadvantage home owners unfairly along this section.</p>
<p>Screen Name Redacted</p> <p>3/24/2021 04:01 PM</p>	<p>Shared use is far less safe, needs heavy traffic calming to be effective</p>
<p>Screen Name Redacted</p> <p>3/24/2021 06:02 PM</p>	<p>James Bay is a peninsula neighbourhood surrounded by the sea with limited points of entry. Blocking off southbound traffic on Government Street at Superior will block one of the few thoroughfares into and out of James Bay for both residents and visitors. This will create traffic jams here as vehicles are diverted to other streets, specifically to Douglas and Menzies. Douglas at Superior is a school zone and increasing traffic is not what our neighbourhood children need. It is also a fragile area for nesting herons in Beacon Hill Park which would seriously disturb the nesting herons. Menzies traffic is already heavy given the increased density of housing and services in that area. The traffic jams will create even greater chaos during special events like Symphony Splash, Canada Day, etc. Blocking traffic and limiting Government as an exit route from James Bay could be dangerous in the event of an earthquake or tsunami, when residents could be prevented from exiting quickly to safety. Blocking northbound traffic from Dallas Road will also create bottle necks of traffic. City Council has just completed a similar project on Vancouver Street where through traffic was eliminated and traffic diverted to smaller residential streets and other already heavy traffic streets. We need to slow down and evaluate the impact of such changes on traffic flow and on the neighbourhood as a whole. It does not make sense to rush into yet another major project that is not wanted by the community before</p>

there is clear evidence of the benefits and risks. Regarding the proposed "reverse in" parking, they will not make up for all the parking that will be lost and are accidents waiting to happen. Let me also repeat: while I support safe and accessible streets for pedestrians and cyclists, I have not marked support for "complete streets" because I fear this City Council will use that to mean separate dedicated bike lanes on every street, including residential streets like Government.

Screen Name Redacted

3/24/2021 11:15 PM

I like the barriers to entry at Superior and Dallas. I'm generally a bit nervous with the share roadways, but if traffic counts decline to 500 vehicles per day, this seems like a winning solution. I would encourage you to include horse-drawn carriages as a vehicle permitted to turn onto Government at Dallas and go south through Superior, or engage the sector on other alternatives for them.

Screen Name Redacted

3/25/2021 11:19 AM

I do support 'complete streets' approach but i think that with traffic calming measures and a slower speed limit, the shared-use will work.

Screen Name Redacted

3/25/2021 01:34 PM

I am concerned that this would divert traffic from this major artery to other roads, like Montreal next to my house. We already have to deal with drivers speeding down Montreal Street, in spite of the recently installed speed bumps. I would be concerned about having to deal with more drivers in my part of James Bay as a result, and I'm not sure I see the utility of a bike path going all the way down Government to Dallas when there are plenty of ways of cyclists to get to Dallas on quiet roads.

Screen Name Redacted

3/25/2021 05:30 PM

Would make it difficult to access my residence. Presently get picked up on the east side of the street. Also longer have the opportunity to turn north from Dallas Road. Will it be one going south?

Screen Name Redacted

3/26/2021 12:14 PM

Michigan not Superior, preferred and otherwise OK.

Screen Name Redacted

3/26/2021 07:52 PM

The street seems too narrow to allow parking on both sides of the street, as well as a cycling lane and one way vehicle. I'm concerned visibility will be a problem.

Screen Name Redacted

3/26/2021 10:08 PM

Entering and leaving James Bay by vehicle can already be difficult given its dense population and few entry/exit options. This proposal is going to make this more difficult for the residents, for the benefit of a few cycling residents, and many cycling visitors. I would prefer traffic calming only.

Screen Name Redacted

3/26/2021 10:20 PM

There are some portions of the proposed design of Gov't St I do not agree with. Hoping that this survey will have questions broken down into various blocks of Gov't St so I can be more specific.

Screen Name Redacted

3/27/2021 09:44 AM

The question is loaded with the word "Safety". I don't support cycling networks, but who can say they don't support safety. The two are not inseparable, but your question unfairly forces a positive response to a proposal I DO NOT support. What is currently "unsafe"?

Screen Name Redacted

No pedestrians

3/27/2021 06:43 PM

Screen Name Redacted

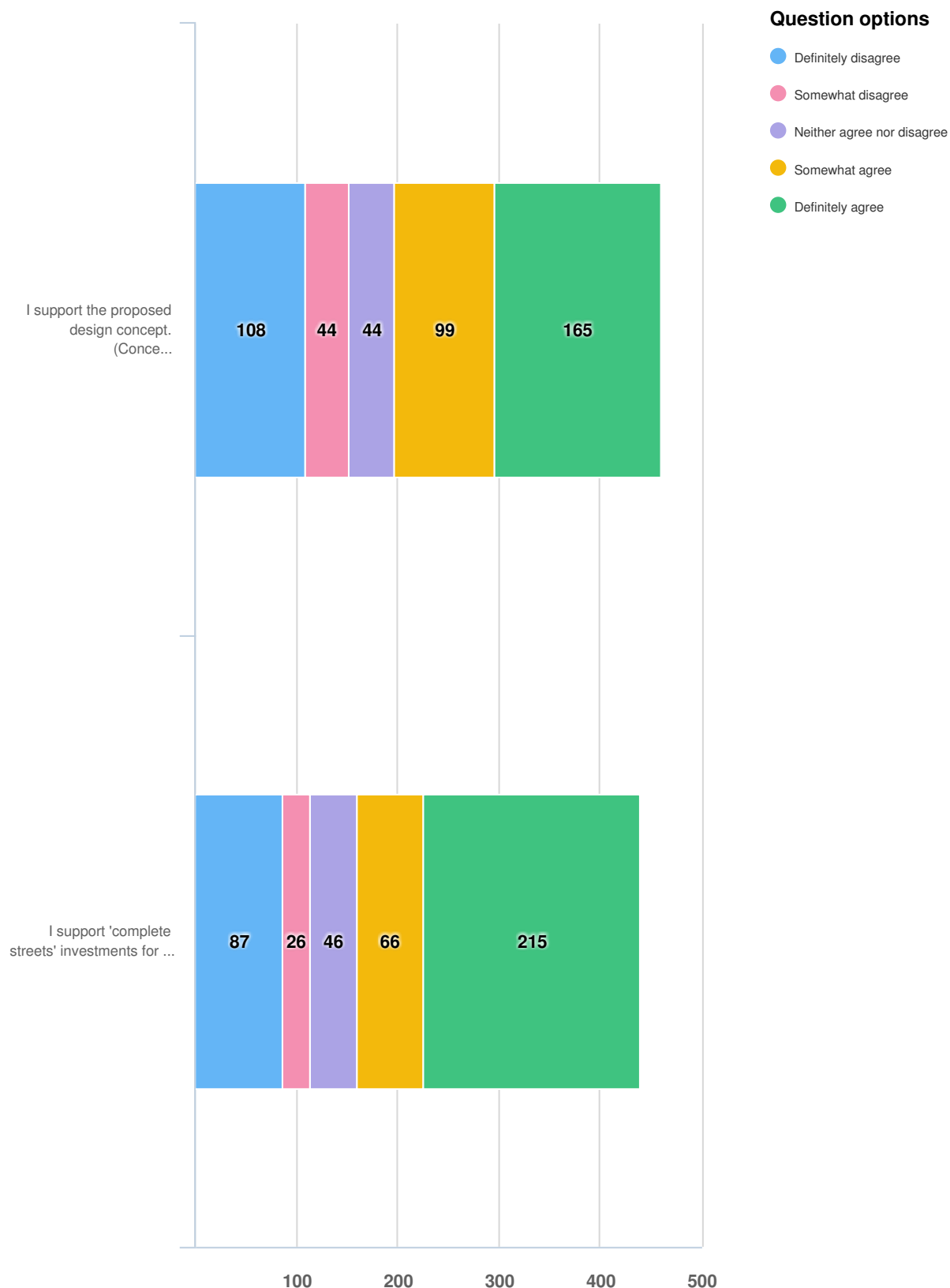
We just do not need this change.

3/28/2021 07:36 AM

**Optional question** (262 response(s), 211 skipped)

**Question type:** Essay Question

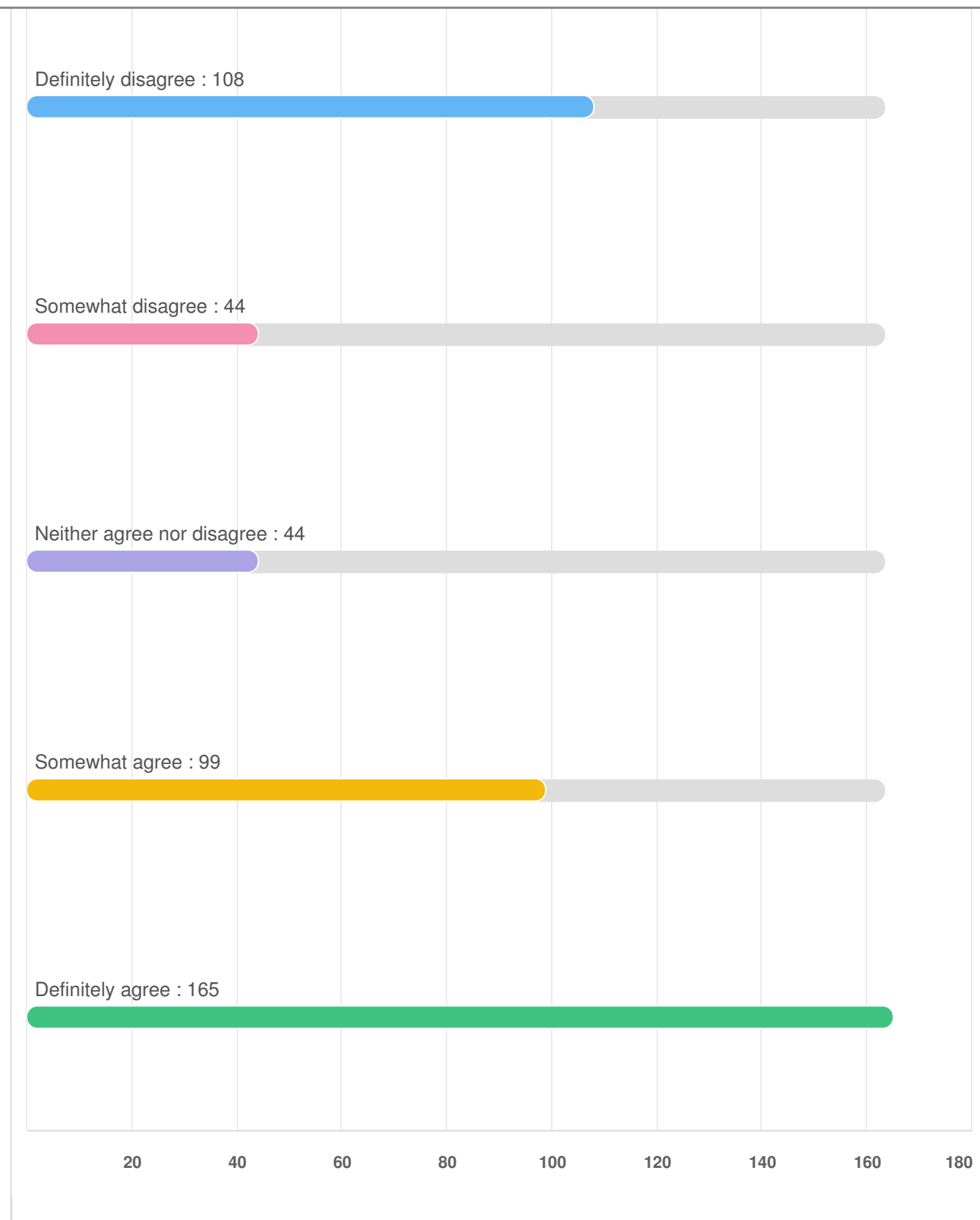
**Q10** Please rate your level of support for the shared-use neighbourhood bikeway design approach.



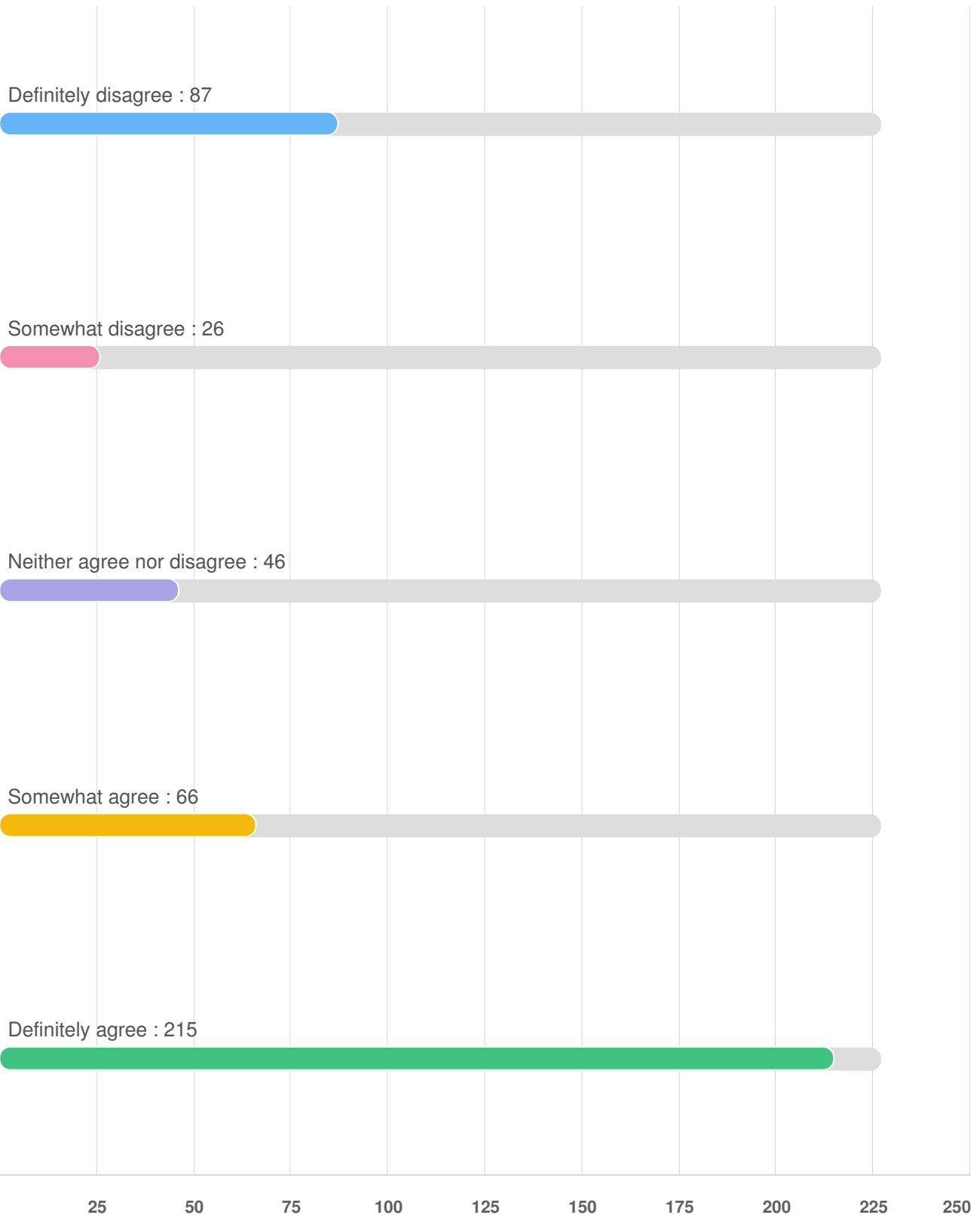
Optional question (462 response(s), 11 skipped)  
Question type: Likert Question

**Q10 | Please rate your level of support for the shared-use neighbourhood bikeway design approach.**

**I support the proposed design concept. (Concepts are refined during the detailed design phase, after direction from Council.)**



### I support 'complete streets' investments for pedestrians and cyclist road safety, in general



**Q11** Add a comment, if desired, regarding your level of support for this design approach.

Screen Name Redacted

2/06/2021 12:43 PM

Is the Montreal St. corridor plan considering a connection to the new park in front of the Laurel Inn?

Screen Name Redacted

2/06/2021 01:54 PM

There seems no reason to change the street as it is. Wide enough for all to safely enjoy

Screen Name Redacted

2/06/2021 07:01 PM

There is a lovely bike lane in Dallas road. Why must we add more?

Screen Name Redacted

2/07/2021 02:23 PM

will need wayfinding to tourists can follow the route but it would be good to connect to easily connect to the Dallas pathway.

Screen Name Redacted

2/07/2021 08:52 PM

Adding signs to mark the bike route at key intersections.

Screen Name Redacted

2/08/2021 03:41 PM

Difficult enough to negotiate Michigan street whether walking, cycling or driving. Lanes will only make it more dangerous. Don't want my tax dollars spent on any more lanes.

Screen Name Redacted

2/09/2021 04:47 PM

I like the idea of a connection with the end of the Dallas Road bike lanes. It will allow for a great loop route around Victoria.

Screen Name Redacted

2/09/2021 05:11 PM

We need more one way streets in James Bay. I live at the corner of Simcoe and Montreal Street, only now during the pandemic can people with physical disabilities come out on their scooters. The sidewalks are too narrow and more room for non car traffic is required.

Screen Name Redacted

2/09/2021 05:20 PM

I don't see this route getting used very much. It doesn't really have any major destinations on the route (school entrance is a full block away) or link to a bike route on the northern end. Montreal St is already pretty quiet. Perhaps a few minor traffic calming measures can improve this but I don't think a major investment is warranted. Maybe get GVHA to pay for it since it will link directly to Ogden Point? Charge a surcharge to cruise ship passengers to cover the cost over time.

Screen Name Redacted

2/09/2021 07:59 PM

Oswego might be better. It starts at the Clipper dock. Can be easily accessed off of Belleville and goes goes right by South Park School.

Screen Name Redacted

2/09/2021 09:09 PM

It is a quiet street, hardly any car traffic anyway so it will not cause any problems.

Screen Name Redacted

2/10/2021 01:33 PM

Fully protected lanes might hinder access to driveways, but this approach allows for reduced traffic and lowered speeds. Please follow through with enforcement.

Screen Name Redacted

This is where I live. This will make a very significant improvement to road



2/10/2021 01:38 PM

safety in our neighbourhood. A four way stop will be needed at the Montreal and Niagara Streets intersection. The sooner the better for safety. We are very glad the speed bumps are going in this year, thanks a big bunch.

Screen Name Redacted

2/12/2021 11:02 AM

Keep bikes on Dallas Road and leave our neighborhood streets alone. Between taxis, buses, tourists and cyclists it's like a freeway out here. How dare you impose this on James Bay.

Screen Name Redacted

2/12/2021 04:16 PM

I like the proposal, but am concerned about adding parking to the west side of Government Street. I live on Government street and already find it hard to pass oncoming traffic when cars are parked on the east side.

Screen Name Redacted

2/12/2021 05:44 PM

more crosswalks are needs. we don't need anymore bike lanes.

Screen Name Redacted

2/12/2021 07:20 PM

If you want a connection from Wharf to Dallas round on Bellevue and head up Oswego.

Screen Name Redacted

2/12/2021 08:10 PM

Why does the route do a dog-leg onto dock st? People will just ride to end of Montreal St anyway.

Screen Name Redacted

2/12/2021 08:23 PM

Protected bike lanes would be the best option

Screen Name Redacted

2/12/2021 08:44 PM

i think the cycling options are adequate as they are

Screen Name Redacted

2/12/2021 08:56 PM

Why not run it straight down to Dallas? The Dock Street intersection is already way too busy with pedestrians crossing and cars turning. Running it to Dallas along Montreal would lessen the congestion. And eliminate and unnecessary turn off Montreal.

Screen Name Redacted

2/13/2021 06:40 AM

Fully endorse the "street calming" with speed bumps. Many many speeders down this street. It is incredibly unsafe during the cruise ship season with taxis. Many children living/playing along this street.

Screen Name Redacted

2/13/2021 10:22 AM

Similar comments to Michigan - but in addition Montreal Street is already a dead end on the north end and has lower traffic volume.

Screen Name Redacted

2/13/2021 10:26 AM

wrong street - need use by residents - this only serves a few people and blocks off traffic on a b=narrow street Consideration does not include the new Simcoe one-way impacts bad bad bad

Screen Name Redacted

2/13/2021 12:17 PM

I would prefer to see the Dallas Road 2-way protected bike lane extended another block to connect directly to Montreal Street. In general, I think it is best to make cycling routes as direct as possible, without having people memorize multiple turns along a more circuitous route. People like to remember "Montreal Street" as a good bike route, not remember "Montreal to Niagara to Dock to Dallas" as a bike route. There is ample room on this block

of Dallas Rd if parking was removed. I would also like to see improvements to the way Montreal Street interacts with Kingston. It's a narrow little bike entrance onto Montreal Street that is hardly noticeable and only wide enough for one way bike traffic. I'd love to see this widened with bike symbols in either direction.

Screen Name Redacted

2/13/2021 02:27 PM

My preference would be for the Government Street corridor over the Montreal Street corridor. Government has more connections to other AAA streets and more protected/separated bike lanes.

Screen Name Redacted

2/13/2021 09:34 PM

Low traffic volumes there make shared streets a good approach.

Screen Name Redacted

2/13/2021 09:48 PM

I live on Montreal right by the tennis courts. I really like the new speed humps and I fully support more of them so that's great. Cars still speed down this road but I think there's slightly less traffic blazing through now, though it's tough to pin down the reason give the lack of cruise ships now. Taxis are brazen here, they rip through the neighbourhood so making this unattractive to cars is highly supportable! I also like this route because we should be thinking more about getting tourists from the cruise ships to downtown by bike and supporting bike rental (with e-bikes) companies setting up shop at the terminal. That said I think instead of jutting to dock street, it's much more natural to link right up to the cruise terminal parking lot all the way to Dallas. If the goal is to connect with the new Dallas lanes, which is a great goal, we should find a way to simply connect the Dallas lanes up to the Montreal for a block. That way we make the direct connect to cruise ships in a visible way. Finally, I think there should be a more involved intervention or two somewhere along the route. I think blocking car traffic either northbound or both at Simcoe would be great or putting a stop sign and pedestrian bulb-outs somewhere like at Montreal might work.

Screen Name Redacted

2/14/2021 01:12 PM

Would prefer a bike lane

Screen Name Redacted

2/14/2021 01:47 PM

I would rather see this North/South segment run along the water route (Belleville Street and it's many names) past Fisherman's Warf and Ogden Point and then connect with Dallas Road. Currently this route is very popular with cyclists and would be an excellent route to connect to the cruise ship terminal, Fisherman's Warf etc... Much better route to promote cycle tourism in the city.

Screen Name Redacted

2/14/2021 06:50 PM

I do not think that special bike lanes are necessary in James Bay

Screen Name Redacted

2/15/2021 11:19 AM

I see no attention to public transit in these plans. Before choking out all the cars, you should consider ALL residents and not just cyclists.

Screen Name Redacted

2/15/2021 03:48 PM

I think we should do this, but not in opposition to a better, more protected cycle lane on Superior.

Screen Name Redacted 2/15/2021 04:11 PM	Highly support it will be great to connect to the Dallas Road path
Screen Name Redacted 2/15/2021 04:51 PM	The use of Abilities seems disingenuous. There is nothing in the design for disabled people. Please advise if the City would appreciate it if I killed myself.
Screen Name Redacted 2/16/2021 11:19 AM	You have my full support, confidence, and appreciation!
Screen Name Redacted 2/16/2021 12:29 PM	Pendray to Dallas bike lanes would be a better approach
Screen Name Redacted 2/16/2021 12:59 PM	Would prefer a dedicated bike lane as it's safer and more comfortable to bike along.
Screen Name Redacted 2/16/2021 05:27 PM	Put the bike route on Oswego. The jog onto Dock is a bad joke.
Screen Name Redacted 2/17/2021 12:27 PM	I skipped over this so I'm not going to comment :)
Screen Name Redacted 2/17/2021 01:43 PM	Speed bumps were recently installed in front of our house (on Walnut) and i have noticed that they don't really slow down people driving cars very much
Screen Name Redacted 2/17/2021 02:53 PM	And again, it's better than nothing. Montreal St from Simcoe to Dallas Rd has been reduced to 30km and speed humps installed but, as this street is used as a shortcut to Ogden Pt Terminal, most motorist speeds are still too high. I would prefer a protected bike lane on Dallas Rd but I can see that this would be challenging.
Screen Name Redacted 2/17/2021 02:54 PM	James Bay streets are too narrow. Bike lanes would increase accidents, decrease safety.
Screen Name Redacted 2/17/2021 03:06 PM	I'm not sufficiently familiar with the use of these streets to comment other than to say that minimal cost options must be considered if this is being pursued. I use the cycling lanes on Fort and Pandora and, forgive the automotive metaphor, feel that the cost/meter to create safe cycling conditions is excessive given other capital priorities around the municipality.
Screen Name Redacted 2/17/2021 04:51 PM	seems a bit silly to have the jaunt to Dock st. and then down to Dallas, when it might be easier to just have the path along Dallas continue to Montreal at Dallas and then go straight up Montreal?
Screen Name Redacted 2/18/2021 07:41 AM	All improvements are necessary for the safety of cyclist traversing the city between the Galloping Goose Trail and the new, Dallas Rd. Waterfront infrastructure connecting to all points east and the Seafront routes to Willows

	Beach and beyond.
Screen Name Redacted 2/18/2021 11:32 AM	With traffic calming and low traffic volumes, shared-use neighbourhood bikeways are a really sensible approach.
Screen Name Redacted 2/18/2021 06:13 PM	Please consider adding traffic calming measures and pedestrian safety measures at the intersection of Montreal Street and Superior Street.
Screen Name Redacted 2/18/2021 10:33 PM	I would like the Superior St. design with protected lanes.
Screen Name Redacted 2/19/2021 01:25 PM	Similar to government street - while this is an improvement I would not describe it as AAA and prefer higher level of safety and separation of cyclists and vehicles. I am also not clear why there is a reliance on speed humps as opposed to traffic diversion measures (e.g. common in East Vancouver)? While it is positive to have an improved route for cyclist and complete streets safety I think the design could be improved further.
Screen Name Redacted 2/19/2021 01:47 PM	Not sure this would be necessary if bikelanes were provided along dallas from ogden point , past shoal point.
Screen Name Redacted 2/19/2021 02:19 PM	I would like some curb cuts for cyclists to make it easier to transition from Montreal onto Kingston or to continue towards Laurel Pt. I also think this intersection needs an improved pedestrian crossing.
Screen Name Redacted 2/20/2021 07:59 AM	As the designs indicate, I would wish to preserve some on-street parking on Montreal, as I will soon live on the street. I fully support the traffic-calming measures of speed bumps.
Screen Name Redacted 2/20/2021 09:06 AM	Very little traffic here and thus a logical place for a shared cycle /car corridor
Screen Name Redacted 2/20/2021 10:12 AM	Why do we need two north south bike routes? Why do we need old established neighborhoods turned upside down? I walk these routes daily. These are quiet residential areas with room for cars, pedestrians and bicycles as they are now. This feels like a solution in search of a problem.
Screen Name Redacted 2/20/2021 01:20 PM	How is a traffic circle going to increase safety for bikes? The less concrete in this city, and James Bay in particular, the better! Highlighting that the route is a bike route by painting signs on the road, which I believe is the proposal, is certainly enough.
Screen Name Redacted 2/20/2021 04:50 PM	See other comments. These projects are an enormous waste of money.
Screen Name Redacted 2/21/2021 09:42 AM	Montreal Street, like Oswego, should be a one way street with a bike lane on the west side, then the driving lane, then a parking lane. You could even install those yellow posts to make it even more protected.
Screen Name Redacted	Should work if traffic volumes are not expected to increase

2/21/2021 12:43 PM

Screen Name Redacted

It makes sense for this street

2/21/2021 12:45 PM

Screen Name Redacted

Is the humboldt street design not an option? It would have more impact.

2/21/2021 03:48 PM

Screen Name Redacted

Good design. There will also be considerable bicycle traffic on the roadway adjacent to Fishermans' Wharf Park and the DFO/CCG base from cyclists doing the "scenic shore route". This should not detract from the plans for Montreal Street.

2/21/2021 04:47 PM

Screen Name Redacted

If I can find a low-traffic street to ride on, I prefer it to even separated bike lanes. There is much less to watch out for and fewer opportunities to be involved in a dangerous situation with drivers on busier roads.

2/21/2021 04:51 PM

Screen Name Redacted

Ok, we went from a query about Superior Street to Montreal Street. We were not able to comment on Michigan street - our preferred route.

2/21/2021 06:23 PM

Screen Name Redacted

Speed humps are problematic for cyclists. I've wiped out on them in the past. I really want a route in which I'm in a protected lane all the way.

2/22/2021 11:04 AM

Screen Name Redacted

There is no need for speed humps. You can improve the cycling routes without making the lives of drivers miserable and negatively affecting their automobiles. And guess what? When drivers have to slow down, their cars idle at higher revs, and cause more pollution. Speed bumps are evil!

2/22/2021 11:39 AM

Screen Name Redacted

See above

2/22/2021 11:52 AM

Screen Name Redacted

Again, I use this route now and it's mostly fine to bike without improvements. Very residential, so changes will be contentious.

2/22/2021 11:52 AM

Screen Name Redacted

This recommendation doesn't take into account that the vast majority of cyclists in James Bay are not commuting on Montreal. Cyclists like the ocean road and are not likely to change the route to go up Montreal.

2/22/2021 12:50 PM

Screen Name Redacted

I prefer the Superior Route but would also support the Montreal route as an alternative.

2/22/2021 01:43 PM

Screen Name Redacted

See comment above

2/22/2021 02:27 PM

Screen Name Redacted

Montreal is already a quiet street, given the closure at the Kingston end. The new speed humps help reduce speed near the daycare. A four way stop at Montreal and Superior would provide the only other needed calming (and allow cyclists to turn safely in to the protected bike lane.

2/22/2021 02:47 PM

Screen Name Redacted

2/22/2021 02:53 PM

We don't need more bike lanes to block narrow streets and take away parking and accessibility!

Screen Name Redacted

2/22/2021 03:58 PM

James bay streets are too small for bike lanes. I rode to James bay elementary from grade 3-7 Then to central & vic high and didn't need a bike lane. Bike lanes are so skinny and over signed I wouldn't even use them. The city looks like there was a sale on road signs. You all are making intersections way too confusing. I see people go through reds on the silly no right hand turns on a red light. Put more effort into making sure people have to try a bit harder to get a drivers license. Has any upgrades to the road knowledge book for getting information on new bike lane road signs?

Screen Name Redacted

2/22/2021 04:18 PM

No level of support

Screen Name Redacted

2/22/2021 04:47 PM

The Montreal Street corridor as proposed will lead to conflict between road users. Separated, one-way protected bike lanes would reduce this conflict for the safety of everyone. This conflict will be particularly at play during cruise ship season as we in James Bay already see conflict between taxis and busses and to a smaller extent carriages down our narrow streets.

Screen Name Redacted

2/22/2021 06:34 PM

the bike lanes are unsafe for handicap people to cross

Screen Name Redacted

2/22/2021 08:48 PM

This survey is too narrow

Screen Name Redacted

2/22/2021 08:55 PM

Continue fully on Montreal and extend Dallas rd path way Speed cushions instead of speed humps to allow cyclist to pass on level surface

Screen Name Redacted

2/22/2021 10:24 PM

For this route, Montreal St, with the proposed shared use makes sense as it is typically is a quieter street. In addition to encourage safe travel by bike it would further assist in (hopefully) not having taxis using this road as a shortcut to Ogden Point during Cruise ship season.

Screen Name Redacted

2/22/2021 10:48 PM

Still don't like sharrows, but as it's a residential street it can work as long as intersections are treated properly.

Screen Name Redacted

2/23/2021 06:45 AM

The mayor should recognize that in the last municipal election a large majority of Victorians voted against her. Unfortunately, their votes were split among three candidates.

Screen Name Redacted

2/23/2021 11:56 AM

As part of making the route desirable for cycling, may I suggest yield signs instead of stop signs! Adding these along bike routes would make them feel more convenient.

Screen Name Redacted

2/23/2021 03:02 PM

Not in this area! Not required, waste of taxpayer dollars.

Screen Name Redacted 2/23/2021 04:45 PM	Doesn't need too much work IMO
Screen Name Redacted 2/23/2021 08:52 PM	James Bay is an area for many events ie at the Legislative Buildings, marathons etc. Those of us who rely on the bus service and other alternative means of travel find it already difficult to get from point A to B.
Screen Name Redacted 2/23/2021 10:18 PM	Creating bike lanes in James Bay is a costly mistake. Please stop wasting tax payers money by building any further of these obstructions on our City's streets.
Screen Name Redacted 2/24/2021 02:18 PM	A couple of concerns: isn't Montreal St. a major route used by taxis headed to/from the cruise ship terminal? Also, Is Montreal wide enough to facilitate a shared-use by both vehicles and bikes?
Screen Name Redacted 2/24/2021 06:40 PM	You messed up Vancouver St., BIG TIME. Learn from your mistakes and leave things as they are. All these roads are just fine for cyclists and motorists as is.
Screen Name Redacted 2/25/2021 11:05 AM	Please not Montreal St.! It is narrow, crooked (dogleg at Simcoe) with a high need for street parking due to sport park, kiddie park, tennis courts and two daycares.
Screen Name Redacted 2/25/2021 12:16 PM	Even dumber
Screen Name Redacted 2/25/2021 12:51 PM	We live on Ladysmith St. so this is a very welcome upgrade! I think diverting along Niagara and Dock is the best option. The bottom of Montreal is a weird place to come out onto Dallas road, at least currently. The connection at Dock and Dallas is already looking great and would be ideal to connect Dock as well.
Screen Name Redacted 2/25/2021 02:18 PM	Same as before.
Screen Name Redacted 2/25/2021 02:30 PM	protected would be better than shared use
Screen Name Redacted 2/27/2021 02:33 PM	Generally I don't love this type of design but I acknowledge it is probably sufficient given traffic levels in this area, and I see government st being the bigger priority given commuting needs. Would like to see the cruise ship terminal offer bike rentals for cruise passengers to reduce bus and cab traffic through James bay. City should help cruise ships aggressively market the opportunity for passengers to rent a bike as the best (and safe) way to explore the city. What a win to have cycling as a way to have visitors see more of the city and do so in an environmentally friendly way.
Screen Name Redacted 2/27/2021 02:33 PM	I don't see much change except painted arrows.

Screen Name Redacted 2/27/2021 06:47 PM	No planning in this day and age should be based on shared use. If the road is shared then it must be dead-ended at each block, with one way access for residents. Only bikes have through fare.
Screen Name Redacted 2/28/2021 09:06 AM	Going to and from Dallas Road by bike, I don't use Montreal St., I use Oswego - with the new stop signs at Simcoe and the speed limit in the school zone.
Screen Name Redacted 2/28/2021 11:05 AM	Fine location. No two way bike lanes. They're bad. One way painted bike lanes are easier for the users to grasp, safer to use, and less costly to install.
Screen Name Redacted 2/28/2021 12:57 PM	I disagree with the traffic circle proposed at Michigan and Montreal - a four way stop would be effective and less disruptive.
Screen Name Redacted 2/28/2021 01:06 PM	As with my other comments this is not the time and does not make transport through the city accessible for all ages and abilities. It does not help my 90 year old neighbour who can walk no more than 3 blocks, or the man down the street with one leg, or the single mom with 3 young children, or my friend who is exhausted from cancer treatments or the many seniors in my building who do not ride bikes for fear they will fall off. Please find a solution that truly works for ALL. Sadly this is not it.
Screen Name Redacted 2/28/2021 01:08 PM	Waste of money as speed limits are already low and again, you will not get cyclists to change the way they circle the city by placing them on streets with lots of stops and traffic lights. Cyclists touring will take the same route they have always taken along the water.
Screen Name Redacted 2/28/2021 02:24 PM	There is no need for this.
Screen Name Redacted 2/28/2021 08:18 PM	I appreciate adding the speed bumps. People in cars often drive over the speed limit without thinking about it. Speed bumps can help slow them down. I wish there were more of them throughout the City.
Screen Name Redacted 3/01/2021 11:18 AM	I am a Montreal Street resident and I strongly support this change. I use this street every day as a driver, pedestrian (along with my toddler) and for commuting to work. This will have a substantial benefit for improving safety for my family and neighbouring families. Critical that the city implements this change.
Screen Name Redacted 3/01/2021 12:40 PM	I live at 225 Belleville so I want to drive freely in and out with as minimal impediment from bike lanes as possible.
Screen Name Redacted 3/01/2021 07:02 PM	Traffic circles fail, but administered right may catch on.
Screen Name Redacted 3/01/2021 09:04 PM	The design reminds me of the Haultain corridor which I feel very safe to ride on. Traffic circles make me a little nervous, just because I feel that the concept may be a bit advanced and may not be totally clear on how traffic



	should behave in one. Are traffic circles considered AAA?
Screen Name Redacted 3/02/2021 09:35 AM	As a cyclist, I avoid shared use bikeways and feel safer on roads that aren't bike routes. They feel too constrained and risky. As a driver, they send me to other surrounding streets. Too much possibility of conflict/danger. As before. Complete Streets does not strike right balance.
Screen Name Redacted 3/02/2021 10:49 AM	No more bike lanes! Stop the spending and total madness.
Screen Name Redacted 3/02/2021 10:49 AM	Montreal is a quiet street and anyone can ride along this street to get to the Breakwater. If they can't ride a bike along this street without a designated bike lane they shouldn't be on a bicycle. I have rode bicycles all my life around Victoria as I grew up in Fairfield and have ridden through James Bay on bicycles for over 50 years.
Screen Name Redacted 3/02/2021 11:52 AM	Another easy street to cycle as it is.
Screen Name Redacted 3/02/2021 12:00 PM	I feel this would be the safest and simplest street to make in a cycle path
Screen Name Redacted 3/02/2021 09:45 PM	Listen to your constituents. The seniors, disabled people, and stop wasting money on things like ping pong tables that nobody uses.
Screen Name Redacted 3/02/2021 10:12 PM	None
Screen Name Redacted 3/02/2021 10:17 PM	Overall as cycling becomes more popular for commuting and leisure it makes sense to expand and improve the infrastructure. However, the current plans and the infrastructure that has been put in place isn't up to task. Where it fails is it's inability to fit in with the existing road network. The changes often result in a messy system for all to navigate. As someone who used to commute to work (30min ride) in Europe, I know there are ways of creating a road system that does not negatively impact motorists but also provides a safe network for cycling. It also comes down to education, all road users need to respect each other as well as being properly educated on how to use the roads. This applies to both motorists and cyclists, this is where I believe vast improvements need to be made before we continue changing existing road networks.
Screen Name Redacted 3/03/2021 06:04 AM	Same as #7
Screen Name Redacted 3/03/2021 03:49 PM	this makes sense as it connects with the new bike lanes along Dallas
Screen Name Redacted	I find the intersection of Michigan and Menzies a hard intersection to cross as

3/03/2021 07:31 PM

it is. Drivers speed through the crosswalk, bikes cut in front as your walking, people j-walk all over the street going to Red Barn. So, I believe adding more traffic to that particular area would be frustrating.

Screen Name Redacted

I don't see this as being as vital as the Superior to Dallas Rd connection.

3/03/2021 09:36 PM

Screen Name Redacted

Waste of money

3/03/2021 10:17 PM

Screen Name Redacted

See previous comments.

3/03/2021 10:38 PM

Screen Name Redacted

This approach fails to first determine if change is in fact desired or needed. Its planners have demonstrated poor decision making by choices in other areas of the city for bike lanes. Disrupting major corridors of vehicle use and access to businesses has resulted in added congestion and pollution, driver frustration (possibly a desired outcome by the planners?) and road rage incidents and dangerous situations due to the lack of space to manoeuvre. (Fort St observations). To limit and impede Government Street is a similar very poorly thought out idea. It is a major artery for motorized commuters and currently the shared used has not posed safety concerns for cyclist. The horse carriages also use this route and such restrictions would make it impossible to safely pass these as occurs now, effectively eliminating them on this corridor. (Also maybe a desired result by some on council?). I find that the house carriages add both desired flavour to the JB neighbourhood and are traffic and soul calming in their own right.

3/04/2021 06:29 AM

Screen Name Redacted

Bike lanes are not needed.

3/04/2021 07:52 AM

Screen Name Redacted

Anything that makes streets safer for bikes and pedestrians is great. This plan puts too much emphasis on cars.

3/04/2021 08:57 AM

Screen Name Redacted

use Oswega

3/04/2021 09:23 AM

Screen Name Redacted

Same comment as in 7.

3/04/2021 09:31 AM

Screen Name Redacted

Will disrupt parking. Street is just wide enough for 2 cars to pass. Adding bike lanes will be a nightmare.

3/04/2021 09:44 AM

Screen Name Redacted

Montreal street is already a narrow road and busy during tourist season and also during tree blossoming season. Adding bike lanes would just make it more dangerous for all

3/04/2021 11:05 AM

Screen Name Redacted

3/04/2021 12:26 PM

So very grateful for this initiative!

Screen Name Redacted

3/04/2021 01:25 PM

I do not support this while existing infrastructure is in bad repair.

Screen Name Redacted

3/04/2021 01:35 PM

I do not support this. The streets and sidewalks are in bad repair and money should not be wasted on bikeway lanes. This is a bad idea.

Screen Name Redacted

3/04/2021 02:31 PM

Not sure this is needed at all; cyclists already use Dallas Road which seems like a realistic alternative.

Screen Name Redacted

3/04/2021 03:49 PM

Wrong street

Screen Name Redacted

3/04/2021 04:20 PM

Neutral - this seems very much to be a local connector route for the immediate neighborhood.

Screen Name Redacted

3/04/2021 05:06 PM

Michigan is more "out of the way" than the other option in my opinion for steady commuters

Screen Name Redacted

3/04/2021 09:04 PM

I grew up in Victoria but recently lived in Berlin for two years, where I got around by bike exclusively. Some of my favourite streets were 'secondary' side streets that used this shared use approach, where cars could still drive on the roads (at a reasonable speed) while they were also being heavily used by bikes. I would seek these out when route planning as they not only felt safer but were actually much more pleasant and fun to ride on. So, I support this style of bikeway design.

Screen Name Redacted

3/04/2021 10:17 PM

Awkward routing. Use Dallas Road instead

Screen Name Redacted

3/05/2021 04:24 AM

This is a necessary connection point and likely to be a very slow street. It balances costs with needs. I do not think traffic circles should be utilized as traffic calming measures, though. The connection to the east west route on superior can be identified through paint, signage, narrowed crossings and curb extensions.

Screen Name Redacted

3/05/2021 04:55 AM

Montreal is a residential street, with hardly any traffic. There are street bumps to slow traffic down even further. It is not a pass through street, traffic is slow, why build a bike lane there? There is definitively not sufficient bicycle traffic to warrant building lane that remain unused, while car traffic as minimal as it is, gets strangled even more.

Screen Name Redacted

3/05/2021 09:56 AM

would like consideration of more room for pedestrians

Screen Name Redacted

3/05/2021 10:56 AM

I like to connect with the existing marked James Bay waterfront cycleway at Fisherman's Wharf. At the end of Superior Street I turn left on to St. Lawrence, Right onto Erie and left on to Dallas Road. I ride on Dallas road until I meet up with the Dallas Road cycle track. It is very unlikely that I will ever use the proposed bicycle route on the Montreal corridor. I also feel that many of the local cyclists will continue to ride the extent of Dallas Road to enjoy the full extent of the Victoria waterfront.

Screen Name Redacted

3/05/2021 01:55 PM

Montreal Street is a very haphazard street. Part of it is wide, but part isn't (the part near Dallas is very narrow), and it seems to zig-zag around. Why would you think you need a bike lane in that direction, anyway? If you put one on Superior, it would go straight to Fisherman's Wharf, and people could (yes, they could, assuming any brains are available) go up to Dallas and take that across, or back on Superior, without any more bike lanes. People do know how to ride, you know, and the area is very small and very crowded. Heaven forbid, they could also walk! People do a lot of that in James Bay. Also there are too many taxis rushing to and from the cruise ships that go up and down Montreal, and the combination of bikes and taxis is not a good one.

Screen Name Redacted

3/05/2021 03:22 PM

As noted above, I would prefer a fully protected bike lane but understand the space limitations there. Lowered speed limits, enforcement of limits and traffic calming measures will be key to make this work

Screen Name Redacted

3/05/2021 03:38 PM

Please see my comments from an earlier question.

Screen Name Redacted

3/05/2021 03:53 PM

I don't mind the shared use model and I think it would work here well. It would be nice to have lots of painted reminders for drivers and also plenty of signs because sometimes it seems like drivers don't realize it is a shared street. Traffic calming in terms of speed and bumps are good but I would love to see more designs like what is on Vancouver street with bicycles allowed to use it as a corridor but not cars. I have noticed this causes very real reduction in traffic and I regularly cycled that route before and after the change and noticed a really positive change in my morning commute. Speaking of shared streets I would love to see prominent markings on Richardson in addition to frequent signage because without traffic calming on that street it seems like many drivers don't realize it is a bike route.

Screen Name Redacted

3/05/2021 10:36 PM

Again, simply adding paint markings and speed bumps to the existing roadway isn't going to change driver behavior adequately to create a welcoming space for all levels of riders.

Screen Name Redacted

3/06/2021 07:30 PM

Montreal is narrow, parking is needed for residents. There are other options.

Screen Name Redacted

3/07/2021 10:39 AM

I believe that more diversionary traffic calming elements (such as diagonal diverters or alternating one-way segments) will be needed to make this a true AAA bike and roll route.

Screen Name Redacted

As I said previously I've been cycling in James Bay forever and it's just fine

3/07/2021 04:15 PM

the way it is. The tally ho carriages or another problem.

Screen Name Redacted

3/09/2021 11:07 AM

At this time, the City of Victoria needs to immediately STOP all plans for bike lanes. The issues of housing and the need to spend what will be many hundreds of thousand dollars remediating Beacon Hill Park and all the other parks in which camping was allowed need to be the priority issues. The "nice to do things" like bike lanes MUST wait. We simply cannot afford to spend a single additional dollar on bike lanes at this time.

Screen Name Redacted

3/09/2021 11:44 AM

This makes more sense than Government Street.

Screen Name Redacted

3/09/2021 01:27 PM

Good fit with plan, sleepier road

Screen Name Redacted

3/09/2021 11:54 PM

The Montreal corridor seems unnecessary. First, there's not much traffic! Do we really want to spend these kind of funds on so little gained? Second, if you focus improvements on a continuous route around the waterfront a cyclist really doesn't save much time cutting through Montreal (no stop signs on the waterfront versus about a half dozen intersections on Montreal). See my prior comments on Oswego (or Menzies) being the obvious N-S corridor IF it's even warranted. Anyone exiting James Bay is going to take one of two obvious routes -- the Dallas or the Inner Harbour. A protected route that continues along the water front will provide feeders for everyone in James Bay. They simply select their shortest preferred route on city streets to connect/complete their journey (just as they are going to have to do with your model, unless they happen to live on the bike lane route). The waterfront also provides the obvious tourist/recreation route. It's all that's needed. I'm astonished that your proposed (and decided) routes in James Bay don't seem to include this. I'm hoping this is already designed/planned, but it doesn't seem to be in your drawings...

Screen Name Redacted

3/10/2021 09:11 PM

I support traffic calming plans but don't support the jog onto Niagara/Dock as Niagara is too narrow, less obvious route, no sidewalk on N side, traffic going in and out of Polish Hall events could cause lots of problems.

Screen Name Redacted

3/11/2021 08:55 AM

Are speed bumps really needed? Shared Street signage is likely enough.

Screen Name Redacted

3/11/2021 11:06 AM

A connection from Dallas Road to Fisherman's Wharf is welcome, and this as an appropriate street.

Screen Name Redacted

3/11/2021 02:25 PM

see above

Screen Name Redacted

3/11/2021 09:43 PM

Any way to make the jog in the route flow/improved for cyclists would be great.

Screen Name Redacted 3/11/2021 10:26 PM	This seems like a reasonable design and necessary to connect to the Dallas pathways.
Screen Name Redacted 3/12/2021 02:30 AM	Again, no need for protected bike lanes, regular ones will do.
Screen Name Redacted 3/12/2021 09:12 AM	I generally prefer protected bike lanes over this shared model as I think it's better for AAA to have a clearly marked protected route. However, I think connecting montreal directly would be a huge win for getting cruise ship passengers to start using out bike lanes
Screen Name Redacted 3/12/2021 09:55 AM	See previous comments.
Screen Name Redacted 3/12/2021 10:25 AM	Sharing the street is appropriate
Screen Name Redacted 3/12/2021 10:31 AM	As city density increases , traffic increases but streets are narrower, take me too long to get anywhere and limited parking too
Screen Name Redacted 3/12/2021 11:02 AM	Paint markings don't do much to protect cyclists.
Screen Name Redacted 3/12/2021 11:04 AM	Weird that it doesn't go all the way to Dallas and instead moves to Dock st. Really don't like the traffic circle idea.
Screen Name Redacted 3/12/2021 11:06 AM	Montreal is a mix of housing and a truncated route already so it would work well for this shared purpose.
Screen Name Redacted 3/12/2021 11:44 AM	Hopefully, drivers will be patient as cyclists take the road when they are present on the road.
Screen Name Redacted 3/12/2021 11:53 AM	This is a better option than Superior Street as it is mainly residential parking on it. Superior Street has various commercial parking challenges.
Screen Name Redacted 3/12/2021 12:26 PM	As noted, lack of physical separation between cyclists and drivers still places cyclists at high risk. This set-up also requires that buses and vehicles come to a stop through the bike lane. I would recommend reducing street parking and pedestrian space in order to provide room for transit pull-ins that don't encroach on cyclist space and physical barriers between cyclists and drivers.
Screen Name Redacted 3/12/2021 12:31 PM	divided cycling lanes is safer as too many distracted operators of cars, trucks and such
Screen Name Redacted 3/12/2021 01:59 PM	This design concept is based on mimicry as this is what already takes place on this section of roadway in James Bay. More speed humps would be

welcome that is for sure and go ahead and paint some signage. But ultimately people will use the streets that make sense regardless of where the lanes are proposed.

Screen Name Redacted

3/12/2021 03:41 PM

This looks to me like a reasonable compromise between car traffic and cycling.

Screen Name Redacted

3/12/2021 06:18 PM

I prefer to cycle on Dallas rather than Montreal street

Screen Name Redacted

3/13/2021 07:17 AM

I don't think Montreal is the correct street to modify. Either Superior or Michigan, whichever is chosen should extend through Erie to the beginning of Dallas Road. The roadway at Dallas/Erie should be widened to accommodate a bike lane. This section is a ,main walkway for tourists and would enhance the aesthetic experience for locals and tourists alike. Montreal is somewhat a cramped space and narrow. I do not think the it fits with the plan. I live and walk in that area daily.

Screen Name Redacted

3/13/2021 12:37 PM

I am only one of a majority of James Bay residents who feel there is neither a necessity nor priority for any part of this project. The cost of this project is not justifiable when there are so many other serious, more important issues to resolve such as homelessness, especially during a pandemic. Most people in James Bay would prefer to see the money that is proposed for creating bike lines, to be used instead on moving people, who are currently tenting in our neighbourhood, to more appropriate housing.

Screen Name Redacted

3/13/2021 01:57 PM

I don't like the idea of encouraging people to come to James Bay to ride. The neighbourhood is already congested and industry traffic on all streets is increasing. As a cyclist I support 'complete streets' in concept, but within the harbour area, my feeling is to make one straight-through, returning connection from the harbour to Dallas Rd via Government Street.

Screen Name Redacted

3/13/2021 03:08 PM

Too much truckling to the bike lobby!

Screen Name Redacted

3/13/2021 07:17 PM

Reasonable design for low traffic neighbourhood street.

Screen Name Redacted

3/14/2021 01:07 PM

We often walk Montreal Street from Michigan to Dallas. There is almost no traffic there. No need for big changes.

Screen Name Redacted

3/14/2021 06:29 PM

My one complaint about this plan is the awkwardness of moving from Montreal to Niagara to Dock street. Is there no way to extend the bike lane on Dallas so that the shared pathway could easily go from Montreal to Dallas? Otherwise, I think Montreal is already an awkward street for drivers and a shared pathway wouldn't make too much of a difference.

Screen Name Redacted

3/15/2021 10:44 AM

There is no need to further disrupt residents of James Bay for the sake of those outside the community. As well, I can say - as a cyclist - that cycling in

	James Bay is currently fine. Bike lanes are not required.
Screen Name Redacted 3/15/2021 05:49 PM	The perfect balance of parking and bike lanes is challenging. I admire the effort. Thank you.
Screen Name Redacted 3/15/2021 08:07 PM	Similar to my comments on Gov from Superior to Dallas. Montreal is already quiet but clear bike lanes will help
Screen Name Redacted 3/15/2021 08:55 PM	More people will ride if the lanes are fully protected.
Screen Name Redacted 3/15/2021 09:41 PM	don't support. where is the funding coming from? gasoline taxes?
Screen Name Redacted 3/15/2021 10:37 PM	See my previous re Montreal St impact.... Dock St no way obviously the planners didn't bother to check out the street as it is full on street parking day/eve/night all year round. 200 Dallas is the large rental building on the west side of the street and all residential homes on the east side of the street with White Eagle Hall at the north west corner of Dock, who I would guess wouldn't be very pleased to find their parking lot full of residential vehicles because of the loss of on street parking.
Screen Name Redacted 3/15/2021 11:30 PM	It's a bit awkward having the bike lane jog from dock to Niagara to Montreal because it adds two extra intersections. It would be preferable to extend the bike lane down Montreal to Dallas.
Screen Name Redacted 3/16/2021 09:30 AM	So long as no street parking is lost, I would support it. Most James Bay residents rely on street parking for their vehicle.
Screen Name Redacted 3/16/2021 10:15 AM	Good design. Still hoping for contra-flow bike lanes on some one-way streets such as this south section of Montreal, 900 block of Meares, Broad street, but I recognize that these are a different conversation.
Screen Name Redacted 3/16/2021 11:19 AM	A better route than Superior but still not needed.
Screen Name Redacted 3/16/2021 04:05 PM	I like the concept of a shared roadway and I'm glad that on street parking will not be lost, many houses on Montreal Street do not have off street parking so street parking is at a premium. I also welcome speed humps to slow traffic down to the posted 30kmh limit, especially in the blocks between Ontario and Superior Streets. We have been advocating for this for years after having witnessed many near misses between speeding cars and either other vehicles, pedestrians or bikes trying to cross Montreal St on Michigan.
Screen Name Redacted 3/16/2021 07:43 PM	It's nice that your keeping some parking. Please make sure that the busier driveways and all intersections have appropriate restrictions to keep the sightlines clear.
Screen Name Redacted	THANK YOU! Keep up the great work.



3/16/2021 08:39 PM

Screen Name Redacted

3/17/2021 10:06 AM

I appreciate the speed humps for traffic calming & am pleased to see them becoming more plentiful throughout the region. Same appreciation applies for roundabouts.

Screen Name Redacted

3/17/2021 01:44 PM

I disagree with the way design is happening. Those designing are able-bodied people. I find that the way design is happening to streets in Victoria is becoming incredibly exclusive to able-bodied people. Completely goes against diversity and inclusion values. Not all seniors or people with disabilities ride a bike. And as it stands, buses do not go close to the legislature or James Bay thriftys or red barn or other lovely spots that seniors and people with disabilities have frequented in the past... Victoria is becoming more and more unaccessible AND if you are going to make changes, then make ALL parking spots for people with disabilities and seniors. All able-bodied people can then walk / bike in.

Screen Name Redacted

3/17/2021 04:35 PM

My biggest concern is that you will be making life very difficult for people who live in an area where most people do not have off street parking.

Screen Name Redacted

3/17/2021 06:00 PM

Not needed. No concern cycling on this street, especailly with planned traffic calmoing measures to be taken.

Screen Name Redacted

3/17/2021 06:04 PM

Zero

Screen Name Redacted

3/17/2021 06:05 PM

A good connection to Dallas bike paths and traffic calming on Montreal is very welcomed.

Screen Name Redacted

3/17/2021 06:29 PM

I hope traffic planners realize the traffic congestion that occurs due to the cruise ship industry. Everything I see so far including Dallas road is going to increase that congestion. What is being done to alleviate that problem.

Screen Name Redacted

3/17/2021 08:38 PM

I live in the last block of Montreal before Dallas and support traffic calming for the entire length, even though there won't be a bike lane on our block.

Screen Name Redacted

3/18/2021 06:10 AM

Less busy streets of vehicle traffic.

Screen Name Redacted

3/18/2021 10:31 AM

Stop wasting tax payer dollars. Spend money on more critical issues: overdose crisis, low income housing, affordable housing for families, energy efficiency rebates.

Screen Name Redacted

3/18/2021 05:42 PM

The cutback from Montreal to Dock St will be quite inconvenient. If I bike down this path, I would completely ignore that and take Montreal straight to Dallas Rd anyways. I would also rather see this lane be put farther west, either on St Lawrence St, or at the start of Dallas Rd. Finally, this "path" looks like you slapped some speed humps and bike paint on a road and

	called it a path for the sake of having another path. I probably won't ever take this path, preferring to take the Govt St path or just take Dallas Rd all the way around the peninsula.
Screen Name Redacted 3/19/2021 01:26 PM	Please see all of my previous comments regarding these bike lanes. Most of us do NOT want them and see them causing far more problems while addressing a so-called problem that does not exist. James Bay has always been easy, stress free and straightforward to cycle around.
Screen Name Redacted 3/20/2021 03:16 PM	As someone who has taken this path often, it feels like an easy/obvious upgrade.
Screen Name Redacted 3/20/2021 06:32 PM	I am a long time resident of James Bay or its adjacent areas. I am a homeowner in James Bay and an avid cyclist. I cycle for transportation and for sport. I do not support altering James Bay roads for cycling. I strongly disagree with the propose initiatives.
Screen Name Redacted 3/21/2021 12:44 AM	Traffic calming on Montreal Street is a long-overdue necessity.
Screen Name Redacted 3/21/2021 01:30 PM	Montreal St needs a slowing traffic especially cabs during Cruiseship season. There is no need to speed on this short street. Speed bumps, bikes, horse drawn carriages, kabuki cabs will all slow traffic and make this a delightful street.
Screen Name Redacted 3/22/2021 08:28 AM	speed humps for cars and high speed bike lanes -- think about it
Screen Name Redacted 3/22/2021 10:03 AM	Stop this stupid idea
Screen Name Redacted 3/22/2021 04:03 PM	Victoria does not need any more bike lanes. However, the roads definitely need work and Beacon Hill Park needs to be cleaned up. Moving forward there should never be camping allowed in Beacon Hill Park.
Screen Name Redacted 3/22/2021 04:19 PM	Save on street parking and make the roadway multi use
Screen Name Redacted 3/22/2021 04:21 PM	I would prefer to see some sort of traffic diverter along the route to reduce traffic volumes even more.
Screen Name Redacted 3/22/2021 05:07 PM	Ridiculous idea. Your video does not mention the fact that the Urgent care clinic is on Michigan and needs easy access in both directions. Plus same comments as for Superior. This does not take me to shopping, banking or drug stores etc. so is intended for whom? Tourists don't want to go down Michigan.
Screen Name Redacted 3/22/2021 11:49 PM	The traffic calming ideas will create difficult access for residents, service and emergency vehicles. Plus the elimination of parking will stress an already

parking starved neighborhood. Plus the idea of limiting Gouvernement street southbound access pushes more traffic onto Douglas and by South Park School.

Screen Name Redacted

3/23/2021 01:45 PM

I support advisory bike lanes only

Screen Name Redacted

3/23/2021 07:22 PM

the street does not need the enhancement

Screen Name Redacted

3/24/2021 03:21 PM

Not needed. Traffic is already slow moving here and cycling very safe.

Screen Name Redacted

3/24/2021 04:01 PM

See previous comments on shared use

Screen Name Redacted

3/24/2021 06:02 PM

My main opposition here is with the overall project in James Bay. This project should not be a priority at this time. There is no need and these funds should be applied to more important issues like providing housing for the homeless. Not rushing this and allowing some time to evaluate similar projects in other neighbourhoods would allow a more evidence-based approach. See my earlier comments concerning support for "complete streets" for pedestrians and cyclists not being used to mean separate dedicated bike lanes on every street, including residential streets. I also need to add, as a general comment, that this is not true consultation. If City Council really cared about what James Bay residents wanted, they would not be afraid to tackle the real question of whether we need this at this time or even at all.

Screen Name Redacted

3/24/2021 11:15 PM

This generally seems good.

Screen Name Redacted

3/25/2021 11:19 AM

same comment as before.

Screen Name Redacted

3/25/2021 09:11 PM

I think any traffic calming measures in James Bay are a good idea. Paint marking seems like a good idea, not too costly but adding safety for cyclists.

Screen Name Redacted

3/26/2021 12:14 PM

Cyclists currently use Belleville to Pendray to Quebec to Montreal to Kingston to St. Lawrence to access Dallas Road. Why will this change?

Screen Name Redacted

3/26/2021 07:52 PM

It is important to me that the residents on Montreal street are supportive of the design. James bay is a residential neighborhood first and livability should be a high priority consideration.

Screen Name Redacted

3/26/2021 10:20 PM

I don't think speed bumps or the traffic circle are necessary. It will make it more difficult for bigger vehicles to navigate this street. I feel a stop sign is needed at Montreal and Superior.

Screen Name Redacted  
3/27/2021 09:44 AM

I have no driveway and am limited to one parking space on the street. If you build a bike lane on it my house will have no parking at all. It's ridiculous. Focus on the real problems in Victoria like getting rid of the hoards of drug addict criminals and supporting the taxpayers for a change.

Screen Name Redacted  
3/27/2021 06:43 PM

This city is already hard enough to drive in

Screen Name Redacted  
3/28/2021 07:23 AM

Why Montreal Street? Most cyclists will use any of the other north-south roads (Oswego, Menzies, etc). I've lived in the area for years and see most cyclists taking Dallas Rd to get from Ogden Point to Superior. If the intent is to offer a route from Superior to Dallas Rd, then St Lawrence would be a better choice as it's shorter. Plus, many cyclists aren't going to care if there's a bike lane, they'll take the most convenient route.

Screen Name Redacted  
3/28/2021 07:36 AM

We do not need this change.

**Optional question** (233 response(s), 240 skipped)  
**Question type:** Essay Question

**Q12 | Add any final comments regarding any of the planned routes in James Bay here, if desired.**

Screen Name Redacted  
2/06/2021 11:26 AM

Get this approved and voted on before the upcoming election or else the final pieces of the network will be in jeopardy because of the growing NIMBY voices and disgruntled media narrative.

Screen Name Redacted  
2/06/2021 01:54 PM

You are proposing spending so much money on features that so seem to be needed. I have live in this area over 15 years and rarely is their a collision or accident to warrant these changes.

Screen Name Redacted  
2/06/2021 07:01 PM

Please listen to the people for once!!

Screen Name Redacted  
2/07/2021 11:43 AM

Thanks - very exciting to have this fine cycling network coming to James Bay!

Screen Name Redacted  
2/07/2021 02:23 PM

Additional bike parking near Menzies is needed, regardless of which route is chosen. Can bike/pedestrian markings be added on Bridge way in Beacon hill park (at Michigan between Douglas and Arbutus in the park)? Many paths in the park and Dallas area explicitly indicate no bikes/roller skates/skateboards, so could this pathway now explicitly encourage biking/rolling and walking in/out of Beacon hill by Michigan? I don't think many realize that you aren't forbidden from biking/rolling on this path (it is plenty wide enough in most parts) and it would formally allow connecting via Bridge way to the walking/biking path on Bridgeway that starts at Arbutus or

	across to the shared walking/biking pathway that connects to Oliphant.
Screen Name Redacted 2/07/2021 08:52 PM	Excellent designs. In general I find that infrastructure is the only way to improve a road so I lean towards protected bike lanes and physical diversions.
Screen Name Redacted 2/08/2021 03:41 PM	Stop!!! Please! The next mayor will be spending even more money removing the lanes because the majority of the people in this city are seniors - many of us not able to ride bikes and the city is making it more difficult for us to walk or drive any where.
Screen Name Redacted 2/09/2021 04:47 PM	I strongly support building these AAA bike routes in James Bay. A great addition to the neighborhood.
Screen Name Redacted 2/09/2021 05:11 PM	Make every second street in James Bay a one way street, maybe not Superior, and life will be much better here for the mainly senior population. Give horse carriages and bicycles an exception for the one way streets.
Screen Name Redacted 2/09/2021 05:20 PM	Trickiest intersection will be Government & Belleville. I trust the smart engineers at the City will be able to figure this one out though. I really like the idea of making Michigan St between Oswego and Menzies closed off on one end. This will really help to prevent short cutting. I suggest a similar measure for Michigan between Superior and Douglas (with the except of emergency vehicle traffic). Again, this will help to prevent short cutting along the route.
Screen Name Redacted 2/09/2021 09:09 PM	Painted bike lanes are fine, but I am completely against any concrete barriers. Besides being a waste of money and a major cause of pollution, they do not fit the looks of James Bay. James Bay is historic and laid back...if you have to...paint bike lanes, but keep the concrete barriers out.
Screen Name Redacted 2/10/2021 01:33 PM	People commuting or cycling to destinations along Superior will continue to use Superior, whether or not Superior is the designated bike way. If Michigan is farther to get to, doesn't offer exceptional protection from vehicular traffic and at the end of the trip you then have to double back to get to Superior, people will not use that as a bike way. The fact that many cyclists still use Cook even though Vancouver has a fraction of the through-traffic is a good example of the need to put bike lanes where people want to go.
Screen Name Redacted 2/10/2021 01:38 PM	We need to improve biking to and around the 5 Corners shopping area. Please add this to your priority plans. Thanks for having the survey and the video, well done!
Screen Name Redacted 2/11/2021 11:17 AM	Why is it not possible to have a separated bike route (AAA) on Michigan St as the already less busy street. In general I prefer the separated bike path, with no speed bumps, no overlap with car traffic. But I see as implementing this on Superior more complicated that implementing it on Michigan. Could this be considered ie a better bike path but on Michigan.
Screen Name Redacted 2/11/2021 07:17 PM	Thanks you so much for continuing to support the completion of the AAA cycling network! It is already making a positive impact on our neighborhoods and community wellbeing.

Screen Name Redacted

2/12/2021 11:02 AM

If you do this work on Michigan Street I will sue you into the Stone Age for damage done to quality of life and the quiet enjoyment of my home.

Screen Name Redacted

2/12/2021 12:47 PM

Thank you for your service.

Screen Name Redacted

2/12/2021 04:11 PM

it will be great to add James Bay into the network, I live in James Bay and cycle commute every day, I would like to use my bike more to get groceries etc but find the narrow busy James Bay roads scary, more bike PARKING in James Bay would be good too, especially next to Thriftys!

Screen Name Redacted

2/12/2021 04:16 PM

I like the proposal, but am concerned about adding parking to the west side of Government Street. I live on Government street and already find it hard to pass oncoming traffic when cars are parked on the east side.

Screen Name Redacted

2/12/2021 05:22 PM

Traffic in James Bay is a nightmare during cruise ship season. Adding complexity to driving here will not assist. As I said, there are not a lot of bike riders, and I think it would be sufficient to dedicate Dallas Road.

Screen Name Redacted

2/12/2021 05:44 PM

Wharf street is a mess with the bike lanes. Vancouver street needs to be returned to the way it was. Everyone knows City Hall does not like cars. The bike lanes are killing the city because our weather is not good enough to use them year round and the bike uses are a small portion of the population. The city can't give get the people on bikes to follow the rules of the road, ie riding in crosswalks, speeding, going to slow, going through red lights and stop signs.

Screen Name Redacted

2/12/2021 07:20 PM

If the parking does not stay on the on the east side of 400 block Government we will be forced to leave our home and, nobody will be willing to rent a 2000+ duplex without parking and our landlords assuming will also be selling.

Screen Name Redacted

2/12/2021 07:52 PM

I live on Dallas Road and have immediate access to it - but you have already taken multiple parking spots away from this beautiful area ensuring that people from other areas of Greater Victoria have reduced access to it; just so Lisa Helps and her biking friend can ride down it (by the way the cyclist don't even look up so not sure why you bothered) ... Other families in our sister communities need and deserve access to our area and this city council continues to ruin the area for them. I also understand you are about to wreck Clover Point for the families who don't have close proximity ... you are trying to make a picnic area where it is too cold and windy to spend time doing that save for a few months of the year. Really short sighted boys and girls .. you need to listen to the whole community and not just your biking constituents ..

Screen Name Redacted

2/12/2021 08:10 PM

Good idea overall.

Screen Name Redacted

2/12/2021 08:23 PM

If you choose to build a bike lane on Michigan st, please consider reducing the parking to only 1 side of the road.

Screen Name Redacted

2/12/2021 08:44 PM

There is adequate cycling infrastructure. This proposed plan will lead to significant hardships on residents of James Bay who need to get to their homes and leave the area. To aid congestion, I suggest Council remove the horse carriages from the road.

Screen Name Redacted

2/12/2021 08:49 PM

While I voted for the Michigan street route, I'm also fine with the Superior street route if that's the one you favour. I'm very glad to see the city moving forward on extending the bike lane network into James Bay. During the peak of the covid lockdown, my whole family took to riding into downtown and along the galloping goose. We stopped when traffic returned. There's a lot of pent up demand here.

Screen Name Redacted

2/12/2021 08:51 PM

Signage for these routes should be very clear for tourists from the cruise ship terminal and ferry. There is a potential for a business to be set up for biking into downtown but only if tourists can appropriately use the routes. The protected lane idea is better for novice bikers and helps protect them, pedestrians and vehicles.

Screen Name Redacted

2/12/2021 08:56 PM

Put the bicycle stop signs down lower on the poles. People aren't seeing them. Quit running pedestrian COVID paths down narrow streets like Simcoe near Thriftys.

Screen Name Redacted

2/12/2021 09:32 PM

James Bay is already over populated, not enough street parking for residents and extremely difficult in the summer to get anywhere when the carriages are out and about and tourists are in town. Adding bike lanes seem like a bad idea. How will we escape during a natural disaster with less vehicle access? Traffic is going to double....more people aren't going to ride their bikes and even if they do, more cars are coming with all the new developments being built. Stop building condos and taking away streets.

Screen Name Redacted

2/12/2021 10:15 PM

Don't let people who think cars take priority block this. The easier it is to get around the city on a bike the more people will bike.

Screen Name Redacted

2/13/2021 06:40 AM

Thank you

Screen Name Redacted

2/13/2021 10:10 AM

I live here. The traffic is terrible already. Cyclists zoom through stop signs, past cars, and playgrounds. I've almost been hit many times by the cyclists out for long rides. They don't stop and there is no way to report them as they have no license! They don't contribute to the lanes and they absolutely make the area more hazardous. I try hard to shop locally but there are fewer places to park and as I try to cross the protected bike lanes, I can't because cyclists are zooming by even though I've waited for up to 3 minutes before giving up. There need to be cyclist education (pros and families) and education officers present to make this area safe for my elderly parent and my young child!

Screen Name Redacted

2/13/2021 10:22 AM

Reducing the lane width on Superior presents a risk for commercial, emergency service and bus traffic which is critical in the area.

Screen Name Redacted

Need a connect on Oswego from Superior to CRD bike lane at Dallas Do not

2/13/2021 10:26 AM

even consider messing up Michigan further The "traffic diversions" - all of them simply cannot occur unless City commits to closing down Ogden Point and all events which occur on James Bay Streets.

Screen Name Redacted

I just want to say thank you! These are exciting improvements!

2/13/2021 12:17 PM

Screen Name Redacted

This will be a welcomed addition for cyclists. I strongly prefer Superior over Michigan, but either is better than none.

2/13/2021 01:48 PM

Screen Name Redacted

Good job, City of Victoria! It's so refreshing to see improvements in road design that supports citizens' health and wellness, as well as helping combat climate change by encouraging the use of bicycles.

2/13/2021 02:27 PM

Screen Name Redacted

I really hope all of these come to fruition! The less cars in the neighbourhood, the better :)

2/13/2021 04:36 PM

Screen Name Redacted

My biggest concern: I can't see how you can make the segment by Parliament work given the current use by buses. The only thing I see working is a path through the Parliament grounds, and there area lot of beautiful trees there. It would be better to go Wharf → Government → Belleville → Menzies (and, yes, I know that was the plan, once).

2/13/2021 09:34 PM

Screen Name Redacted

I really think the Superior route is the better choice. I'm also pretty adamant that this plan really fails in connecting to the main attraction, which is the square. Everything's there! I've proposed simply blocking car traffic at Toronto and Govt, as well as Simcoe at Menzies to address this and I think it's probably the easiest and cheapest way to make this plan better. I also think improving Douglas Street would be good. That road is a total nightmare and car drivers can whiz by at homicidal speeds. Anyway, thank you for your work on making our city way better with this AAA network. It's truly exciting and has made our city so much more enjoyable. I'm looking forward to the next stages of construction and to see the designs for Gorge, Pandora extension and hopefully others for the future plans (Maybe Jutland/Finlayson and good lord can we do Blanshard? We need another north/south route downtown and that street is swimming in wasted space that encourages car mania).

2/13/2021 09:48 PM

Screen Name Redacted

Whenever the opportunity presents itself to provide for the appropriate traffic calming measures in keeping pedestrians and cyclist safe, it is always well spent tax dollars. Also, PLEASE, remove all horse and carriages off Victoria streets period!!! We've long moved on from the horse and buggy Era.

2/14/2021 09:51 AM

Screen Name Redacted

The bike lane initiative has greatly improved how liveable Victoria is for non-motorists and it's great to see James Bay have it's turn. Keep it up!

2/14/2021 01:12 PM

Screen Name Redacted

Please do not reduce parking in James Bay. It is already at a premium.

2/14/2021 06:50 PM



Screen Name Redacted

2/14/2021 10:41 PM

Michigan Street is very narrow and with vehicles currently parked on both sides most times a vehicle has to pull over to let another vehicle by. Parking is needed on both sides because there are many apartment buildings between Menzies and Oswego. Michigan Street would not be a good choice. I cycle to and from work and currently use the bike lane on Superior between Menzies and Douglas. Superior Street is a much better option.

Screen Name Redacted

2/15/2021 03:48 PM

I fully anticipate the neighborhood to be grumpy -- it's James Bay -- but as a young person who commutes by bike and lives in the neighborhood, investing in cycling is the only way to make this a livable neighborhood as it grows. My desire is to raise a family here without a car; safe cycle networks are a key part of being able to do that.

Screen Name Redacted

2/15/2021 04:11 PM

Glad to see more AAA cycle paths being added, I've noticed a ton of people using the new Dallas Road path and it will be great to connect the neighbourhood to the cycle infrastructure downtown. Improvements around the Belleville Government intersection are much needed. I hope the city is also considering enhancements to the pedestrian infrastructure/traffic calming at the crosswalk at Belleville and Menzies as it can be quite dangerous especially in the busy summer months.

Screen Name Redacted

2/15/2021 04:51 PM

The use of Abilities seems disingenuous. There is nothing in the design for disabled people. Please advise if the City would appreciate it if I killed myself.

Screen Name Redacted

2/16/2021 08:51 AM

Any addition of bike lanes will benefit the cyclists and make motorist more aware. Any thing to get more motorized vehicles off the roads.

Screen Name Redacted

2/16/2021 09:03 AM

I don't understand why you are planning to put bike lanes through residential areas. But, if you insist on putting a bike lane through James Bay, why you don't do it on the east side of Douglas Street along/through Beacon Hill Park. There is plenty of space off the street there to install the lanes, and you could have it going all the way down to Dallas Road, all without hindering the current traffic patterns, or inconveniencing hundreds of residents. Also, there is no need for a protected bike lane on the block of Michigan Street by South Park School. That would be a complete waste of money. If cyclists want to go into the park, they can simply dismount, push the cross walk button and walk across the street, or, if they so choose, they can wait for traffic to clear and cycle across. To put in a protected bike lane there makes zero sense. Also, you would be removing the drop off/pick up zone for the parents whose children attend South Park School. As for Government Street, if you are going to go ahead with this asinine plan, please also bring in permit parking only. It looks like you will be removing regulated parking from Michigan Street, so this will only increase the amount of non-resident vehicles looking for places to park. Please consider giving each unit two parking permits for Government Street. This will also help since there are residents who park multiple (4 or 5) vehicles on the street currently. Vancouver recently did something like that, and since parking is already a challenge in Victoria, I feel like it would benefit everyone. <https://dailyhive.com/vancouver/vancouver->

	mandatory-residential-street-parking-permits-approved
Screen Name Redacted 2/16/2021 11:19 AM	I do not support any further development of advisory lanes. Much better to take out parking to allow for proper separation.
Screen Name Redacted 2/16/2021 12:29 PM	Pendray to Dallas bike lanes would be a better option
Screen Name Redacted 2/16/2021 12:36 PM	Don't do it!
Screen Name Redacted 2/16/2021 12:59 PM	Much needed. Make it happen!!
Screen Name Redacted 2/16/2021 02:35 PM	You haven't given any concrete reasons for the need for these changes and /or for the massive expenditure
Screen Name Redacted 2/16/2021 05:27 PM	A route on Oswego could be extended to Belleville to connect with ferries and existing bike lanes on Belleville.
Screen Name Redacted 2/16/2021 06:47 PM	Looks like such a nice plan! As a young family of 4 we are really excited to be more comfortable on our bikes with the kids. Please consider traffic-calming measures on Niagara St next (where I live) as people drive way too fast there as well
Screen Name Redacted 2/17/2021 12:27 PM	I support the planned Government route, but I am concerned about access in and out of James Bay. Currently Government Street and Douglas Street are residents' only routes in and out of James Bay. Diverting traffic to Douglas Street means something will need to be done to make the traffic flow better there, particularly at Douglas and Belleville. In the Summer it is already hell getting in and out of James Bay. Maybe you could make the tourists go away!
Screen Name Redacted 2/17/2021 01:43 PM	Looking forward to more routes in and out of James Bay. My family often rides to Dallas Road and Fisherman's Wharf and getting there safely and enjoyably can be tricky
Screen Name Redacted 2/17/2021 02:40 PM	I hope the bike lines from belleville to superiour are a two way protected lane like warf to Belleville.
Screen Name Redacted 2/17/2021 02:53 PM	As with all of the proposals for cycling infrastructure, a key safety element will be to reduce motorist speeds
Screen Name Redacted 2/17/2021 02:54 PM	Fix roads and potholes instead
Screen Name Redacted 2/17/2021 04:02 PM	I think the Superior street route is a much better option than Michigan. Better to have protected routes and merely give up parking than rely on shared

	roads where bikes don't always follow the rules of the road and vehicles become impatient. It's also better if residents aren't blocked off from using roads with their vehicles in their neighbourhood.
Screen Name Redacted 2/17/2021 04:20 PM	Please, quit wasting tax payers' money on bicyclists. Think much larger on saving the environment and people's lives. Get rid of all of the cars in this area. Spend the money to make this a charming, classic area of the city that is safe to stroll through, not speed through in cars or on bikes. You could have a much larger impact if you stopped the bike project at this point and thought about what is best for everyone.
Screen Name Redacted 2/17/2021 04:56 PM	Would you PLEASE consider the disabled in your planning, instead of just cyclists. We live in the "city " for a reason. To be close to everything. Mayor and council, with the exception of a couple, could possibly focus on their mandate and the wishes of the "whole " as opposed to pandering to the "few"
Screen Name Redacted 2/17/2021 04:58 PM	Keep up the great work and ignore the negative ninny's :))
Screen Name Redacted 2/17/2021 05:05 PM	People need a safe place to be outdoors. James Bay with parks and waterfront is an important location for connecting with nature.
Screen Name Redacted 2/17/2021 05:29 PM	I feel that allowing no turn up Government from Dallas road will increase congestion on other route in James Bay. I think leaving the route two was as it is is a better option
Screen Name Redacted 2/17/2021 06:14 PM	I think traffic calming is key.
Screen Name Redacted 2/18/2021 07:41 AM	All improvements are necessary for the safety of cyclist traversing the city between the Galloping Goose Trail and the new, Dallas Rd. Waterfront infrastructure connecting to all points east and the Seafront routes with Willows Beach and beyond.
Screen Name Redacted 2/18/2021 09:23 AM	Great work on the public consultation and improving bike infrastructure in Victoria
Screen Name Redacted 2/18/2021 11:32 AM	Overall, looks fantastic. Keep up the great work!
Screen Name Redacted 2/18/2021 05:34 PM	Government St (south) is currently used as a main road and vehicles travel at high speeds without consideration to foot traffic, cyclists and residential traffic. Vehicles are often impatient with residential vehicles pulling out of driveways and horse carriages. Traffic calming measures need to be increased to include speed bumps, dedicated bike lanes and one way traffic. Simply having parking on both sides of the street is not enough as it will be VERY difficult for 2 way traffic to pass without damage to parked vehicles and hazardous for cyclists.

Screen Name Redacted

2/18/2021 05:51 PM

I am in support of a two way bike lane on Government st and the others. I would like to see dedicated bike lanes, dedicated pull in parking on one side and two way car traffic with speed calming, and pedestrian sidewalks on both sides.

Screen Name Redacted

2/18/2021 06:13 PM

Please consider traffic calming measures to the intersection of Montreal Street and Superior Street.

Screen Name Redacted

2/18/2021 09:49 PM

I am quite shocked to see that no alternative is being considered for the section of Michigan between Government and Douglas. Particularly when the parallel stretch of Superior is such a logical option. This section of road on Michigan is right in front of a school, and yet there has been no consultation with the school community, despite the huge impact that this change would have. I am hugely disappointed, and expected much more from the City of Victoria. I did not think this was the way our city made decisions. I am part of a family that commutes our daughter to school by bike more than 50% of the time, so I am highly in favour of safe bike routes to our school. However, I am not in favour of the street immediately in front of our daughter's school becoming a cycling corridor. Firstly, I have concerns about the safety of a bike lane on Michigan outside South Park Family School. Young children cross the street numerous times a day to access the playground and park on the other side of the street. I am actually more concerned about my daughter's safety crossing a dedicated bike path than I am about her crossing a road used by cars. As someone who cycles regularly, I know how much effort is involved in stopping and starting, and this is the (understandable) reason that so many cyclists avoid coming to a stop at any cost. Unfortunately this often leads to unsafe cycling behaviour, something that would be highly incompatible with children at play and crossing the road continuously many times a day. The specific design of the proposal is also problematic, as it appears cyclists heading east towards Beacon Hill Park are to cross the road and connect to a two-way protected bike line right where the pedestrian crossing is. This means cyclists will be riding through and across the space where children are supposed to safely cross the street to their playground. This is confusing and invites collision between cyclists and students. Obviously, there is also a huge impact on the vehicle traffic to and from the school. South Park Family School is in an urban area with very little parking available. The strip of Michigan proposed as a two-way protected bike lane is a busy, highly used drop off zone for parents that need to commute by vehicle. While commuting by bike is a lovely goal, we need to acknowledge that there are families for whom biking to school is not an option, and these families need to be able to safely and conveniently drop their children at school. Having had to drop off and pick up my daughter by car on a number of occasions, I can confirm that it is already a nightmare trying to find a legal, safe place to park when visiting South Park Family School. I dread to think of what families will experience if ALL of the parking along Michigan is removed, including the school's critical drop off zone. I am confused, surprised and frankly disappointed, not to see an alternative

proposal for SUPERIOR between Government and Douglas being considered. This stretch of Superior: a) ALREADY has dedicated space for bike lanes that can be incorporated, resulting in minimal disruption to existing traffic patterns b) would create a DIRECT route to Beacon Hill Park along the proposed Superior route (requiring a mere 100m bike path connection to Bridge Way). c) does not impact the safety or experience of children and families at South Park Family School I strongly urge the City of Victoria to think outside of the Michigan Street box you have put us all in and seriously consider the potential to run James Bay's AAA Cycling Network along Superior from all the way from St Lawrence to DOUGLAS. There are numerous advantages that merit full consideration of this option. I also strongly urge you to consult directly with South Park Family School, through its administration and PAC, to understand better the impact of your current proposal.

Screen Name Redacted

2/18/2021 10:33 PM

I really appreciate the new cycling routes. I try to bike daily and get our family on bikes or walking as often as possible, and the routes have made this so much easier. It is still difficult to bike in some areas with children and so I'm looking forward to the connections. We do sometimes drive only because it feels unsafe with our kids to bike on the road, and I would like to use more active transportation with them more often..

Screen Name Redacted

2/19/2021 01:23 PM

Thanks for all the work - James Bay is looking better all the time!

Screen Name Redacted

2/19/2021 01:25 PM

The design for Michigan Street between Government and Douglas needs careful consideration, and perhaps change.. Switching from neighbourhood bike way to two-lane protected right at the pedestrian crossing is not a good idea. South Park Family School field is across this pedestrian crossing so it is used a lot throughout the school day; having a confusing switch in cycling infrastructure at this point is not recommended at all. I highly recommend the City consult directly with South Park Family School and PAC since my initial impression is that there is and would be support for improved active transportation to and around the school but more information and direct engagement is recommended to explain the design. It may be the design could work or be okay but it is somewhat confusing based on the drawings and initial comments I have heard from parents. It seems like it would be a lot simpler and consistent to have a two-way protected bike lane along Michigan between Government and Superior. I understand there is fire station next door etc. but if a two-way bike lane can work on Harbour Rd. for Point Hope Maritime why wouldn't it be the best option along Michigan on the North side? Other considerations that were brought up during consultation when the City originally proposed Belleville some years ago - how come the route doesn't connect to the Thrifty's Plaza as the main commercial centre in James Bay; what will be done to support safe connections to this amenity from the selected route(s) There is concern that bike infrastructure on Superior St. will lead to increased traffic on Michigan; the City should include some traffic calming on Michigan if Superior is improved since Michigan is already a

narrow road where cars speed down and it is not particularly safe for pedestrians to cross due to a lack of traffic calming. Suggest some measures (e.g. 1-2 speed humps on Michigan St. between Menzies and Oswego).

Screen Name Redacted

2/19/2021 01:47 PM

Overall concept is great!

Screen Name Redacted

2/19/2021 05:57 PM

Traffic in James Bay is light south of Superior and west of Douglas. Implementing traffic blocking and/or reduction measures inside these bounds will not significantly increase cyclist safety and will only annoy resident drivers trying to get in and out of the neighbourhood. Please don't waste money on such measures. A protected bike lane along Superior and on government north of Superior are excellent ideas.

Screen Name Redacted

2/20/2021 08:48 AM

Getting in to and out of James BAY can be a challenge when one is driving, and to maintain good relations with the multitude of grouchy drivers who hate all things related to the cycling world, my strong recommendation to you would be to ensure you are constantly selling the message that these cycle infrastructure improvements do NOT further restrict egress or access to James Bay. You might reduce parking, but don't make it harder than it is already to get into and out of this neighborhood.

Screen Name Redacted

2/20/2021 09:06 AM

Superior is aptly named as it represents the best option for the east/west connection. The other aspects of the network are well designed and the completion of this project is eagerly anticipated .

Screen Name Redacted

2/20/2021 01:20 PM

Do not spend are/my money on this! STOP with the bike lanes that are not necessary in James Bay.

Screen Name Redacted

2/20/2021 01:20 PM

James Bay is a unique small community with many narrow roads. Markings on the road which indicate a bike route are all that is required on all routes in James Bay. I do not support any more concrete bike specific roadways which include a separation between cars and bikes. Wharf street is dangerous, especially around the Johnson Street bridge. There are a much higher percentage of pedestrians than bikes in James Bay and it is the pedestrians who deserve to feel safe. Bikes and the speed of many of their riders do not increase safety for pedestrians and in fact do the opposite. My experience is that the bikers feel they have the right of way over pedestrians and in James Bay, with an older community, that is going to result in accident or death (to a pedestrian). Bikers should be required to have a license, a speed limit, and a test in order to ride.

Screen Name Redacted

2/20/2021 04:50 PM

Infrastructure projects that would be a better use of money would be in repairing side streets that people actually use to bike on because the bike lanes everywhere else are absolutely stupid.

Screen Name Redacted

2/21/2021 09:42 AM

Michigan Street should be one way with parking on the opposite side of the road from the bike lane. The bike lane has a concrete barrier or those yellow posts to make it even more protected

Screen Name Redacted

2/21/2021 10:13 AM

The Michigan Street option is a better option for bicycles. I would feel safer and more comfortable biking on Michigan than on Superior Street.

Screen Name Redacted

2/21/2021 12:45 PM

I would have preferred to see a north-south route on Menzies, or at the very least - Oswego. Montreal St doesn't really go anywhere. It's an awfully long gap between Government and Montreal

Screen Name Redacted

2/21/2021 03:48 PM

This is great! I live on Michigan street and we are a cycling family who drive as little as possible. We have 3 and 5 year old children and use a cargo e-bike to commute. Our children will be commuting on bike as soon as they are old enough assuming safe routes. So this investment is deeply appreciated.

Screen Name Redacted

2/21/2021 04:47 PM

The design and engineering work has been well considered, and the construction well coordinated on all of the bike routes approved and constructed to date. Minimal regard and concern should be paid to Times Colonist "letters" whiners from Oak Bay and Central Saanich complaining about changed streetscapes in Victoria from when they were young and living in Victoria in the 1940s and 1950s. These people moved out and no longer support municipal taxation levies. The bicycle infrastructure should accommodate the needs of folks living in Victoria now.

Screen Name Redacted

2/21/2021 04:51 PM

Please, please, please add a post-installation education and outreach campaign to let the residents and businesses know that it is done and also encourage them to get their tenants, employees and families to bike.

Screen Name Redacted

2/21/2021 06:23 PM

As per our previous comments. This survey appears biased. There was no opportunity to respond about Michigan Street - only Superior street, which is a built in bias to this survey. As James bay residents, we are extremely disappointed in the apparent bias of the survey and the use of terms that were not explained.

Screen Name Redacted

2/22/2021 06:17 AM

I think that Simcoe St. should have been considered as it is a mess now.

Screen Name Redacted

2/22/2021 11:04 AM

If the City is satisfied with cyclists only being fairly safe, and doesn't mind a certain number of injuries and fatalities, then the proposal is certainly satisfactory. If, however, the City would prefer to have no injuries or fatalities, then it needs a route with a protected bike lane all the way. Why is it not possible to have at least one complete, protected route by which cyclists can go from one end of the City to the other?

Screen Name Redacted

2/22/2021 11:07 AM

Please add safe cycling speed limits to all protected bike lanes. Those who can ride fast are often scaring the other users and pedestrians who wish to cross the street. Speed signs should also add "alert others when passing". City could use cycling ambassadors (volunteers) to ensure cyclists are following safe practices

Screen Name Redacted

2/22/2021 11:21 AM

Government Street trouble spots. Please be aware that - based on my long-time cycling experience on Government - there are two places with especially high hazard. (1) Gov @ Simcoe. Simcoe is raised, which leads people to

think that Simcoe has right-of-way. This confusion for drivers has led to a number of close calls. (2) Gov @ Belleville. It is not unusual for cars turning E from Gov onto Belleville to fail to see cyclists approaching the intersection. To make this worse, cyclists may be moving faster than vehicles expect, because that block is downhill. Again, a source of close calls.

Screen Name Redacted

2/22/2021 11:39 AM

Have I mentioned that speed bumps are evil? Otherwise good luck.

Screen Name Redacted

2/22/2021 11:52 AM

Please quit ruining our streets and concentrate on fixing the existing ones.

Screen Name Redacted

2/22/2021 11:52 AM

Superior and upper Government seem most workable; lower Government and Montreal less so; Michigan west of Menzies seems least workable.

Screen Name Redacted

2/22/2021 12:50 PM

Given that the majority of James Bay is already cycle friendly and there isn't a major problem to fix outside of the suggested changes to Govt Street Segment 1, I am not sure this is where we should be putting infrastructure dollars. We need to get our downtown vitality back and that come from much more than focusing on cycling lanes.

Screen Name Redacted

2/22/2021 01:43 PM

Right now the left turn for cyclists from Govt at Humboldt onto Wharf Street is an awkward and dangerous one as cars coming from Wharf and turning right onto Govt often turn right on a Red Light which is no longer permitted. Cyclists often have to yield to cyclists as they turn right onto Wharf. They also have to avoid cyclists coming from the left who have illegally entered the bike lane here. Too risky at the moment.

Screen Name Redacted

2/22/2021 02:27 PM

Really figure out how to manage the number and type of people walking including from the cruise ships with the current traffic with bikes, motorcycles and cars and lower the speed limits and enforce the traffic rules including more speed bumps . The cross walks do not seem to stop all traffic and in some cases not even slow it down. We as a city need to sort how we share our space and respect all of the users. Personally i feel we have gone too far without recognizing that we have an older population that feels less and less safe leaving their homes.

Screen Name Redacted

2/22/2021 02:47 PM

The general directions are good but please consider my comments about unintended consequences. Money saved on Montreal Street (see my suggestions there) could provide "best case" interim infrastructure for the problematic stretch of Government between Belleville and Superior. Until that stretch is complete, James Bay is still not truly part of the AAA network.

Screen Name Redacted

2/22/2021 02:53 PM

DON'T DO IT! You're turning our city into a bike lane nightmare and we loose accessibility and parking! James Bay doesn't need bike lanes for goodness sake's! They are all low and slow traffic roads!

Screen Name Redacted

2/22/2021 02:55 PM

Unnecessary



Screen Name Redacted

2/22/2021 03:53 PM

The James Bay neighbourhood has the highest percentage of seniors in Victoria. Most of the streets are narrow and the state of the sidewalks is rapidly deteriorating. The addition of cyclists whizzing through the area, as well as changing traffic patterns and reduced parking is likely to further isolate seniors.

Screen Name Redacted

2/22/2021 03:58 PM

Please don't bring bike lanes to James bay. I'm especially talking about government street. I use this street to get to and from work. Plus street parking for everyone is near impossible already. Government street is to narrow not wide enough for bike lanes. So disappointing to hear that James bay might get the silly ugly bike lanes. Just paint a line like you do for cars. Bike lanes are not green. Way to much energy and time goes into this. Spend money on things that actually improve our community as a whole and mental health for the citizens.

Screen Name Redacted

2/22/2021 04:16 PM

I live on government street and there are so many homes and rental places that do not have driveways or any parking for their tenants and parking spots on the road are very important. Bicycle lanes would take a away from the parking spots and add to the congestion on the street. Plus you have all the horse drawing carriages that can't do the speed limit and cause congestion , the pedal cabbies and the rickshaw cabs going by . As a resident since the 1960 and a homeowner on government street who pays land taxes i Strongly disagree with bike lanes in James Bay. I think that there are more things that need to be looked at such as the people with handicaps and mobility issues. The downtown core is a mess because of bicycle lanes people with mobility issues can not even get to the curb if need be cause of bicycle lanes.

Screen Name Redacted

2/22/2021 04:18 PM

This is another idiotic idea by council. The roads in James Bay are narrow enough without any space being taken up by bike lanes.

Screen Name Redacted

2/22/2021 04:47 PM

I strongly support efforts to improve cycling infrastructure in James Bay. However, the use of the narrow, two-way, single lane bike paths, as well as cyclist-priority shared use design concepts will bring road users into conflict. An dedicated, protected one-way bike lane, that matches the direction of travel on the road will reduce conflict between road users and will help reach the goals of the overall plan.

Screen Name Redacted

2/22/2021 05:47 PM

I am a pedestrian within the James Bay and downtown and drive elsewhere. None of your changes enhance either of those things and in some cases make them more dangerous or difficult.

Screen Name Redacted

2/22/2021 07:37 PM

We must not lose any street parking on Government street

Screen Name Redacted

2/22/2021 07:49 PM

Michigan St is already narrow, might be difficult for a driver to offer room to cyclists when traffic in both directions and parking on both sides of the street, particularly between Menzies and Oswego.

Screen Name Redacted

2/22/2021 08:48 PM

Having lived here for more than 30 years, there has been little problem between pedestrians, cars and bikes. Telephone poles in the middle of the

sidewalks are a problem as walkers have to step onto the road. Let's not forget congestion when tourism is back up and running, I.e. Coho and Cruise ships.

Screen Name Redacted

2/22/2021 10:48 PM

I am excited about these changes. I like the plans you're putting forward. Please limit stop signs for bikeway through the residential areas. The bikeway should be as free flowing as possible while the other cross streets can have stop signs. Please prioritize bike/pedestrian safety over parking.

Screen Name Redacted

2/23/2021 06:45 AM

The city needs to recognize that the bike lane initiative is a disaster (the lanes are scarcely used, they was no need for them to begin with, and they cause terrible traffic gridlock along with corresponding delays and increased vehicle emissions) and should cut its losses.

Screen Name Redacted

2/23/2021 11:01 AM

I am not clever enough to figure out how to use the route map tool. What I would say is that you need to keep traffic moving through the corner of Menzies and Michigan with no impediments. It appears you plan to make Michigan a one-way street, although I'm not sure. If this is the proposal, it is a bad idea as vehicles need to exit James Bay as quickly as possible. I know Council have a hatred of cars, but some of us "need" to drive.

Screen Name Redacted

2/23/2021 11:07 AM

Much more effort needs to be made on cyclist education. Currently Cyclists are not stopping at stop signs, riding on the sidewalks and basically riding wherever they want on the road. With electric bikes becoming very popular I see them constantly riding very quickly. Bicycles should be required to be licensed and rider education mandatory. The electric bikes are essentially low powered motorcycles. The Companies that rent out bikes need to educate the people renting. Currently they ride on the sidewalk and ride on pedestrian paths (Laurel Point Park is a prime example). Since the city is insistent on putting in bike paths lets set some rules and guidelines!

Screen Name Redacted

2/23/2021 01:14 PM

Superior, not Michigan for east/west better chance for success.

Screen Name Redacted

2/23/2021 02:36 PM

I just want to say Thank You!

Screen Name Redacted

2/23/2021 02:42 PM

Douglas St is better suited to expanding bike lanes, the speed bumps are a bad idea, terrible for emergency vehicles, Government St needs a 4 way stop at Simcoe and a 3 way stop at Toronto that would slow traffic down and Simcoe is a blind intersection. Over all the plans seem very vague and hard to see details, certainly not good enough to approve at this time

Screen Name Redacted

2/23/2021 03:02 PM

Would you please pay attention to the demographics of that neighborhood. The bulk of that being Seniors! The streets are narrow as it is, parking is extremely limited, not to mention the any number of large and small businesses that would I'm sure appreciate not being hampered for any number of services, like deliveries, garbage/recycle pickups, tourist traffic, buses etc. I'm quite sure that they would like patrons, not necessarily living in the direct vicinity to be able to access their businesses as well, meaning they

need parking! I'm really sure the hotels in that area also appreciate losing parking, having their frontage messed with, they have a hard enough time attracting locals to that area due to it's current limitations. I'm sure they really appreciate this considering how much I'm sure they pay for property taxes to the City of Victoria. I can't even imagine how the small businesses in that area will even survive. You all but destroyed Fort St.'s business community, I don't even want to talk about Pandora! Vancouver St. is now a complete mess. I bike, I've ridden through there countless times, the cyclists in this town don't need intervention here, leave that neighborhood alone!

Screen Name Redacted

2/23/2021 04:39 PM

as one of the highest density residential neighbourhoods in Victoria it is good to see we will finally have designated cycling routes. For the section of Government st. adjacent to the Leg where the transit exchange is, I would propose that the street be closed to ordinary vehicle traffic for only that block, except for buses, with a cycling lane away from all buses directly down the middle of the street. This would allow all buses to fully access the curb throughout, yet provide through cycling in a dedicated, separate lane.

Screen Name Redacted

2/23/2021 04:45 PM

Need to get the connection on South Gate /Superior

Screen Name Redacted

2/23/2021 08:43 PM

Leave us alone and do something useful, like help those begging on the streets and living in tents.

Screen Name Redacted

2/23/2021 08:52 PM

I strongly disagree with the changes proposed, adding more bike lanes to an already poor design.

Screen Name Redacted

2/23/2021 09:13 PM

I hope that regardless of which east-west connector is selected, that a pedestrian crosswalk will go in along Michigan St as it crosses Oswego St. And thank you for this seamless, easy engagement process!

Screen Name Redacted

2/23/2021 10:18 PM

Please do not ruin James Bay by wasting Taxpayers' money building these bike lane on our streets in James Bay as proposed. Thank you.

Screen Name Redacted

2/24/2021 09:13 AM

As someone, with a child at South Park, I am more concerned with the City allowing criminals to squat in Beacon Hill Park. Parking is already limited in the area when dropping off or picking up my son. Riding a bike to the school is not feasible for our family.

Screen Name Redacted

2/24/2021 09:14 AM

Please stop diverting traffic. People live and work in these neighborhoods and it is a pain in the butt when we have to drive an extra km or two to get to our home, when there is a perfectly fine direct route. Consider the residents of the streets you are diverting. I am speaking from experience in Vic West.

Screen Name Redacted

2/24/2021 10:47 AM

I support protected bike lanes. I believe it is safer for all -- bikers, walkers, and cars.

Screen Name Redacted

2/24/2021 02:18 PM

Please keep in mind that one day (hopefully sooner than later) the volume of vehicle traffic between Ogden Point and downtown will increase significantly.

Screen Name Redacted

2/24/2021 04:01 PM

during the tourist season. There are many narrow streets in James Bay that would be challenged to have shared-use traffic on them.

Car traffic in James Bay should be calmed as much as possible. I am concerned that impacts on car drivers will increase traffic and especially speeds on Oswego Street and, if Michigan Street is use for AAA development, Superior Street. James Bay as a neighborhood has already been noticeably dissected into blocks isolated from one another by increasingly heavily traveled arterioles. I lived in the lovely East Sacramento neighborhood of Sacramento, CA in the 1980's, and this is precisely what happened as commuter traffic volume grew and grew until the neighborhood was carved up finally into disjoint islands or relative calm in a sea of speeding cars.

Screen Name Redacted

2/24/2021 06:40 PM

1. Montreal St. - Why mess it up? It's a narrow, quiet residential street. Calm the traffic and fine the speeding taxis from Ogden Point cruise ships. Instead, why not use Dallas Road as the corridor, all the way from Fisherman's Wharf? It's logical and scenic and there's lots of room, plus it connects directly to the paths starting at the Breakwater. 2. Michigan St. - Just leave it alone. I cycle it frequently and it's just fine. 3. Superior St. - Ditto 4. Government St. - Ditto You messed up Vancouver St., BIG TIME. Learn from your mistakes and leave things as they are. All these roads are just fine for cyclists and motorists as is. Who says we need "AAA" cycle paths. Let people explore the streets and route options on their own.

Screen Name Redacted

2/24/2021 09:52 PM

I would love to see traffic calming measures continued southbound on Montreal right to Dallas rd. I live on this block and people (often cabs going to the cruise ships) tend to speed.

Screen Name Redacted

2/25/2021 11:05 AM

I have concerns about roundabouts. I suppose it legitimizes bicyclists, who never stop at signs anyway. But vehicular traffic includes large numbers of big trucks for refuse collection, recycling collection, park maintenance, those of us on mobility scooters who have to ride on the streets because the sidewalks are too rough and unsafe, taxis, cruise ship deliveries, etc. Please delay any changes until the existing neglected infrastructure is brought up to purpose and there is plan that has a negative impact of resident movement, parking and safety from increased two-wheel traffic.

Screen Name Redacted

2/25/2021 12:16 PM

You are destroying neighborhoods to pander to young cyclists. Why do you ignore the rest of us? You have stopped seniors and the disabled access to Beacon Hill park and now you are suggesting the same for Clover Point. Shame on you.

Screen Name Redacted

2/25/2021 12:51 PM

I really appreciate the expansion of the AAA network. As a resident of James Bay and with a desire to start a family soon, connection to this network is greatly appreciated! Fantastic initiatives from the city, keep it up please!

Screen Name Redacted

2/25/2021 02:18 PM

Please stepdown!!!

Screen Name Redacted

2/25/2021 02:30 PM

Thank you for making the city better with more bike lanes

Screen Name Redacted

2/26/2021 06:39 AM

I have lived and cycled in many cities across Canada and the world. Victoria has always been a safe cycling city and one of the best to cycle in without the addition of specialist lanes catering to a minority. The execution of this to date has been incompetently executed with respect to traffic flow and could best be described as the "Victoria Traffic Paralysis Plan". Please stop.

Screen Name Redacted

2/26/2021 10:07 AM

concern re loss of parking on Government street corridor

Screen Name Redacted

2/27/2021 01:55 PM

Seems good overall.

Screen Name Redacted

2/27/2021 01:56 PM

I did NOT like Michigan/Menzies intersection being a 'no access' onto Michigan from Menzies. If anything, it should be a roundabout, then Michigan would be a good option for the bike lane as opposed to Superior.

Screen Name Redacted

2/27/2021 02:33 PM

The AAA network has transformed my lifestyle and enjoyment of our wonderful city. I would rank our cycling network as one of the best things about living in Greater Victoria. Thank you for making these investments, I can't wait until the whole network is done!

Screen Name Redacted

2/27/2021 02:33 PM

I think it is not helpful to add specific bike lanes in low speed areas where it is already safe to cycle.

Screen Name Redacted

2/27/2021 06:47 PM

What are the plans to deal with the cruise ship traffic through James Bay every summer? I don't see how this plan can work without addressing the annual cruise ship traffic issue.

Screen Name Redacted

2/27/2021 09:33 PM

Will be great to have a bike route that effectively circles James Bay. This will be a huge improvement and a great help in encouraging more cycling by all ages.

Screen Name Redacted

2/28/2021 11:05 AM

Forget the planned route on Michigan St. It's a bad idea. Too much residential parking will be lost west of Government St. to accommodate a bikeway due to the narrow road. Traffic congestion at Michigan and Douglas is terrible already and won't be get better with a bikeway, due to the current volume of traffic on Douglas St., the vehicles traffic generated by South Park School, and bad sight lines up and down Douglas St. for vehicles turning from Michigan St. onto Douglas.

Screen Name Redacted

2/28/2021 12:57 PM

Should Superior be chosen as East-West corridor - what are the plans for managing on street parking? Will it be resident only parking? How will the additional demand for parking impact the rest of the neighbourhood? How will disruptions from construction be managed?

Screen Name Redacted

2/28/2021 01:06 PM

there are so many wonderful places to visit in James Bay. It is a beautiful community. Please do not build the bike paths as a solution to everyone

being able to move around. With less than 20% of people riding bikes I feel you are missing an incredible opportunity to solve a problem. Please think beyond bikes. It is not the answer.

Screen Name Redacted

2/28/2021 01:08 PM

The wording indicates one or the other will be happening no matter what feedback is provided. Why are you asking so late in the process if there is not a choice. It seems disingenuous and a CYA move to enable council to say they did ask for public input. There are a lot of new cyclists out on the routes now, unfortunately many use motorized vehicles on the bike paths (electric motors are motorized even if they are assist). There are people without the skill sets of spacial awareness out riding at high speeds on their electric motor bikes, no helmet , headphones on and not obeying the rules of the road. If you are truly concerned about bike safety focus on the problem and the problem of safety is solved and you are not blocking transportation routes all over the city by creating bottlenecks and vehicle backups in the process.

Screen Name Redacted

2/28/2021 02:24 PM

Like Council's previous road alterations that have ruined Pandora, Wharf, Fort, Humboldt, Vancouver and Richardson Streets for all users except cyclists, their "planned routes in James Bay" are equally unnecessary and should not proceed.

Screen Name Redacted

2/28/2021 05:15 PM

What is not clear to me by viewing the overlay maps is the following: will the city widen the streets (especially Government and Michigan) to accommodate the increased use of the street? And if so does this mean cutting down trees, encroaching on homeowner's properties? As well, I am concerned about speed bumps for the emergency vehicles and the horse and carriage forms of transport.

Screen Name Redacted

2/28/2021 08:18 PM

Please consider improving cycling infrastructure across the Bay Bridge. Obviously it's not James Bay, but I think about how much better cycling in the City could be if we could safely ride across that bridge with my family.

Screen Name Redacted

2/28/2021 09:40 PM

Wonderful plan, hope it can be implemented.

Screen Name Redacted

3/01/2021 11:18 AM

Strongly support these safety improvements, which will benefit all road users in our neighbourhood, but especially young families like my own. I look forward to biking down these routes with my daughter with a significantly greater feeling of safety.

Screen Name Redacted

3/01/2021 12:40 PM

I am just so sick and tired of the City and your anti-car and anti-parking bias. I rode a bike for many, many years all over the City when I was younger and never had a problem. Instead of putting bikes in lanes while removing lanes for cars with associated parking spot losses; why don't you focus on the happy campers and stay in your own lane.

Screen Name Redacted

3/01/2021 07:02 PM

This info helps only with corridor in North park, that survey is what I wanted. Can you help?

Screen Name Redacted

Really glad to see these changes underway. I think they will serve the

3/01/2021 09:04 PM

neighbourhood and visitors well.

Screen Name Redacted

3/02/2021 09:35 AM

Every time I see the phrase, "All Ages and Abilities" I think "What a fiction". Do you also believe in the Easter Bunny? When you leave people out, but say you are including them, they cease to exist. Bike corridors need separate lanes for me to use them as cyclists or driver. How will loss of parking be mitigated? Let building go up with low off-street parking levels, take away the street parking. What are you doing to increase transit availability of the things people need in the community? Who does that hurt, and how are you going to make it hurt less?

Screen Name Redacted

3/02/2021 10:08 AM

I would like to see a more direct bike rout through beacon hill park. I have figured out a way that makes sense when I'm cycling west to east from Simcoe on my daily commute to UVic. When I'm coming home though, traveling east to west through the center of the park, there is no clear option to take through the park with out really zig-zagging through and most routes land me at Simcoe st which I cannot go down on my way home because it is a one way street, or beacon which is dead end. Or Niagara which is really the wrong direction and adds to the zig zag effect. A path that lands me at Toronto would be ideal. However, barriers on Southgate might make that route more approachable. I really avoid this option due to cars moving very fast and that scary blind hill. Are there plans to put a bike route here that's off the road, and along the edge of the park ? I didn't see this in the presentation.

Screen Name Redacted

3/02/2021 10:18 AM

Bike lanes are not needed in James Bay, speeds are low already.

Screen Name Redacted

3/02/2021 10:25 AM

This is great. The Johnson st bridge intersection where cars that have turned right off of store street onto pandora and need to merge with traffic to cross the bridge is a disaster. Cars do not obey the yield signs and could not see cyclists when the blue fencing was up. I am concerned that the city will be planting trees or other vision blocking items within that green space now that spring has arrived. This is extremely dangerous for cyclists.

Screen Name Redacted

3/02/2021 10:44 AM

I can only hope I won't be too old to ride a bike when all this is finalized!

Screen Name Redacted

3/02/2021 10:49 AM

I don't go downtown because of bike lanes and safety, don't go to Beacon Hill park because of the threats, and now will never come to James Bay. The city is catering to cyclists and forgetting about the elderly, families, and mobility challenged. Wake up!

Screen Name Redacted

3/02/2021 10:49 AM

I think I clearly pointed out my disappointment in the direction that this Mayor and a few of this council want to take my neighborhood to. I am so disappointed with what they have done to downtown by taking away parking and vehicle access to the area. To watch it die a slow death by these measures is painful to see from someone who knows how vibrant the city was. It takes everything not to yell at bicycles riding on the road along Dallas

	after all that money was spent for them to ignore those bike lanes. You asked for feedback but like every comment says you have no interest in listening to it. Surprise me by not wasting my taxpayer dollars on bike lanes that are not necessary in James Bay.
Screen Name Redacted 3/02/2021 11:52 AM	Bicycle lanes are unnecessary in James Bay. It has narrow quiet streets that are easy to bike on. We don't want them!
Screen Name Redacted 3/02/2021 12:22 PM	Government Street will be south bound only and at present Menzies from Dallas road to the 5 corners is also only south bound. For those driving west bound on Dallas Road it will be difficult to access the 5 corners area.
Screen Name Redacted 3/02/2021 04:21 PM	just for fun, you should pretend-block all the streets you intend to BLOCK, and then time an ambulance or fire truck traversing James Bay. see if your grandparents survive a heart attack or not, as a result of delayed arrival times, when minutes count
Screen Name Redacted 3/02/2021 09:45 PM	The traffic is slow in James Bay. It doesn't need this and residents don't want it.
Screen Name Redacted 3/02/2021 09:56 PM	I don't like the idea of implementing a traffic circle with bike lanes and cars. I don't know how this is supposed to work, but it sounds dangerous.
Screen Name Redacted 3/02/2021 10:12 PM	Scrap the whole proposal
Screen Name Redacted 3/03/2021 06:04 AM	Not a priority. There are many people issues that need to be dealt with. If not that then roads need repair.
Screen Name Redacted 3/03/2021 10:32 AM	James Bay is the wrong location to be adding more bike lanes. There are already very few garages and not enough street parking, and council regularly waives parking spot requirements for development, making the parking situation in the city much worse. I respect your push for more bike safety, but James Bay is already quiet enough for cyclists and not the right choice.
Screen Name Redacted 3/03/2021 03:49 PM	You are going to have to look at bike lanes that continue from Ogden Point, to Coast Guard Base, to Fisherman's Wharf to downtown as the bike lane at Ogden Point just end.
Screen Name Redacted 3/03/2021 07:31 PM	I like the plan routes. I would like to see a proper bus terminal, like at U of Vic, for the Legislative. So, if the bike lanes could be integrated that would be wonderful.
Screen Name Redacted 3/03/2021 09:36 PM	I think painting the bikes lanes is important - possibly a red colour - pedestrians & cyclists would be better able to distinguish dedicated lanes.
Screen Name Redacted 3/03/2021 10:17 PM	Stop wasting money on things that Victoria doesn't need and do what you promised to do 6 years ago. Get the homeless issues sorted out !! If you



	really must do something with the roads then fix the potholes, not everyone can ride a bike !!
Screen Name Redacted 3/03/2021 10:38 PM	The city needs to focus more time and effort on our homeless issue. Get the tents out of beacon hill park. This is your chance to save our city before small businesses go bankrupt due to lack of local support.
Screen Name Redacted 3/04/2021 06:29 AM	The bike lanes planned fir JB are not necessary nor desired. There is no demonstrated safety issue that warrants their need. Current traffic flow will be impacted negatively and as there is no housing growth to support increased population growth in this area, road and cycle usage is unlikely to increase. The current situation does not require intervention and to do so will negatively impact the quality of life of the residences, access by emergency services vehicles and other needed residential home services, add congestion and frustrations to commuters who drive out of necessity. Cycling in JB is safe and there is simply no requirement for the dedicated bike corridors.
Screen Name Redacted 3/04/2021 07:05 AM	relocate the bus stops on Government to create a safer env.
Screen Name Redacted 3/04/2021 07:52 AM	As usual, the City is requesting "feedback" from residents when we all know you will do what you already have planned.
Screen Name Redacted 3/04/2021 08:57 AM	Provide completely protected routes as much as possible. Eliminate more parking spaces, especially on Government Street.
Screen Name Redacted 3/04/2021 09:31 AM	No more bike lanes!!
Screen Name Redacted 3/04/2021 09:44 AM	Douglas should be the preferred route for Dallas Rd to Downtown cycling.
Screen Name Redacted 3/04/2021 11:05 AM	If you are going to add bike lanes to some streets and lower vehicle access then you need to be upgrading adjacent streets for bette vehicle access. Cars and not going away, they will change to electric but the majority of transportation will continue to be by vehicle. Do your counts, vehicles far out number bicycles and always will.
Screen Name Redacted 3/04/2021 12:26 PM	Thank you!
Screen Name Redacted 3/04/2021 12:28 PM	Fully support the initiatives proposed ... exciting stuff!
Screen Name Redacted 3/04/2021 12:51 PM	Not needed, inappropriate spending in the midst of a pandemic. Bike traffic in James has become a pedestrian hazard. All abilities actually means people with 'no ability'.

Screen Name Redacted 3/04/2021 01:25 PM	I do not want this in my community. This is a bad idea, and a waste of public money, especially when existing infrastructure such as roads a walkways are in poor repair.
Screen Name Redacted 3/04/2021 01:35 PM	Please do not do this. Money should be spent on projects that improve economic activity or repair existing infrastructure. These types of initiatives amidst the global recession are foolish. I do not support this.
Screen Name Redacted 3/04/2021 03:35 PM	Appreciate the opportunity to provide input. Please understand we have daily issues with non-resident folks parking in residential parking. Older residents with heavy groceries to carry often cannot find parking due to intrusive non-residents under current conditions. Any loss of parking in front of residences will seriously impact quality of life, particularly for older residents who cannot carry heavy groceries distances. OTOH, I like bike lanes! I like seeing cyclists. This can only be good for all of us.
Screen Name Redacted 3/04/2021 03:49 PM	I would like to see North-South routes reconsidered and redesigned. I would also like to see an East-West route up Niagara St.
Screen Name Redacted 3/04/2021 04:20 PM	STOP RUINING VICTORIA! Stop following that useless mayor.
Screen Name Redacted 3/04/2021 04:20 PM	A general comment is that in James Bay, in particular, the proposed - and welcome - bike network is very much a grid pattern, north south, east west. Insufficient attention seems to have been paid to the high volume of "touring" cyclists who ride the coast / perimeter route (and who will break away from the proposed routes and continue to ride the perimeter). Superior, in my experience, is a cycle commuting route westward only to Menzies, after which bike volumes drop off considerably (but I support the Superior Street option). As a former bike commuter riding in from Oak Bay to the precinct, the challenges in terms of bike - vehicle distancing and conflicts will still remain - and I know they are outside the boundaries of the James Bay plan - i.e. Southgate through the park, and Superior between Douglas and Government. I still ride this route outside of commuting hours and the Southgate/Superior & Douglas intersection is not a safe one for cyclists. And the road narrowing on Superior immediately west of Douglas is still plain scary. Thanks for the opportunity to comment!
Screen Name Redacted 3/04/2021 07:58 PM	I tried to access the route map tool without success but in case I can't use it, I'm concerned about the restriction of northbound traffic and Government and Dallas. I think you should leave Government alone once you get to the Museum. There are lots of safe opportunities to cycle around the waterfront already.
Screen Name Redacted 3/04/2021 08:52 PM	reduced speed limit
Screen Name Redacted 3/04/2021 09:04 PM	Overall I think it looks great!

Screen Name Redacted

3/04/2021 09:41 PM

The bike lanes are not needed in James Bay. Save the money and fix the problems Victoria really has.

Screen Name Redacted

3/04/2021 10:17 PM

James Bay is an old part of the city with very narrow streets and little parking. Some streets like mine lack sidewalks but are very busy pedestrian routes. Inserting bike lanes into most of our crowded neighbourhood streets is unwise. Bike lanes should only be considered on the wider main streets: Douglas, Dallas, Belleville, Superior, rather than the narrow, already crowded internal ones. I have lived in JB for 40 years, am an avid walker and cyclist, and own a vehicle parked on our lot off the street. Many other vehicle owners do not have off-street parking so our streets are very crowded with parked vehicles. With buses, horse-drawn carriages and many visitors in our area our streets are challenging enough for everyone already without building bike lanes on our narrow internal roads.

Screen Name Redacted

3/05/2021 04:24 AM

It's important that linkages between different routes in the cycling network are consistent and obvious to follow. That the safety of the most vulnerable road users (cyclists and pedestrians) is prioritized over vehicles. Wherever possible, Separation from cars through true infrastructure and not just paint should be prioritized. And crossing points into parks need to be highlighted. The superior street link to wharf street park seems to be overlooked at this point.

Screen Name Redacted

3/05/2021 04:55 AM

Building bike lanes anywhere in James Bay other than on Superior is an enormous waste of money. James Bay is an isolated peninsula, with most traffic on Superior and some on Dallas. Dallas is now slowed to a crawl, and will become a nightmare to use when cruise ship traffic will return. Any bike lanes in residential areas are an inefficient use of funds, which could be put to better use by repairing the roads in the areas, which are full of pot holes, and used down the road infrastructure.

Screen Name Redacted

3/05/2021 08:51 AM

poorly planned and will cause traffic flow and parking problems

Screen Name Redacted

3/05/2021 09:56 AM

Stanchions similar to pedestrian lanes put up during COVID should be used to mark off bike lanes. No need for ugly concrete barriers, and parking lanes like the ones downtown would be inappropriate in James Bay. As always, little consideration is given to expanding walking space for pedestrians.

Screen Name Redacted

3/05/2021 10:56 AM

As I mentioned in the previous comment the proposed plan misses a vital part of the existing Victoria cycling infrastructure, which is the signposted cycle route around the exterior of James Bay to the new Dallas Road cycle track.

Screen Name Redacted

3/05/2021 11:46 AM

I wonder if the city provide each access to each house drive way. If the bike lane block our drive ways, it is a huge problem.

Screen Name Redacted

I chose Michigan over Superior because it's a quieter street, and because of

3/05/2021 01:14 PM

the junction with Southgate. I like the idea of linking to the Dallas bikeway, but don't think you need to hardscape so aggressively. Paint and bollards go a long way...

Screen Name Redacted

3/05/2021 01:55 PM

I've put my comments in other places. Once again, James Bay does not need any more bike lanes. We didn't need the mess on Dallas, either, but guess we're stuck with it. We certainly didn't need what you did to Vancouver Street, against the opinion of many people. You've blocked off James Bay with that one, making it more difficult to get in and out of the area. This is a total waste of taxpayers' money, as it has been all along. You might want to save some money to restore Beacon Hill Park, as I'm sure that's going to need millions.

Screen Name Redacted

3/05/2021 03:22 PM

I am so happy you are tackling this area. I live here and ride my bike every single day. Government Street is tricky for cyclists right now due to confusing intersections (some folks thing stop signs at Simcoe are 4-way, but they are not), and people tend to speed often. Also, the road surface is pretty bad at the moment, making certain spots unsafe for riding. I am in full support of whatever improvements you can make! THANK YOU!

Screen Name Redacted

3/05/2021 03:38 PM

I support designated bike lanes, but I do not support the way that they are being implemented in Victoria. I am giving you my feedback but I do not have faith that it will be considered with the care that it merits. I believe that you have already made up your minds. Please prove me wrong.

Screen Name Redacted

3/05/2021 03:53 PM

I am very excited about this! As someone who cycles almost exclusively in Victoria (other than trips to Costco) I am appreciative of the current infrastructure and very encouraged by the talk of future infrastructure. It is wonderful to see more cyclists get on the road when the infrastructure is safe and to see tourists do the same. I really appreciate the opportunity to provide feedback and look forward to lots more biking in Victoria!

Screen Name Redacted

3/05/2021 05:39 PM

Focus on real problems in this city, rather than bike lanes that satisfy the whims of the few, who happen to include the mayor. I vehemently oppose this project until real solutions are found to the real problems; homelessness, crime, etc., that plague the city.

Screen Name Redacted

3/05/2021 10:17 PM

Please consider how an improved bike route on Superior Street could link better with Vancouver St. further down Southgate. Most of Southgate between Vancouver St. and Douglas street is fine for cycling, but the first 20 or so metres on Southgate heading east from the Superior/Douglas intersection is far too narrow for safe cycling to get from Superior Street to the cycling on Vancouver St. About 20 metres of Southgate on the Beacon Hill side need to be widened. I cycle this route every week - it is the most dangerous part of my 7.5 km route between work (at Capital Park) and home in Saanich.

Screen Name Redacted

3/05/2021 10:36 PM

Paint is not cycling infrastructure. This proposal feels like it reaches the edge of my neighborhood and promptly leaves me to fend for myself in traffic. As someone who has been considering taking up cycling dependent on roadway improvements, what I see here is not providing me with confidence that an

environment I feel comfortable riding in is likely to emerge. I recognize that an older community like James Bay presents considerable challenges from a transportation design perspective due to limited space, but unfortunately half-measures are not the solution to transformative change. Some greater risks may be required to achieve the sort of network you are proposing.

Screen Name Redacted

3/06/2021 04:37 PM

I think the Superior Street option makes more sense for James Bay and for the hotel district.

Screen Name Redacted

3/06/2021 07:30 PM

Use the exterior streets such as Douglas St. Changing traffic directions on Montreal causes too much confusion for traffic. and will result in more traffic on Oswego where the school is . There is not a huge bike population in James Bay to warrant such confusion and expense. Put the extra lane on Belleville to connect Government St and Dallas road. on the exterior of James Bay. The street is wider and there is not as much need for residential parking.

Screen Name Redacted

3/07/2021 10:39 AM

I strongly support this project moving ahead without delay. If there are any major doubts about any of the elements, I suggest doing temporary trials (e.g. 1 year) with low-cost movable 'tactical urbanism' materials. We are in a climate emergency, and there is no time for dithering and delay.

Screen Name Redacted

3/07/2021 11:38 AM

I would like to see an additional crosswalk on Dallas Road between the ones at Menzies and at Government. About half way between them there is a crosswalk on the bike path, but it does not extend across Dallas Road.

Screen Name Redacted

3/07/2021 11:53 AM

Thank you for the upgrades.

Screen Name Redacted

3/07/2021 04:15 PM

This is a very congested community when you put in the tally ho carriages, tourists coming from the cruise ships, our large population of senior citizens. We do not need designated bike paths. I've been cycling in this area for decades and we don't need them. I know I sound like a broken record throughout my input but it's really how I feel.

Screen Name Redacted

3/08/2021 10:09 AM

I understand that filling out this survey is a total waste of my time as you already have your minds made up . Can you at least tell me if we will see the results of this survey

Screen Name Redacted

3/08/2021 11:26 AM

Too much noise is never a good thing, from either too much traffic or construction. Consideration of adding bike lanes must take this into consideration, as well as what it might do to vehicle traffic; for instance, bottleneaking, as we often see downtown with the influx of residents and workers there. I am glad to have been asked for my input. Ultimately, I would like to see less traffic on my street - less noise - not more.

Screen Name Redacted

3/08/2021 12:48 PM

If there are bike lanes on Superior and now the new ones on Dallas, adding any more that run between Fisherman's wharf and Beacon hill is just a waste of money and invasive to the neighbourhood.

Screen Name Redacted

Thank you for doing this, I know there are a lot of critics out there who think

3/08/2021 02:02 PM

the sky will fall if even one dollar is spent on cycling infrastructure (or gasp, parking taken away or moved for vehicles), but myself and my friends who ride recumbents due to injuries or illnesses, mums who ride cargo bikes with their kids to do all their errands, etc, we all appreciate the effort to include us in the community and make us feel safer.

Screen Name Redacted

3/08/2021 02:53 PM

As a former James Bay resident, I am glad to see the city making these changes.

Screen Name Redacted

3/08/2021 07:19 PM

this looks like a good long term investment to me.

Screen Name Redacted

3/08/2021 07:43 PM

I feel that there should be safe cycling routes to all elementary and middle schools for young bikers. Is there any way to included a link from the superior street option to south park school?

Screen Name Redacted

3/08/2021 08:01 PM

I think that there should be seperated bike lanes on Michigan, not a few pointless lines. Kids who regularly bike to South Park Elementary School need the protected. Cyclists also use Michigan to get Downtown far more than Superior, therefore I can't believe how you could possibly be so stupid as to not even consider the option of protected bike lanes on Michigan, you have made a huge mistake that will negatively impact Victoria citizens for many, many years.

Screen Name Redacted

3/09/2021 11:07 AM

At this time, the City of Victoria needs to immediately STOP all plans for bike lanes. The issues of housing and the need to spend what will be many hundreds of thousand dollars remediating Beacon Hill Park and all the other parks in which camping was allowed need to be the priority issues. The "nice to do things" like bike lanes MUST wait. We simply cannot afford to spend a single additional dollar on bike lanes at this time.

Screen Name Redacted

3/09/2021 01:23 PM

I'm supportive of bike lanes and making cyclists safe. I think there needs to be a campaign for drivers so they understand that the roads are for everyone, to be more alert for cyclists, how to be courteous to cyclists, and how to share the road safely. As a daily cyclist who commutes to/from work, I've escaped being hit by drivers too many times to count. It's frightening!

Screen Name Redacted

3/09/2021 01:27 PM

Use sleepier streets to avoid routes that are already busy, minimize loss of parking for residents

Screen Name Redacted

3/09/2021 11:05 PM

My daughter lived on Vancouver St. which has been ruined by the ridiculous changes blocking traffic on behalf of bikes. One thing I'm acutely aware of is that for all the times I drove on Vancouver St., before and after the changes, I have never seen a significant volume of cyclists. I would hate to see you do this in James Bay. Use this money to properly house the homeless as though they are human beings as opposed to providing temporary fixes for a problem that actually affects us all.

Screen Name Redacted

3/09/2021 11:54 PM

I'm a life-time commuter cyclist living and predominantly working in James Bay. It's my preferred way of getting around. My kids have either walked or

taken the bus to school their entire K-12 experience. I also walk an hour a day in the neighbourhood. But the reality is that we drive sometimes. We end up transporting kids to various activities, we transport aging parents to appointments, etc. So I'm intimately familiar with this area from all those perspectives. The Wharf St lanes are wonderful. The Dallas route (once all the pandemic walkers are somehow coerced off of it) will be great. But your approach on some major thoroughfares is frustrating. I watched in bemusement and horror as you churned up Fort St when View Street was so obviously a flatter, calmer, better route through the city. I've paid the price for this route as both a cyclist and a driver. It's a slower experience with both forms of transport, and I avoid it whenever possible (although that's getting more difficult in a car as you've taken away Vancouver as an option exactly at the same time as closing off lower Cook for an extended period of whatever is happening down there). Whoever planned an iterative transformation of Beacon Hill did it so intelligently, with easily modified temporary barriers giving way to more permanent curbs as things were tweaked. I was fully supportive on the experiment, and am happy with the result, despite the fact it was our best ay out of the neighbourhood. I'm so sorry this iterative approach wasn't taken with bike lines elsewhere - especially when we see how easy it was to 'invent' new pedestrian walkways on various streets in James Bay. Why not do a similar set of tests with bike routes? I welcome the cross walks across Douglas at Michigan and Avalon. They've made a huge difference. But I really feel like the bike planning, especially the internal connectors, is divorced from my reality.

Screen Name Redacted

3/10/2021 08:45 AM

I think James Bay should be left alone. These plans are only for a select group of people. Why not give fixed income seniors like myself a free bus pass. I will never be able to get on a bike again and should not be discriminated against because of my age and abilities. And that includes the nonsense going on at Clover Point. It was not broken and does not need fixing. Thank you for listening.

Screen Name Redacted

3/10/2021 03:17 PM

OK, I guess this is where I'm supposed to say I'd like a traffic calming roundabout at the Superior/Montreal intersection instead of those other places I added it :) Thank you to the team for all the hard design work and the thorough consultation process.

Screen Name Redacted

3/10/2021 09:08 PM

I mainly came here to voice my concern for the government street bike lane proposal. It will make the street impossible to manuever and is a extremely poor design considering the difficulty of even fitting two way traffic on the road as it is.

Screen Name Redacted

3/10/2021 09:11 PM

pleased there is going to be a crosswalk from St Lawrence to Erie St - AT LAST!!

Screen Name Redacted

3/10/2021 10:10 PM

It is important to provide support for all modes of transportation. James bay has very few arterial roadways, primarily Superior street. It is critically important to retain these wider lanes for motor vehicles to allow easy automobile movement. Bike lanes on Superior would narrow the car lanes,

worsen already congested traffic in James Bay and eliminate scarce parking. It is a bad idea. Finally, if concrete barriers must be placed, they should be simple precast parking bumpers, spiked into the roadway. They are cheap, quickly installed, and can be moved in the event that future councils wish to make changes.

Screen Name Redacted

3/11/2021 08:43 AM

I don't believe that protected bike lanes are needed on Government or Michigan. Superior would be a better option since it is less crowded and I feel safe biking on that street. Please don't change any part of Superior, Government or Michigan into one-way streets for vehicle traffic as it will make it difficult to enter and leave James Bay for residents. Also, please consider increased traffic by South Park school if these changes are made, which will make Michigan a less safe street for the children.

Screen Name Redacted

3/11/2021 08:55 AM

The new lanes along Dallas waterfront are beautiful. I see them as I ride along the road because it is too dangerous to ride a bicycle there. Also I have started walking on the north side of Dallas sidewalk as walking along the new path is also too dangerous. Please set up monitoring this summer, even for the low tourist volumes. I have nightmares about what it will be like with more tourists.

Screen Name Redacted

3/11/2021 11:06 AM

I cannot tell from the diagram if there is 2-way car traffic on Government Street between Humboldt and Belleville. That would be essential in my opinion, in addition to the better design of the bike lanes.

Screen Name Redacted

3/11/2021 09:43 PM

I look forward to rediscovering James Bay!

Screen Name Redacted

3/11/2021 10:26 PM

I am extremely excited for these planned route modifications in James Bay. I have been a resident in James Bay for over 10 years and these improvements will go a long way to creating a calmer, safe infrastructure for cyclists and pedestrians, while also enhancing the connection between downtown and the Dallas pathways. We are a young family, with children who will be able to grow up in a neighbourhood that will afford them opportunities to freely and safely travel by bicycle. Currently, there are very few roads within James Bay that are safe enough for children (8-12 yrs) to ride confidently. These changes are necessary, not only to connect to the larger cycling network but to allow children the opportunity to ride to school and parks. I also recognize that some trade-offs must be made. For example, the northbound closure of Government at Dallas will undoubtedly increase the traffic volume on our quiet street (Paddon Ave). However, I believe this trade-off to be a worthwhile compromise for the added benefit of a calm and safe cycling environment along Government.

Screen Name Redacted

3/12/2021 02:30 AM

Don't install too many protected bike lanes, regular ones will do. Consider using already existing bike lanes and one-way streets.

Screen Name Redacted

3/12/2021 09:12 AM

I think there should be some consideration of a route that follows the water connecting Dallas to belville. This would be an ideal route for tourists that



	want to ride the entire waterfront down to clover point
Screen Name Redacted 3/12/2021 09:55 AM	Enough already! None of this is needed or desired. I have lived in James Bay for 38 years, entering and leaving the neighbourhood daily on foot or by car, and I have never once seen a problematic interaction between bike and car. Please leave things alone!
Screen Name Redacted 3/12/2021 10:25 AM	Government Street Segment C is concerning. STOP BLOCKING OFF STREETS!!!!!!!!!!!!!! All that does is frustrate and confuse people and make it harder for people who live their to access their own homes. Just stop it. It's a stupid idea and it creates dead end streets that feel like mazes.
Screen Name Redacted 3/12/2021 10:31 AM	JB too dense to provide bikelanes
Screen Name Redacted 3/12/2021 10:49 AM	The more bike lanes and street improvements, the better. We also need better paint to separate lanes at night!
Screen Name Redacted 3/12/2021 10:52 AM	Should reconsider go. If Montreal goes ahead then Oswego will become the major "speeding" taxi route during the 6-month cruise system - significant traffic calming measures required to ensure taxis take the Belleville western route.
Screen Name Redacted 3/12/2021 10:58 AM	Keep in mind that many seniors live in JB and they do not ride bicycles..they need to use vehicles and those needs should not be disregarded. Too much emphasis is placed on cycle users and not enough consideration for the requirement to drive as in the Clover Point fiasco. If it is not broke..don't fix it.
Screen Name Redacted 3/12/2021 10:58 AM	n/a
Screen Name Redacted 3/12/2021 11:04 AM	Thanks for putting bike infrastructure in our neighborhood! James Bay residents seem to be chill and good about bikes, but we get a ton of visitors both from other parts of the city and further afield and they don't always consider cyclist and pedestrian safety. Separated bike lines on the only street that's wide enough will go a long way to protect the diverse cyclists in our neighborhood.
Screen Name Redacted 3/12/2021 11:06 AM	As I stated Superior and Montreal Streets would provide the connections we need to cycle through town and connect with multidirectional routes. Adding Government Street is unnecessary and highly impactful in a negative way. There don't need to be additional routes within close proximity to each other, damage caused to the access of those living in these areas needs to be considered over additional cycle paths to reduce travel by maybe less than a kilometre.
Screen Name Redacted 3/12/2021 11:14 AM	As Government Street is a busy vehicle and cycle route out of James Bay, I am very pleased to see bike lanes there.
Screen Name Redacted	I'm pleased for this project going ahead.

3/12/2021 11:44 AM

Screen Name Redacted

The sooner the better!

3/12/2021 11:58 AM

Screen Name Redacted

I think it is positive to have bike lanes in James Bay. In order to be effective I think some of the on-street parking needs to be removed.

3/12/2021 12:05 PM

Screen Name Redacted

When planning your cycle lanes, think about how often a vehicle will have to enter or exit the cycling lane during a trip. The more times it passes through the lane, the less safe your cyclist is and the less effective the lane will be for increasing ridership. Dead and injured cyclists don't fix your transit problems.

3/12/2021 12:26 PM

Screen Name Redacted

I am for every improvement benefitting pedestrians and bikers. Vehicles have dominated and it is time to balance that.

3/12/2021 12:32 PM

Screen Name Redacted

Please keep in mind vulnerable cyclists as opposed to young-adult and assertive cyclists. To provide choices for vulnerable cyclists, the potential interaction with motor vehicles needs to be very small to non-existent.

3/12/2021 12:47 PM

Screen Name Redacted

Please take back to council and anybody else who might listen that, while we appreciate your concern for our safety and such, the continued allowance for densification without proper levels of parking apportioned has created the bottle neck of so many of our streets. This is not just an issue for the planning department, it is an issue that affects your ability to deliver commonsense proposals too. No matter how much council and the cycling network want cars to disappear, they are not going away any time soon. The proper balance between all of these modes of transportation seems incredibly hard achieve so I do not envy your jobs. I am also really concerned with costs right now, as are most people who actually live on a budget. We have so many pressing concerns other than this issue and I think we need to re-examine our priorities as a city that has taken a deep financial cut due to covid. Thank you for this opportunity. Deanne Loubardeas

3/12/2021 01:59 PM

Screen Name Redacted

I believe Michigan is better suited as an East/West corridor for cycling lanes as it is less busy than Superior Street and has a greater off street parking system.

3/12/2021 03:28 PM

Screen Name Redacted

I'm concerned about how bike lanes will co-exist with bus stops on Government & Superior.

3/12/2021 04:34 PM

Screen Name Redacted

Consider using pvc posts for a trial period before committing to expensive and permanent concrete barriers.

3/12/2021 06:18 PM

Screen Name Redacted

Overall I welcome the plan. Other than Montreal being the wrong street to do the north/south connection (use Dallas from Erie). Brent Carney 250-246-8350

3/13/2021 07:17 AM

Screen Name Redacted

As new residents of Victoria and as recreational cyclists in our 70s we are

3/13/2021 09:21 AM

very supportive of the protected bike paths. It has taken a little time to learn the rules, pathways and etiquette but we're very much enjoying our cycling exercise.

Screen Name Redacted

3/13/2021 12:37 PM

James Bay is not a route through the City. People do not need to pass through James Bay to get to other parts of Victoria. It is a community of destination for residents and visitors alike. Our streets are generally narrow and we do not have the capacity - or the need - for complicated multi-lane through-traffic management systems. At the recent JBNA meeting where this project was discussed, the prevailing view was that we do not have a problem that needs fixing and that our streets should be left as is. As one of the participants said, the only problem here is that City Hall wants this project and the people of James Bay do not. Given the sacrifices that James Bay residents are being asked to make to implement this proposal - restricted access into and out of our community, traffic congestion, diversion of traffic flow, significantly reduced parking - there should be a far more compelling reason for making these changes besides creating bike lanes in a neighbourhood where they are not needed. Especially in these difficult economic times, in the middle of a pandemic, this project is neither a necessity nor a priority. Indeed, it is irresponsible to spend money on this when these funds could be set aside for more urgent and compelling needs such as housing for the homeless. Putting a hold on this proposal would allow some time to evaluate the cycle network constructed so far, including the recently constructed Vancouver Street changes, to assess how they are working or not working. Before we rush to superimpose experiments from one community to another, we need to allow some time to learn from the experience. That way, we can ensure that designs are evidence-based to support what works well and to avoid what does not. What is wrong with leaving at least one community in Victoria intact, at least until we know the long-term effects of what has been superimposed elsewhere?

Screen Name Redacted

3/13/2021 01:36 PM

James Bay is delightful as is. Have you not learned from all the negative feedback in other neighbourhoods? Every time you rip up a street to add bike lanes, it absolutely chokes all the surrounding streets with added vehicles, causes huge frustration, and will ultimately hurt any local businesses.

Screen Name Redacted

3/13/2021 01:57 PM

James Bay is already too busy with traffic, and there is little need to 'commute' by bike to Ogden Point other than for recreation. Government Street to Dallas Road is enough for those who come for recreation. For locals, a quiet cycling street like Michigan Street is perfect for cutting across the James Bay neighbourhood. Also, people from other municipalities, cities, and even from other countries, are encouraged to visit James Bay. This is resulting in many, many more vehicles than cyclists coming into James Bay. While I love riding, I don't support bike lanes all over the place. The idea of protecting cyclists is a good one, but I feel the city is implementing too many bike lanes too fast, while encouraging more people to come to the city and to the harbour. For example, the bike lanes around the Johnson St bridge required new traffic signals that now contribute to traffic gridlock by mid day. And along Dallas Rd, there is no separation between cyclists and

pedestrians. As an avid cyclist, I ride the entire peninsula, but I do not use the bike lanes at Ogden Point. It's safer for me to ride on the road with traffic. I do like the idea of protecting cyclists and I hope that we can find a workable solution. I support the one dedicated route in and out of the harbour to Dallas Rd via Government Street, and one cross-neighbourhood route via quiet Michigan Street. Thank you.

Screen Name Redacted

3/13/2021 03:08 PM

For James Bayers over the age of 30, the proposed bike lanes are a solution to a problem which does not exist. Please leave our neighbourhood in peace -- the construction of the new sewage system (which also was not required) was sufficient disruption.

Screen Name Redacted

3/13/2021 05:31 PM

This entire plan seems set out to cause bottlenecks, congestion, and safety issues throughout James Bay. It does not appear to consider the needs of the 12,500 residents of James Bay. Having been both a visitor to Victoria and a resident, cyclists want to cycle AROUND James Bay on Belleville throughout Erie to Dallas and always be within view of the water. They are not interested, generally, in cycling through James Bay. The people who live in James and are cycling to get to work or to get elsewhere for recreation already know the best routes to do so. Specific issues include the proposal to block traffic turning east at Michigan off of Menzies: on this block is a Primary and Emergency Care clinic. James Bay residents who are unable to walk to this clinic should be barred at this corner, especially if it is an emergency trip. Also blocking Government Street entrances: where is this traffic going to go? on the side streets, which then will become congested. I do not see the point of moving congestion from one street to another. Currently it is very easy to cycle on Government, from my experience. Finally: the proposal would entail losing 50% of the parking on Superior Street: where would residents and visitors in post-covid time find places to park? I wonder if the designers asked anyone living in James Bay whether they even wanted bike lanes and streets totally changed not to mention blocked. What James Bay needs in the way of AAA is better sidewalks for the majority of the people who walk, particularly the older demographic who must use a walker or a motorized wheelchair. Cyclists in James Bay are doing fine.

Screen Name Redacted

3/13/2021 07:17 PM

Build em and move onto the next. Keep going, you're doing great!

Screen Name Redacted

3/14/2021 08:30 AM

The options are well laid out and easy to understand. Thanks!

Screen Name Redacted

3/14/2021 09:50 AM

East/west on Michigan doesn't make sense - already narrow and bike lanes won't be protected...

Screen Name Redacted

3/14/2021 12:52 PM

We support bike lanes because it gets more people on their bikes and commuting safely. However, these design concepts going through old, cramped, narrow-street neighbourhoods eliminating parking where many

homes do not even have driveways (so they must park on the street) does not make sense. James Bay is busy with horse and carriages, taxis from the cruise ships, cars and more. It's like the designers have not spent any time in the James Bay neighbourhood. Take a walk down Michigan and Superior during "rush hour" and you'll soon realize that the designs proposed are not appropriate for Superior or Michigan. I bike every day and I see NO NEED for bike lanes on these streets. Belleville definitely needs a bike lane in front of the Legislature where cyclists get squeezed out by cars all of the time. Dallas Road has lots of space and those lanes make sense because there is a consideration of the width of the roads. Small, heritage streets in James Bay do not make sense at all for bike lanes.

Screen Name Redacted

3/14/2021 01:07 PM

I would throw the plan out in the garbage and redo it with one way streets and repaired sidewalks. I would have the city or residents trim their vegetations so that sidewalks can accommodate at least one person.

Screen Name Redacted

3/14/2021 02:43 PM

The planning looks really functional and an asset to the community. A main route in/out of James Bay that is safe for cars and bikes is needed - hence a vote for Michigan Street to be developed as a bike route.

Screen Name Redacted

3/14/2021 03:47 PM

I support the reduction of free on-street parking in James Bay in favour of wider sidewalks and protected bike lanes.

Screen Name Redacted

3/14/2021 06:29 PM

I think a better plan for Government street is needed. I don't think the current plan suits the street and wouldn't be aesthetically appealing. Otherwise, I'm excited about the prospect of making James Bay more accessible for everyone. If only we could plant more cherry blossom trees along these routes.

Screen Name Redacted

3/14/2021 07:30 PM

Thank you!

Screen Name Redacted

3/15/2021 08:51 AM

This area gets so busy, particularly in the summer months, bike lanes would help to make me feel much safer as a biker

Screen Name Redacted

3/15/2021 05:49 PM

I very much support the bike lane system that has been created in Victoria. I have not always agreed with the decisions like blocking off Vancouver completely to cars Northbound. Living in James Bay, we are often put out for races and parades and such and it can be challenging some times to get home and leave home. Alas, I missed the survey on that one. I acknowledge how challenging it must be to face Joe and Jane public and I hope that by having to register to take part in the surveys, the language people use is appropriate and not abusive. I appreciate your work. Thank you.

Screen Name Redacted

3/15/2021 08:07 PM

If Superior is chosen, please look at how eastbound cyclists could safely connect with Beacon Hill Park cycling path. Perhaps we need a dedicated and protected bike lane between Superior and Michigan on Douglas?

Screen Name Redacted

3/15/2021 08:55 PM

Thank you for making this happen. Please do it fast. We are dangerously close to the climate tipping point.

Screen Name Redacted

3/15/2021 09:12 PM

Thanks for trying so hard to make it safer to cycle in Victoria, despite the 'Everything-is-Great-Don't-Change-a-Thing' Crowd.

Screen Name Redacted

3/15/2021 09:41 PM

Sick of the one dimensional thinking of the city.

Screen Name Redacted

3/15/2021 10:37 PM

I support all modes of transportation, walking, biking and vehicle. I use my bike regularly but I am also a vehicle driver who lives in James Bay and appreciates both the negative and positive aspects of this proposal. It is congested enough in this community and if you don't get this right especially when the cruise ships re start with all the various modes of transport that comes with it, there will be some very disgruntled citizens. One other thought that comes to mind is emergency access for Michigan at Menzies, how does the fire, ambulance police readily access Michigan? The circuitous route? Time is everything in an emergency. Recall the calming circles that were constructed at Oswego and Niagara Sts many years ago, great idea but bad in practice as the fire trucks couldn't navigate it so they were torn up and the stop signs were put back in place. Final comment I hope you sincerely take the input of the residents of this community as they are the ones who will be most impacted while you try to please the many, you better hope you get it right.

Screen Name Redacted

3/15/2021 11:30 PM

Glad James bay is being included to the network. I live in JB and cycle to esquimalt.. I also drive and am concerned about the changes to the lighted intersection at Belleville and Government. Traffic already gets backed up due to left turning cars and by removing the cheater lane it may increase congestion. Please do not cause the same problems that happen at Wharf and Fort where left turning cars hold up traffic

Screen Name Redacted

3/16/2021 07:04 AM

Ensure there are bikes for tourists to rent - those tour buses are the worst culprits for bike safety.

Screen Name Redacted

3/16/2021 09:30 AM

As a cyclist in James Bay who cycles for recreation and sometimes to commute to one of my 2 offices that is too far to walk to, the only thing that stops me from cycling is weather and road conditions. It isn't a need for a safer bike route. I feel perfectly safe cycling around James Bay as it is. If you really want to encourage people to use alternate modes of transportation besides vehicles, the transit system needs to be significantly improved. Like many people who cycle, I'm a fair weather cyclist. Separated bike lanes would do nothing to change that. But a much more convenient transit system would get me out of my car in winter and in the rain and cold.

Screen Name Redacted

3/16/2021 10:15 AM

I would love to see some of listed improvements to Michigan happen in addition to the full improvements for Superior. It's a pleasant neighbourhood street that would benefit greatly from them anyways.

Screen Name Redacted

I don't think any bike routes are necessary in the James Bay neighbourhood.

3/16/2021 11:19 AM

The streets are too narrow and there is not the volume of bike traffic to justify this expenditure. Parking for residents and guests will be severely limited.

Screen Name Redacted

3/16/2021 11:41 AM

We need a crosswalk at Toronto and Government, which curves at that point, restricting visibility. Just painted lines and signs; no need for flashing light controls.

Screen Name Redacted

3/16/2021 04:05 PM

If the two way protected bike lanes on Government between Wharf/Humboldt and Belleville go ahead and the intersection of Government and Belleville is changed it would mean the slipway lane that takes James Bay residents heading south on Government west onto Belleville would be removed and be replaced with a right hand turn lane (on Government to turn onto Belleville) This is a MAJOR route that many James Bay residents take to get home. It would be REALLY important to NOT restrict right hand turns to a red light only as then vehicles would be competing with pedestrians crossing to and from the legislature buildings to the inner harbour, this would create a lot of traffic congestion all the way back along Government Street to Wharf/Humboldt. Wharf Street is already a parking lot heading south from the intersection of Johnson/Pandora Streets most of the time due to people turning left on Fort Street, this would only make it worse, if that's even possible. (I find it ironic that Wharf Street is now one of the most congested and polluted streets in the city thanks to separated bike lanes...lol!) PLEASE ENSURE THAT YOU PUT A SEPARATE BICYCLE TRAFFIC LIGHT at the Belleville/Government St intersection so that vehicles can still turn right onto Belleville on the vehicle only green (and red lights) to try and minimize traffic congestion. Thank you!

Screen Name Redacted

3/16/2021 07:43 PM

Great work! So happy to have moved here from Vancouver and to enjoy all the great projects being built. Keep it up, my kids love riding downtown, they get to feel grown up and experience the streets as they were originally intended when this great city was built.

Screen Name Redacted

3/16/2021 08:39 PM

It's great. Much needed.

Screen Name Redacted

3/17/2021 09:02 AM

I believe there are considerably less complications with the Superior Street connection as opposed to Michigan st.

Screen Name Redacted

3/17/2021 01:44 PM

I disagree with the way design is happening in this city. After 17yrs living in Vancouver, I moved back to Victoria simply for the mere fact that if any city would be more inclusive to people with disabilities and seniors it would be Victoria with its population of seniors. Boy was I wrong. After seeing that buses no longer run close to the legislature or near Red Bard, or Thrifty's, Bent Mast etc in James Bay or Beacon Hill or Fernwood (Belfry),...I am very disappointed in Victoria. As it stands, lovely spots that seniors and people with disabilities have frequented in the past are for able bodied privileged rich people. Victoria is becoming incredibly exclusive. Completely goes against diversity and inclusion values. Those designing do not have people with disabilities or seniors interest in mind. Designers should be people with

disabilities and seniors. Not all seniors or people with disabilities ride a bike. Victoria is becoming more and more inaccessible. Here's a thought - if you are going to make changes, then make ALL parking spots for people with disabilities and seniors. All able-bodied people can then walk / bike in. Here's another thought - increase transit routes/stops close to these lovely locations with benches, and have free bus passes for seniors and people with disabilities. Why can't things be left as they are? Why not look at other options like better transit system if you want to decrease traffic? I don't believe decreasing traffic and making bike lanes is going to decrease pollution. To decrease pollution - I believe the pandemic taught lessons - less flights, less industry, and yes less cars with lockdowns decreased pollution. However, folks still need cars for essential services.

Screen Name Redacted

3/17/2021 04:35 PM

personally I would prefer to see this bike route starting at Belleville and government street and following the water until it meets up with the Dallas road route.

Screen Name Redacted

3/17/2021 06:04 PM

Leave us alone

Screen Name Redacted

3/17/2021 06:05 PM

I am a cautious cyclist and I comfortably cycle in and through James Bay. What is needed is traffic calming more than dedicated bike lanes. Vehicle traffic speeds through the neighbourhood and this includes local residents as well as traffic surges during cruise ship seasons. I would like to see physical measures that compel drivers to slow down. The proposals do not give access to the JB Community School, which is disappointing. Thanks for coming to our neighbourhood. I wish my neighbours weren't such a cranky bunch.

Screen Name Redacted

3/17/2021 06:29 PM

Adding parking to the north side of Michigan between Government and Menzies along with the construction traffic for the last two years has made a gong show out of traffic down this street. Capital City has underground parking. Get rid of the parking on the north side of the street.

Screen Name Redacted

3/18/2021 06:10 AM

I don't think James Bay has the capacity for extensive cycle routes along the busier thoroughfare like Menzie St (too much commercial business and the five corners are busy enough without bike lanes) The bus routes and cyclists don't mesh along Menzies

Screen Name Redacted

3/18/2021 10:31 AM

I notice in the video the city suggests that our feedback will be taken into consideration. However, as a JB resident I have noticed work has already begun in front of parliament. Finally, its incredibly poor urban planning to have a combination of cross-walk types at lights. Please return the light at the corner of Gov. and Wharf to a regular light. the all way pedestrian cross walk is confusing and unnecessary. Indeed, unless the entire city is planning to convert to this type of cross-walk, it should not be used anywhere.

Screen Name Redacted

3/18/2021 04:47 PM

James Bay is a tight, congested neighbourhood area with high density and not enough parking. The speed limit should be 40km everywhere except 30km by schools/playgrounds and James Bay Village Square. Many streets



are narrow and users slowly "work around" each other already. It would be better to have two full lanes of opposing traffic and have bikes "take the lane" like at construction sites. Do not complicate the area by restricting direction and sticking extra curbing where it is not needed. Put in the speed humps, have a 3-way stop at Gov't & Simcoe, but don't overthink this. Every special event downtown and normal-year visitor activity greatly impacts James Bay. Residents (many elderly who rely on their cars) already run a gauntlet to get into or out of the neighbourhood and emergency services are here all the time. Too many restrictions will result in lots of idling traffic trying to get somewhere.

Screen Name Redacted

3/18/2021 05:42 PM

Gov't St and Michigan St paths are great. Superior is the wrong E-W path, but it's design is good aside from that. Montreal St is an undercooked, useless bike path. And speed humps along bike paths isn't great for cyclists.

Screen Name Redacted

3/19/2021 01:26 PM

No dedicated bike lanes are needed. Residents can barely move in this neighbourhood during spring-summer-early fall because of the congestion so do NOT make this problem even worse. Many residents must park on the streets and this problem would be made much worse with the addition of completely unneeded bike lanes. Cars are NOT going away: they will be electric powered but they are not going away and the population density is not going to decrease either.

Screen Name Redacted

3/20/2021 01:10 PM

Need to get rid of trucks on Michigan St constantly delivering to the Red Barn. Also too many recycle trucks that are noisy and idle constantly.

Screen Name Redacted

3/20/2021 06:32 PM

There is no need to undertake significant changes to make the roads in and around James Bay effective cycling routes. I am an avid cyclist and live in the area. The roads are already well-suited for vehicles and cyclists sharing the roads. I strongly disagree with undertaking any of these proposed plans.

Screen Name Redacted

3/21/2021 12:44 AM

Please use Superior as the East-West corridor, and please plan to connect the Five Corners to Superior as well, along Menzies. Cyclists will use that block of Menzies anyhow; with all the stores and services there, it will be dangerous without some sort of bicycle infrastructure, I think.

Screen Name Redacted

3/21/2021 12:18 PM

The traffic on government street is not high and just a lowering of speed and removing some parking close to intersections to increase visibility would make it safer for cycling.

Screen Name Redacted

3/21/2021 01:30 PM

Thank you. James Bay is a small neighbourhood where speeding is completely unnecessary.

Screen Name Redacted

3/21/2021 05:10 PM

Minimize hazards placed on city streets especially through James Bay and its approaches!

Screen Name Redacted

3/22/2021 07:54 AM

Thank you for doing this!!!

Screen Name Redacted

3/22/2021 08:22 AM

Please keep going on the upgrades, your Wharf street bike lane connections have significantly improved the safety for bikes.

Screen Name Redacted

3/22/2021 08:28 AM

one way bike lanes only

Screen Name Redacted

3/22/2021 08:31 AM

Again, I like this move to a more bike and pedestrian-friendly city, but what I see in Victoria today is more pick-up trucks and bigger vehicles than ever. I believe as more money (tons of Land Rovers) comes into city from elsewhere, and more workers (big pick-ups) come from elsewhere because we have lots of work here, we are losing ground on carbon emissions.

Screen Name Redacted

3/22/2021 09:32 AM

connectivity to Fort/Wharf bike lane and Dallas road bike way is our priority, to enable safe travel to downtown. a bike lane that ends suddenly is useless.

Screen Name Redacted

3/22/2021 09:37 AM

Stop ruining our neighbourhood put a stop to the building of multi unit buildings. why not allow that to happen in Fairfield or Fernwood. Too dense of population!

Screen Name Redacted

3/22/2021 10:03 AM

Don't want or need this du mb ass idea

Screen Name Redacted

3/22/2021 01:25 PM

I support the use of speed bumps where traffic safety can be greatly improved by controlling the speed of both cycles and vehicles.

Screen Name Redacted

3/22/2021 04:03 PM

Victoria does not need any more bike lanes. However, the roads definitely need work and Beacon Hill Park needs to be cleaned up. Moving forward there should never be camping allowed in Beacon Hill Park.

Screen Name Redacted

3/22/2021 04:19 PM

Please take into consideration mobility issues. I'm in my 30s and ride my bike everywhere, but my parents are in their 70s and need to drive around the city. Keeping Superior as a main thoroughfare makes way more sense and.

Screen Name Redacted

3/22/2021 04:21 PM

I believe protected bike lanes should be prioritized, as I feel they are closer to the true AAA goal. The safer that any level of cyclist can feel while using cycling infrastructure, the better.

Screen Name Redacted

3/22/2021 05:07 PM

The 1 way portion on Govt between Michigan & Superior is ridiculous. Sounds like you have a quota to have traffic calming regardless of whether it makes sense. I cycle Govt all the time, and the only scary part, is by the transit hub by the Legislature. The rest is easy. No traffic to speak of. Why not allow traffic to turn southbound off Dallas onto Government? Doesn't make sense to disallow. Sarah Webb finally answered a question at the JBNA Zoom meeting on the "evidence" for either Superior or Michigan. After 3 attempts to get her to answer, she said they had a mandate from City Hall to complete 32km by 2022, election year. Terrible reason for pushing this through.

Screen Name Redacted

I am a big proponent of bike lanes and look forward to using them once they

3/22/2021 07:12 PM

are established. I think huge cuts to street parking is problematic however, especially given the high use of the area of from people who live outside of it.

Screen Name Redacted

3/22/2021 11:49 PM

Limiting southbound traffic on Government Steet will inconvenience me as a resident and home owner, it will also complicate tourist, shopping, and delivery traffic access to the Birdcage, Rosewood Inn, and the James Bay Inn, and Emily Carr House. In addition it also complicates all residential and emergency traffic in and out of my neighborhood. I cycle on this rode daily and do not see the need for "traffic calming". In addition the street is very narrow and I fail to understand how you propose to ad parking to both sides of the street in some of the areas — case in point is the southern most block of Government street off Dallas rode where there is only room for single lane traffic. I see this plan as trying to present a solution for problems that do not exist. It seems to be a better plan to use Menzies for dedicated bikes lanes to encourage access to shopping and restaurants. This idea is far less disruptive to the neighborhood — continuing bike lanes past the Legislature, hotels, and restaurants on Belleville seems to be also a more tourist, economic and less neighborhood disruptive idea.

Screen Name Redacted

3/23/2021 11:12 AM

This seems obvious, but please remember JB is already a high density area and will continue to grow over the next decades. Parking is thus important, and residents need to be able to park their vehicles close to their homes. Not everyone is capable of carrying purchases, picnic baskets or groceries for a block from their car to their homes.

Screen Name Redacted

3/23/2021 11:39 AM

Thank you for providing the opportunity for input.

Screen Name Redacted

3/23/2021 01:45 PM

The planned routes should only have advisory bike lanes and not full barriers.

Screen Name Redacted

3/23/2021 02:00 PM

Superior street in James Bay is a densely populated street with a multitude of multi family homes,apartments,duplex,4 plex,townhomes and now several B&B's and several Air B&B's. Our street has thus far accomodated travel for pedestrians,bikes,cars and buses quite easily as it is very wide. By removing street parking to half,it will severely impact the B&B industry(local tourism which at this time is already running at a huge deficit)and local residents/seniors who must commute by car and have to park on the street. There are also no rules in place for how many cars one home owner can have and their number of guests( Air B&B's, registered B&B's)which basically eats up a large portion the parking on our street, so it can only get far worse. Our street is fully functional and not in need of your proposal. I do support speed reduction strategies however,as it is a major artery in a residential neighborhood and people do speed quite readily on it. Thank You for listening to my input.

Screen Name Redacted

3/23/2021 03:01 PM

If any new traffic regulations are implemented as a result of the new bike lanes, I'm hoping there will be a lot of information/clear signage provided to the community. I'm thinking specifically of anything like the "no right turns on

	a red light" rule.
Screen Name Redacted 3/23/2021 04:53 PM	Money is paramount! The cheapest option should be the best option in these trying economical times.
Screen Name Redacted 3/24/2021 02:01 PM	Please choose Superior St rather than Michigan St when designing bike routes. Thank you!
Screen Name Redacted 3/24/2021 03:21 PM	I realize that the City has already decided to do this, and therefore doesn't really care if opposition is now expressed, but bad ideas still have to be objected to. The population of the CRD and beyond will keep growing rapidly for the foreseeable future, as will the number of vehicles vying for access and parking. If getting into and around James Bay and other parts of Victoria by vehicle (even when all are hybrids or electric) becomes too frustrating due to these sorts of changes, many prospective visitors will go elsewhere and businesses and job growth will stagnate, while the number of tent and camper dwellers in Victoria will continue to grow.
Screen Name Redacted 3/24/2021 04:01 PM	More actual infrastructure, less kowtowing to cars
Screen Name Redacted 3/24/2021 06:02 PM	In summary: 1. There is no need for this project. Certainly not at this time when these funds could be better used for higher priorities such as housing for the homeless. 2. There is no need to rush and impose a model that has been recently implemented elsewhere (e.g. Vancouver Street) before it has been evaluated for impact on the neighbourhood with benefits and risks. 3. We do not need separate dedicated bike lanes in James Bay. Our streets are working well for shared traffic as is. Leave our neighbourhood alone! 4. Blocking traffic onto Government Street at both ends (Superior and Dallas) restricts already limited access points into and out of James Bay. There are plenty of ways for visitors on bikes and pedestrians to enter and leave JB now without asking JB residents to give up their current options for access into and out of their community. 5. Blocking traffic, diverting traffic and changing traffic lanes will create bottlenecks and traffic jams. 6. Further loss of already limited parking (due to increased high density & creation of bike lanes) turns a serious community problem into a crisis. James Bay residents are already experiencing "parking rage" incidents as they compete with visitors and each other for limited spots. This project will make the loss of parking unbearable. 7. City Council has no moral authority to impose their ideas of what is good for our community when over half of them do not even live in Victoria, let alone James Bay.
Screen Name Redacted 3/24/2021 11:15 PM	Thank you. This work in James Bay makes a lot of sense. I would also encourage considering upgrades to the Belleville St infrastructure, and the whole loop to the beginning of the current Dallas Rd AAA facility.
Screen Name Redacted 3/25/2021 11:19 AM	I am so excited to see the bike lanes happening in James Bay! Our family is a biking family and I think these bike lanes will encourage more families to become biking families.

Screen Name Redacted

3/25/2021 09:11 PM

Thank you for putting all this work into improving the city; I'm really happy about the bike infrastructure in general! It's certainly a move in the right direction, and many European towns show that this can be done.

Screen Name Redacted

3/26/2021 12:14 PM

Overall, I support the improvements. The design for Superior and for Michigan could be improved by utilizing the quiet Kingston street for shared use markings. This would also save money!

Screen Name Redacted

3/26/2021 07:52 PM

I am a cyclist and supportive of bike lanes in general. James bay is a high tourist area and infrastructure is important to handle increasing volume. But it is also important to remember James bay is also a residential neighbourhood with a large senior population. The needs of the community that reside in the neighbourhood needs to be a high priority.

Screen Name Redacted

3/26/2021 10:08 PM

Please reconsider and do not put vehicular restrictions on Government St. See note above.

Screen Name Redacted

3/26/2021 10:20 PM

Why isn't there a link here to the route map so we may pin our comments easily? I'm not sure where the route map is. Some thoughts: I agree with others that the travel patterns of established JamesBay cyclists won't change with any of these proposed changes. It just, more negatively, affects people driving motor vehicles. It is getting increasingly difficult to drive out of JamesBay. I am not fond of bulging of street corners. I don't agree with not being able to turn northbound on Gov't St from Dallas Rd. It will affect other side streets. I don't think speed bumps are necessary anywhere along Gov't St. Do not make the Superior to Michigan portion of Gov't St one way traffic. I would like to see a crosswalk across Gov't St from the front walk way directly in front of the Leg Bldg that could connect with the stairway going down to IMAX. Many people cross there. I wish bike traffic would go down Kingston Street from either Menzies or Oswego as it is a quiet, safe street with not much traffic & it would connect with Montreal St. Kingston St could be a shared roadway. We appreciate being able to give input.

Screen Name Redacted

3/27/2021 09:44 AM

There is no need to waste taxpayers' money on this. Victoria is a shell of what it once was. We've gone from one of the best cities in the world to what we have now. This is just one more thing that makes Victoria unaffordable.

Screen Name Redacted

3/27/2021 10:00 AM

remember cars will always be needed especially in an aging neighbourhood most retirees can't bike and need access to a vehicle close to their front door

Screen Name Redacted

3/27/2021 06:43 PM

Get a car

Screen Name Redacted

3/28/2021 07:23 AM

I'm a cyclist and support safe riding options. However, I don't stick to dedicated bike lanes as they're not always convenient to my route. The city of Victoria should ease up on this initiative and spend some of its budget on educating drivers to accommodate cyclists. Also, it would be nice if the existing streets were better maintained...

Screen Name Redacted

My first comment is PLEASE do not cut down any more trees, as have been

3/28/2021 07:36 AM

done when creating other bike lanes (and I might add, without proper consultation). I find that James Bay is VERY FRIENDLY to people walking and riding....so, my question is, why are you doing this? Why spend the money? Why create all this chaos? More bike lanes will not improve this area....as it is almost perfect right now!

Screen Name Redacted

3/28/2021 07:43 AM

James Bay has narrow streets and it is therefor very important to create safe bicycling zones

**Optional question** (353 response(s), 120 skipped)

**Question type:** Essay Question

# James Bay Cycling Routes- Final Survey

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## **SURVEY RESPONSE REPORT**

01 February 2021 - 12 June 2021

### **PROJECT NAME:**

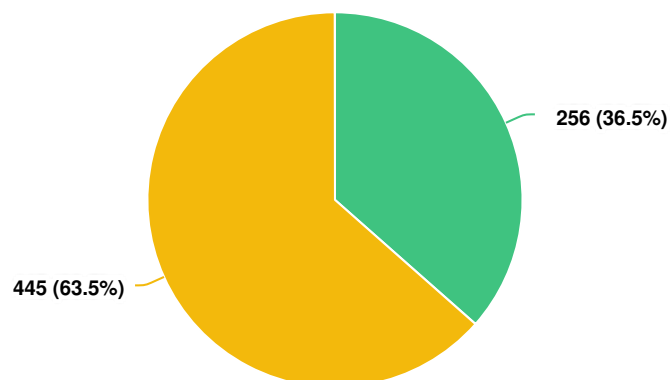
All Ages and Abilities Cycling Network



# SURVEY QUESTIONS



**Q1** Please select your preferred route- Michigan Street or Superior Street



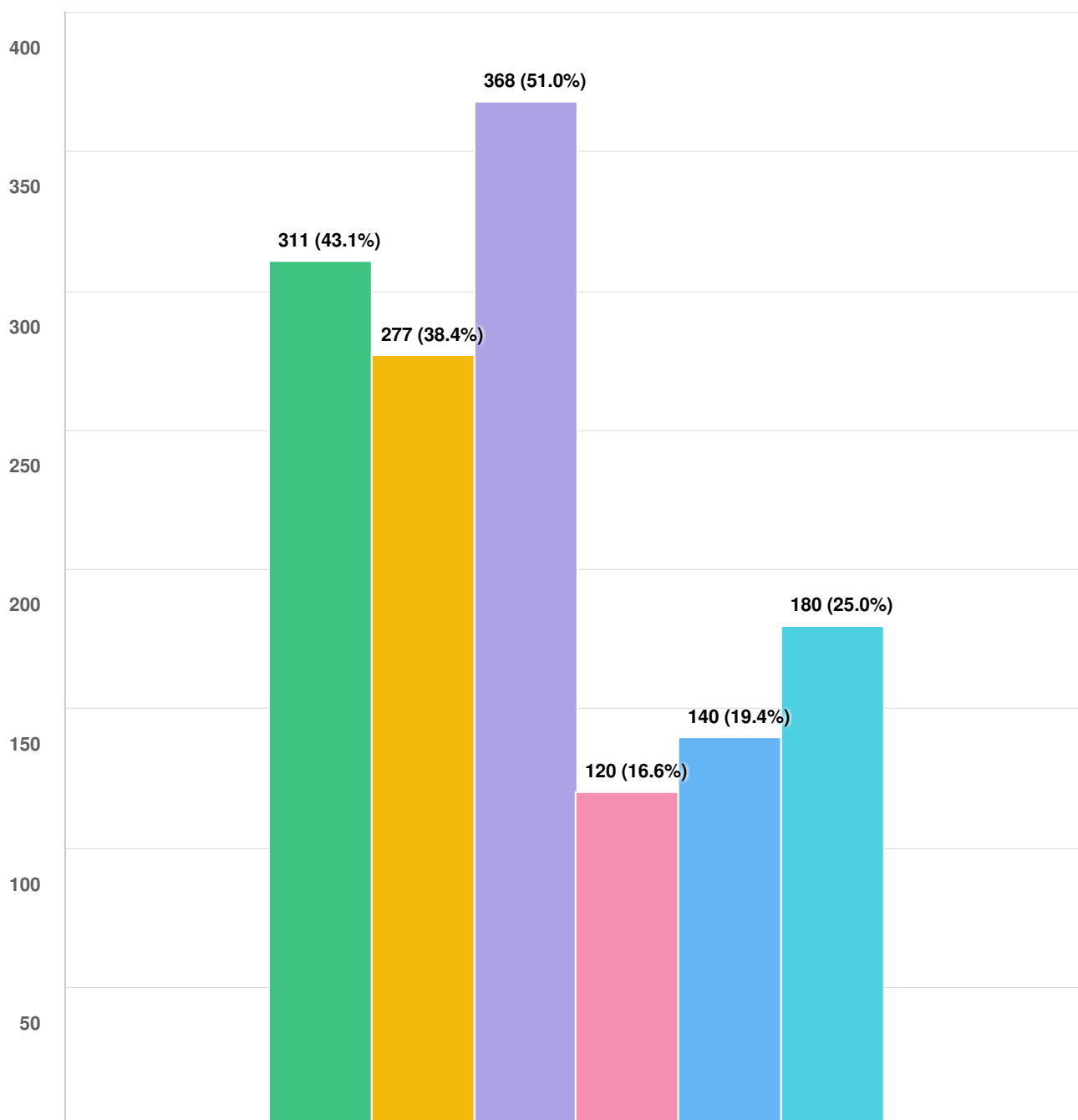
**Question options**

- Michigan Street - traffic-calmed neighbourhood bikeway with advisory bike lanes between Menzies and Douglas
- Superior Street - one-way protected bike lanes with advisory bike lanes between Montreal and St. Lawrence

*Optional question (701 response(s), 36 skipped)*

*Question type: Radio Button Question*

**Q2** Why did you select this route (Michigan Street or Superior Street)? Please select all that apply.



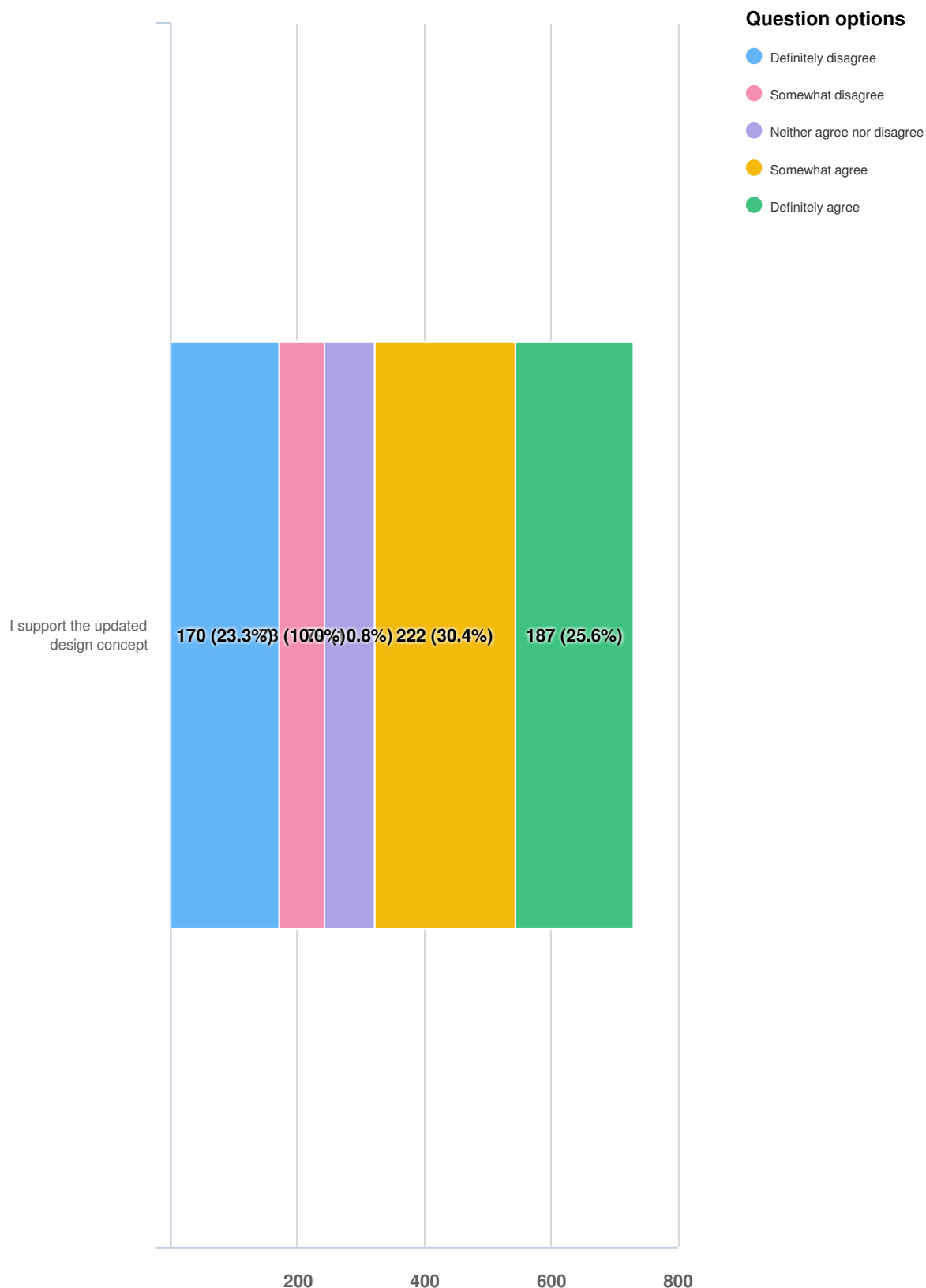
#### Question options

- Because it represents a bigger safety improvement for the community
- Because it provides better connections to the rest of the cycling network and destinations
- Because it provides better balance for all road users
- Because I don't want to see any changes on the alternate route
- Because it addresses parking and loading concerns
- Other (please specify)

Optional question (721 response(s), 16 skipped)

Question type: Checkbox Question

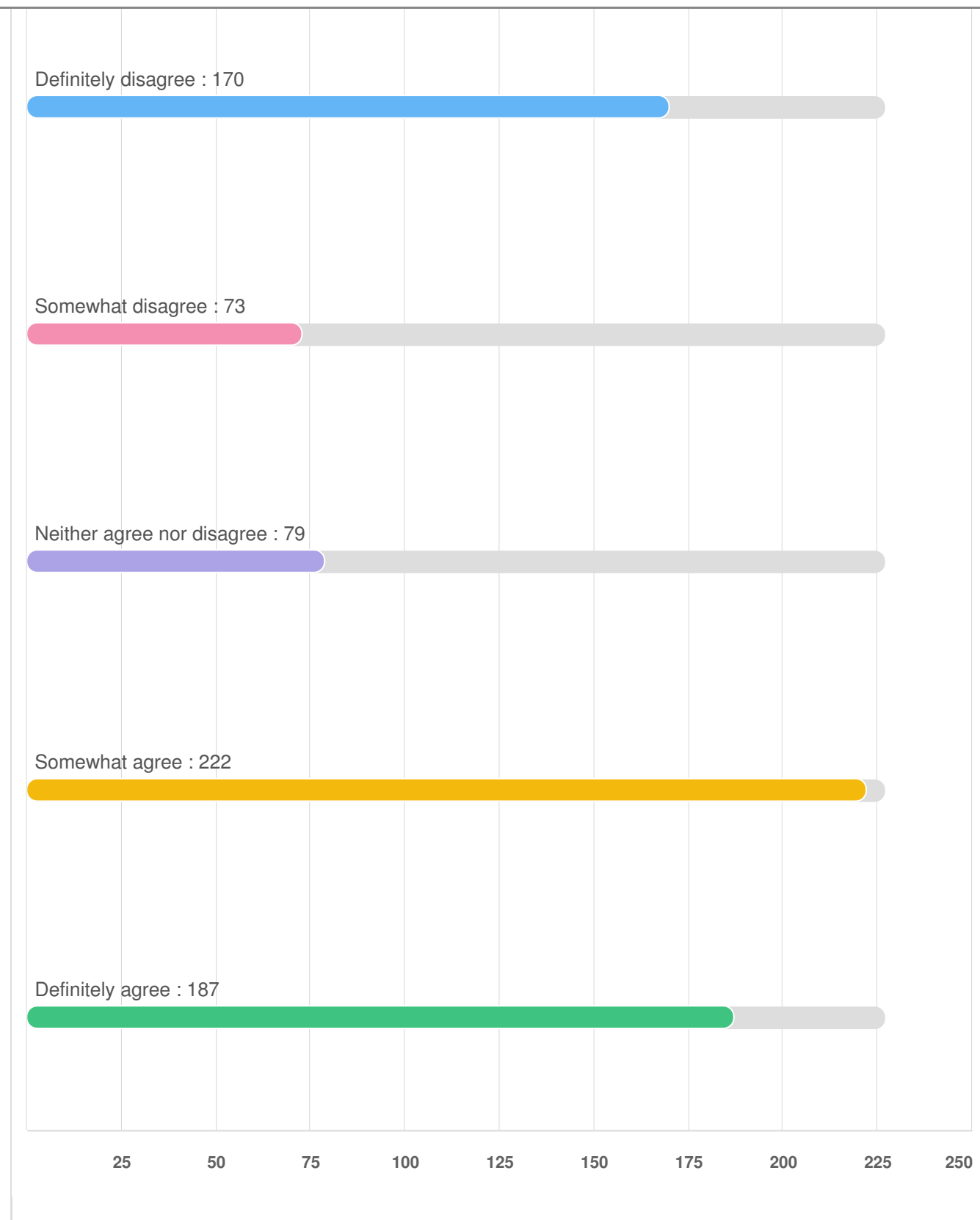
**Q3 | Please rate your level of support for this updated design on Government Street, knowing that future road safety improvements can be made over the next decade**



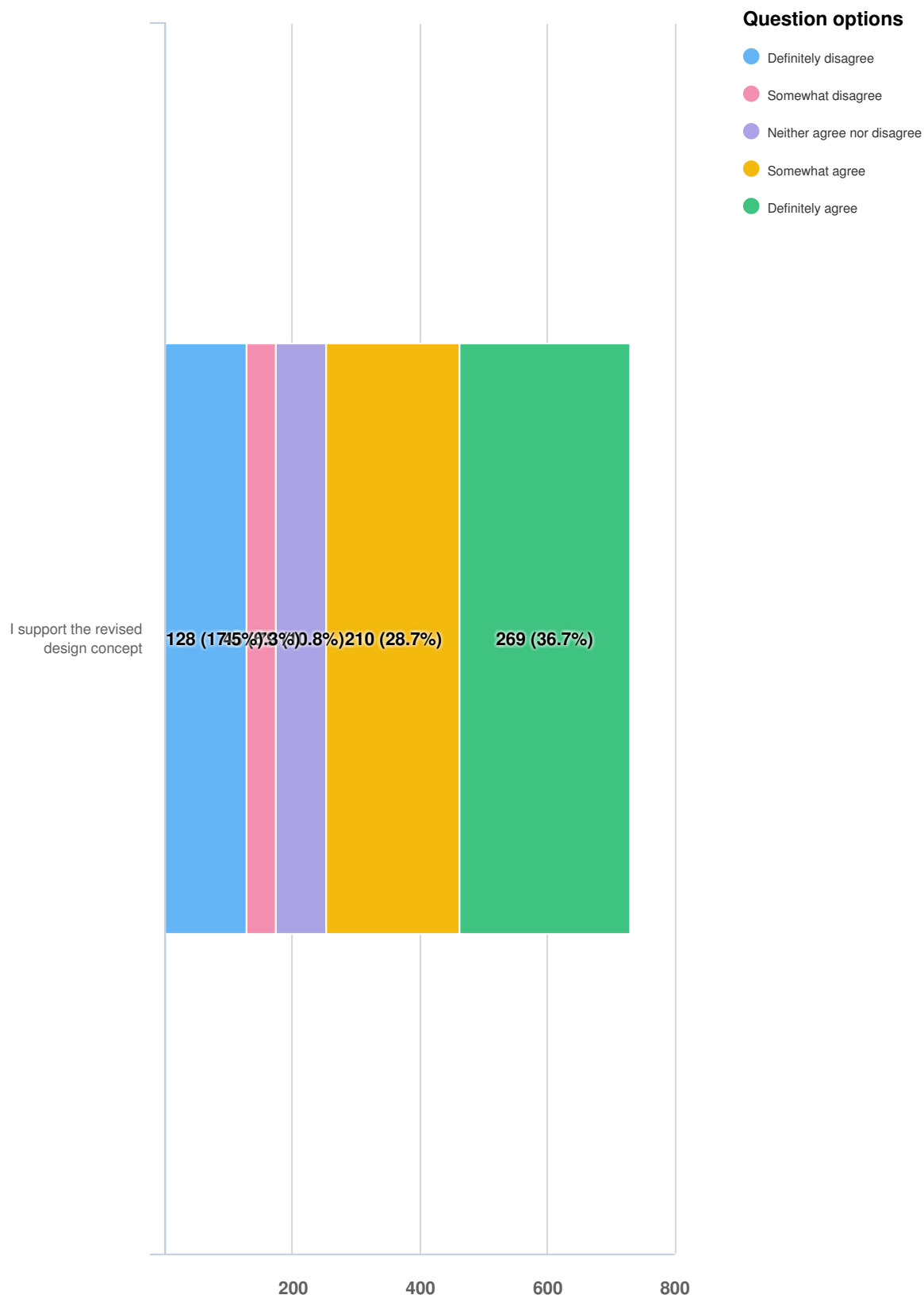
Optional question (731 response(s), 6 skipped)  
Question type: Likert Question

**Q3** | Please rate your level of support for this updated design on Government Street, knowing that future road safety improvements can be made over the next decade

I support the updated design concept



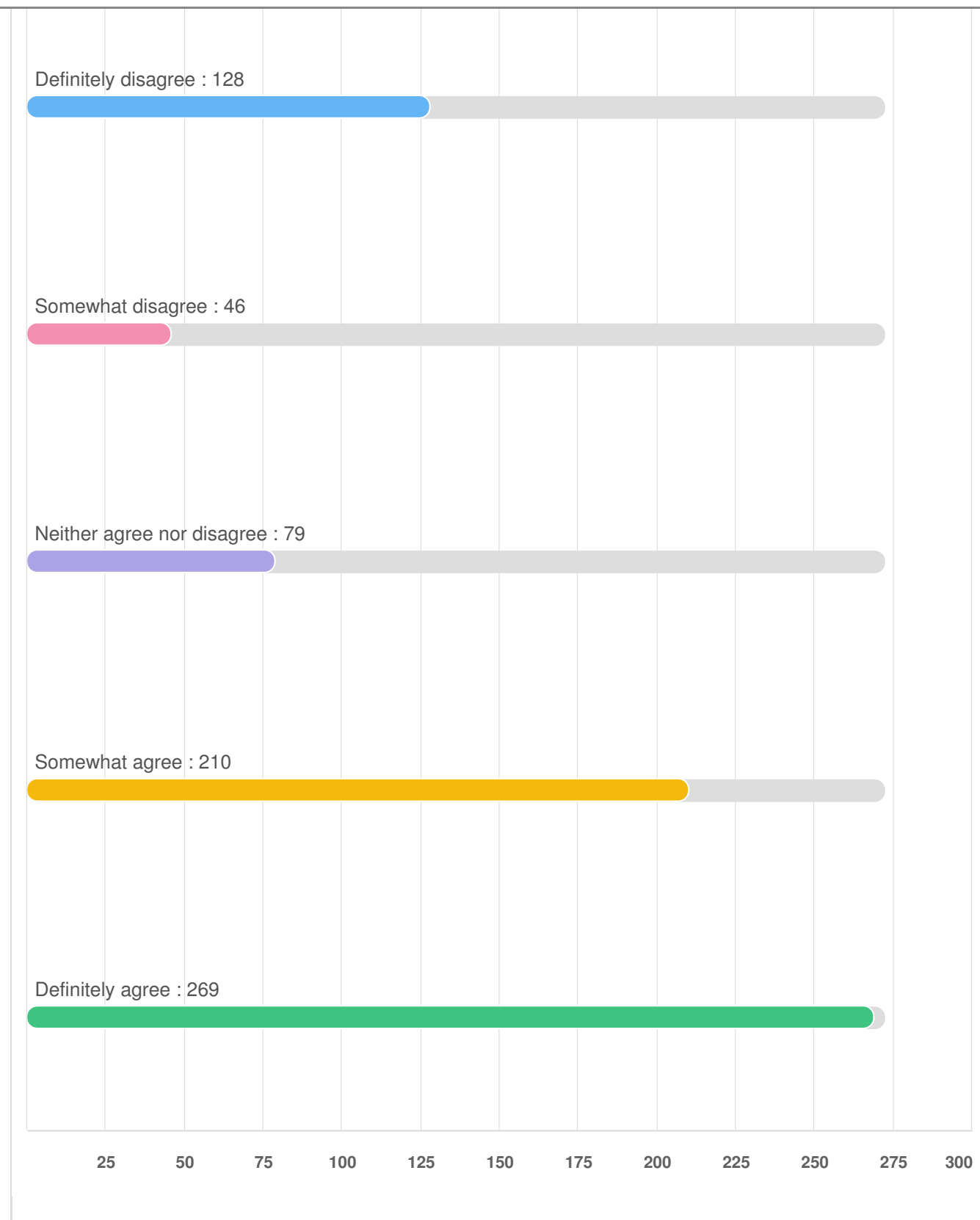
**Q4 | Please rate your level of support for the shared-use neighbourhood bikeway design approach for the Montreal Street Corridor.**



Optional question (732 response(s), 5 skipped)  
Question type: Likert Question

**Q4 | Please rate your level of support for the shared-use neighbourhood bikeway design approach for the Montreal Street Corridor.**

**I support the revised design concept**





**Q5** Add any final comments on any of the planned routes or revised designs in James Bay here, if desired. Please indicate which corridor(s) (Superior, Michigan, Government or Montreal) you are referring to.

Screen Name Redacted

5/10/2021 10:54 AM

Test

Screen Name Redacted

5/10/2021 11:57 AM

I really don't like the proposed bike lanes at the Government/Belleville intersection. Why do the protected bike lanes end right before the intersection? Traffic turning right from Government onto Belleville (heading west) has to cross the bike lane at a shallow angle to access the slip lane. This is a recipe for disaster since sightlines are terrible for vehicles in this configuration and require someone to shoulder check their blindspot. Let's not kid ourselves, even the best drivers forget to check their blindspot from time to time. Can we not eliminate these slip lanes and extend the protected bike lanes all the way to the intersection? A right turn lane could still be provided without needing to cut across the bike lane before the intersection. The slip lanes are also miserable for pedestrians since at busy times the traffic island doesn't have enough room to hold all the pedestrians wanting to cross the street and traffic using the slip lane doesn't always yield when the pedestrian crossing is activated.

Screen Name Redacted

5/10/2021 06:26 PM

Stop with the bike lanes that don't make sense and make traffic patterns dangerous

Screen Name Redacted

5/10/2021 11:04 PM

Advisory bike lanes and painted bike lanes are not AAA, full stop.

Screen Name Redacted

Paint isn't infrastructure. Need to

5/11/2021 12:12 PM

make sure that vehicles exiting the Empress stop blocking the bike lane, and pulling into it unsafely. Also Michigan is already concerning on a bike with all the parked cars (dooring hazards), narrow roads, and impatient drivers. Adding paint won't fix any of those. Cars in opposite directions already can't pass easily on Michigan, funneling bikes through there as well will be dangerous. And because it is heavily apartment buildings with no parking, car traffic can't be diverted.

Screen Name Redacted

5/11/2021 12:48 PM

Paint is not infrastructure. There are places in the city where the paint has faded and drivers pay no attention to the shared use signs and even yell and honk at bikes just for using the road. We need full separation.

Screen Name Redacted

5/11/2021 12:59 PM

I strongly disagree with the removal of traffic diverters in the designs. Government street is dangerous for bikes as it is, and the diverters, I thought, were the biggest positive change to the street. I strongly support superior as the east west option as it's a wider road with higher potential for safety. I believe main roads should be prioritized for AAA routes as it prevents the need to hunt for shared use side streets and is more accessible for visitors and first time riders alike.

Screen Name Redacted

5/11/2021 01:13 PM

I'm disappointed that some of the traffic diversions have been eliminated - I think those were a good way to traffic calm the routes. Overall, I still strongly support the proposal, with a preference for Superior for the east-west route.

Screen Name Redacted

5/11/2021 01:15 PM

Leave Government and Montreal alone. Use only Superior street and all around Dallas road. More bike lanes in inner James Bay is

	madness! We don't need them, we need street parking!
Screen Name Redacted 5/11/2021 01:24 PM	Michigan St. is currently busy and slow to navigate with vehicles having to pull over frequently to avoid oncoming traffic
Screen Name Redacted 5/11/2021 01:29 PM	PLEASE stop developing bike lanes!!! We have so many very pressing issues in our city the least of which is the need for more bike lanes. PLEASE put this money into housing for the homeless, for more co-op housing for those with limited incomes, and cleaning up our city (which has become a real mess under the current council).
Screen Name Redacted 5/11/2021 01:35 PM	SEE MY COMMENTS ABOVE. THE CITY CLAIMS THAT IT IS GOING BROKE AND YET IT CAN GO AFTER MATCHING OR PARTIALLY MATCHING GRANTS TO SUPPORT SOMETHING THAT IS TOTALLY UNNECESSARY. OTHER INFRASTRUCTURE IN THE CITY IS FAILING AND PARKS AND OTHER AMENITIES ARE A MESS COMPARED TO WHAT THEY WERE BEFORE THE CURRENT COUNCIL AND MAYOR WAS ELECTED (I.E. FOR THE PAST 10 - 15 YEARS). GIVE YOUR HEAD A SHAKE AND START TO ACTUALLY LISTEN TO THE COMMUNITY BY DOING A PROPER SURVEY AND CONSULTATION AND STOP RELYING ON THE BIKE COALITION AND NEIGHBORHOOD ASSOCIATIONS FOR INPUT - BOTH OF THESE GROUPS HAVE NO LEGAL STANDING TO REPRESENT THE WISHES OF THE COMMUNITY AND ITS TAX PAYERS.
Screen Name Redacted 5/11/2021 01:41 PM	Michigan: I live in a building on Michigan between Douglas and

Government. I do not have a designated underground parking space and thus rely on on-street parking, as do a number of my neighbours. It can at times be impossible to find a spot especially since I am not allowed to use the residential parking zones in the neighbourhood. I need to compete with neighbours (some of whom drive large work vehicles), local employees, and visitors. Michigan is a quiet street with good visibility. Please do not eliminate parking along the north side of Michigan at the corner of Government.

Government: South of Michigan, Government is quiet and easy to cycle on as it is. Traffic calming measures are overkill and I fear will only lead to actually creating congestion. This has happened on Government and Humbolt/Wharf (though I do love using the protected bike lanes there). Victoria is too small and not dense enough to support big-city style public transit. The result is that many residents rely on their cars to get to other parts of the city. Making cars less convenient without offering an equally attractive alternative will not actually solve anything. Please focus on improving safety on busy roads instead of congesting traffic in an already quiet neighbourhood.

Screen Name Redacted

5/11/2021 01:44 PM

I still think that the east-west route is not needed, especially if you are going to consider Belleville biking with a later project. Government to Dallas to Montreal is more than enough for James Bay. Leave the center of James Bay alone!

Screen Name Redacted

5/11/2021 01:45 PM

I think limiting the number of parked cars, and enforcing speed limits for vehicular traffic would be key aspects

Screen Name Redacted  
5/11/2021 01:46 PM

for improving cycling in James Bay.  
Speed humps should help control speed. If parked cars could be removed from streets used frequently by bikes, and speed limits strictly enforced (big ifs) there would be no real need for special purpose bike infrastructure in James Bay.

Screen Name Redacted  
5/11/2021 01:46 PM

Montreal - the intersection at Dock St and Dallas Rd may need to be reviewed/monitored for safety. This is such a busy crossing with pedestrians, cyclists, and vehicles. Maybe there should be signs to encourage cyclists to dismount when crossing the road. Additionally, there may be a requirement for a bit more space in the area for the (cumbersome) dismounting/remounting action.

Screen Name Redacted  
5/11/2021 01:46 PM

I am wondering about the connection of Government St at Dallas. I use the crosswalk there all the time and notice that people speed down Dallas Road and don't stop at the crosswalk. Part of that is limited visibility there due to a large tree. The other part is the speed of vehicles travelling on Dallas. Is the new plan able to provide a safer intersection there for pedestrians and cyclists? The rest looks great

Screen Name Redacted  
5/11/2021 01:50 PM

It seems that the safety of the cyclist has been reduced in the new designs. Protected bike Lanes have been reduced and replaced with paint. Paint is not protection. I think the backlash WRT Richardson St has resulted in more allowances for cars. Please create the safest cycling route possible. Cars should be diverted similar to Vancouver street. Thank you

Screen Name Redacted  
5/11/2021 01:54 PM

Could not see technical drawings or video (do they really exist?). Need to

consider connecting with routes to downtown, University/Camosen/Jubilee and Oak Bay. If you choose Michigan will b=you be redoing full intersection at Douglas so cyclists can turn North and will you be putting in AAA from Michigan to Southgate or Fort?

Screen Name Redacted

5/11/2021 01:57 PM

Please be transparent about amount of parking loss. "Increased parking retained" still means loss. Combining horses and cyclists on same route is unhealthy. It can be harmful to breath and spread manure on tires and trigger Asthma/allergy. Not much detail. You say "pedestrian and accessibility improvements" but I can't judge whether they actually are. "New marked crossing" with what features? Partners do not include seniors/disability advisory committees and orgs. Video starts off with "Accessibility and parking improvements". What are they?

Screen Name Redacted

5/11/2021 01:58 PM

I think it's great that bike lanes are planned for James Bay. I see many people in James Bay already cycling, and this will increase it further. JBNA seems a bit negative on bike lanes, which is too bad because I don't think that represents the community.

Screen Name Redacted

5/11/2021 02:00 PM

I cycle. I also drive and live in Fairfield. My thoughts are based on what has been done to Vancouver, where completely unnecessary and annoying speed humps and traffic diverters have been installed. (but nothing marked at Vancouver and Convent just north of Soutgate), the route most of the local cyclists take to get over to Quadra and then to Humbolt). Please, please - use minimal concrete, NO speed humps. Clearly post the 30 k speed limit (with ample signage - note the south end of Cook, where no signs are posted.

Cars speed up as soon as they pass the crosswalk at May and Cook). I am not sure that "sharrows" make cycling safer. Vancouver was just fine before all this was done - perhaps the hill just north of Southgate/Vancouver needed a tweak but that was really all. I chose Michigan because it allows a link to Bridge St. in the park. It's not possible to cycle from Superior across Douglas to Soutgate without going on the sidewalk. Love the link to the Dallas Road path. That will be great. To sum up: no speed humps, minimal concrete and no traffic divertors please.

Screen Name Redacted

5/11/2021 02:00 PM

I really appreciate you making the neighbourhood a better place to live. Thank you.

Screen Name Redacted

5/11/2021 02:05 PM

I'm disappointed with the removal of traffic diverters on Government St. I run the length of this section of Government regularly, lately on the road to keep 6 ft. between pedestrians and I. Traffic from motor vehicles passing each other frequently forces me back onto the sidewalk. And that's without the seasonal tourists! Without diverting motor vehicles or providing protected lanes, I don't believe the street can be made friendly to cyclists, no matter how big the paint budget.

Screen Name Redacted

5/11/2021 02:09 PM

Would have preferred an increase in protected bike lanes on Government and Superior Streets.

Screen Name Redacted

5/11/2021 02:11 PM

There is misinformation on the site regarding the transportation route on Superior only going from Government to Oswego. The bus route continues all the way down Superior past Montreal. Horses and carriages also often use this route. The map is out of date showing the

old Albion Manor b&b which has now been converted to condos; I believe 5 families now live on this site and seem to have more vehicles than parking spaces. It is not only the west end of the corridor that needs to retain the on-street parking; there are several older homes in the 200 block that have no driveways as well. I may be prejudiced by living in this block, but, having lived here for over a decade, I know the existing parking issues on this street all too well. This will only be made far worse if this route is chosen in such a way as to diminish any parking spaces.

Screen Name Redacted

5/11/2021 02:16 PM

Michigan Street between Oswego and Montreal streets has full residential parking on both sides. The addition of a dedicated bike lane, or lanes, down this stretch of Michigan Street would impose direct conflict between parking needs and bicycles. Most days of the year, this stretch of Michigan Street has parked cars totally occupying both sides of this narrow side street, which is much less able to accommodate bike lanes, than the corresponding stretch of Superior street, which is nearly twice the width as Michigan Street.

Screen Name Redacted

5/11/2021 02:20 PM

The upgrades to Government are timid and uninspired and a slap in the face to those who support AAA infrastructure. They will not reduce traffic volumes or speeds to safe levels and fail to provide sufficient protection to vulnerable road users. Paint is not infrastructure and it does not attract new and returning cyclists the same way bollards and concrete curbs do. It's barely a half-measure, but it will be "enough" for anyone who does not support cycling infrastructure to point to and say, "Look, hundreds of thousands of



dollars and nobody uses it. No more bike lanes." The plans for Superior and Montreal are sufficient given the current composition and future traffic projected for those streets. In the future, I would like to see the massive surface lots at the Breakwater be transformed into more than just vehicle storage. That whole parking lot could be a beautiful space for welcoming visitors while also providing value for residents. If that ever happens, cycling infrastructure along (the last block of) Montreal would need to be revisited to improve active transportation to there. Michigan would be a poor choice given that it lacks any connection at the eastern terminus, barring protected lanes along Douglas to connect to Humboldt or Vancouver (i.e., through Beacon Hill Park). While Superior's eastern connection to Southgate is not ideal (there appear to be no plans for improving cycling safety there), at least it is possible to go straight from Superior to a protected N-S route without having to wayfind much.

Screen Name Redacted

5/11/2021 02:30 PM

Please do not sacrifice the design for bicycle users in the hope to save on-street parking. Make sure this is future-proofed for 50% population cycling.

Screen Name Redacted

5/11/2021 02:35 PM

Leave roads for cars

Screen Name Redacted

5/11/2021 02:37 PM

looking good.

Screen Name Redacted

5/11/2021 02:54 PM

I am 88 yrs old, I do not bike at all because i am too old. I would like to see the streets with less bike lanes. It takes me a lot longer to visit my doctor, go shopping and visit friends. You have increased the population

	<p>density and narrowed the streets.</p> <p>This is not good for us seniors .</p>
<p>Screen Name Redacted</p> <p>5/11/2021 03:02 PM</p>	<p>About the Michigan route, I sincerely prefer the short protected bike lanes between Douglas and the crosswalk infront of the school rather than the continuation of the advisory ones. That would make the crossing of Douglas for cyclists so much easier.</p>
<p>Screen Name Redacted</p> <p>5/11/2021 03:02 PM</p>	<p>I'll just say it one more time, and I do not care that the people who seem to be ruling Victoria also do not care what the population says. I DO NOT THINK ANY BIKE LANES ARE NECESSARY IN JAMES BAY!!! THE ROADS IN JAMES BAY ARE TOO CROWDED AS IT IS, AND YOU'RE JUST ADDING COMPLICATIONS FOR BOTH DRIVERS AND THE MANY PEDESTRIANS.</p>
<p>Screen Name Redacted</p> <p>5/11/2021 03:06 PM</p>	<p>Protected bike lanes are the best method to get more people using bikes and other alternative methods of transportation. Don't cave to the complaints of car users. The real end goal here is to reduce the use of single-passenger vehicles. So make it as safe and convenient to bike or take the bus as possible, and inconvenient to drive and find parking.</p>
<p>Screen Name Redacted</p> <p>5/11/2021 03:06 PM</p>	<p>It's a good plan. I believe that Douglas street should also have a protected bike lane as well. This will complete the James Bay area cycling route.</p>
<p>Screen Name Redacted</p> <p>5/11/2021 03:09 PM</p>	<p>As an occasional user as a cyclist of these routes I am satisfied with the current design and note the decent balance with car access and parking</p>
<p>Screen Name Redacted</p> <p>5/11/2021 03:11 PM</p>	<p>i am good with concept, but would prefer not using Superior and would like an alternative to Government. I like the Michigan and Montreal plans</p>

Screen Name Redacted 5/11/2021 03:12 PM	Dallad and Gov must be safer turn for bikers
Screen Name Redacted 5/11/2021 03:15 PM	Protected bicycle lanes are AAA, not painted road markings.
Screen Name Redacted 5/11/2021 03:18 PM	STOP SPENDING MY TAX DOLLARS ON BIKE LANES
Screen Name Redacted 5/11/2021 03:25 PM	Please take parking into account for the Superior Street option. I worry that with reducing parking by half, there is going to be significant congestion and inconvenience for those who live on the street (many of whom do not have off-road parking).
Screen Name Redacted 5/11/2021 04:04 PM	The north end of the Montreal Street corridor should be at the point where the east-west corridor intersects with Montreal Street, because there is insufficient justification for the neighbourhood degradation that would result from extending it all the way north to Kingston Street.
Screen Name Redacted 5/11/2021 04:12 PM	THERE IS ALREADY NO PARKING, BIKE LANES ARE GOING TO MAKE EVERYTHING WORSE. WHY DO YOU KEEP PUSHING THIS?!???
Screen Name Redacted 5/11/2021 04:17 PM	Consider enforcing the speed limits on the streets eg dallas road and kingston also there are many walkers in the neighborhood and little consideration for them and folks with mobility challenges, the bikes lanes do not help as bikes are not paying attention to traffic stops or pedestrians consider bike liscencing
Screen Name Redacted 5/11/2021 04:21 PM	Look forward to seeing the final design!
Screen Name Redacted 5/11/2021 04:22 PM	note:Superior St. is a bus corridor for it's entire length Government St. is much better.
Screen Name Redacted	Keep up the good work. All users are

5/11/2021 04:50 PM

entitled to use the roads safely.

Screen Name Redacted

5/11/2021 04:53 PM

What is painting little bicycle logos on Montreal going to do? An effing waste of money.

Screen Name Redacted

5/11/2021 05:27 PM

I ride Government street quite often and like your suggestions along the inner harbour up to Superior. After Superior, buses and many cars turn off. The traffic is not terribly heavy but conditions could be improved by re-paving the street from Superior to Dallas so that cyclists are not swerving to avoid the potholes and cracks.

Screen Name Redacted

5/11/2021 05:39 PM

Michigan street is overly crowded with cars that have to pull over and weave in and out to let other cars pass. It is too tight for bikers to ride and safely navigate the traffic. With so many apartments on Michigan, the bike lane allows for the many people without vehicles to use the road more easily and safely.

Screen Name Redacted

5/11/2021 05:42 PM

Please keep the horses & buggies off the roads in James Bay, they should be limited to Beacon Hill Park. There is not room for bikes, cars, trucks, buses & horses on our residential roads.

Screen Name Redacted

5/11/2021 05:47 PM

Your backpeddling on Government is going to get a vulnerable road user killed by a vehicle operator. Your material says "temporary approach" and "over the next decade" - PICK ONE. "Temporary" would be, 'painted lanes for six months while we finalize the better plan', not 'sometime in the next decade maybe we'll come back to this mess and make it better'. Please revert to your original, fairly good and MUCH SAFER plan for Gov't instead of this nonsense.

Screen Name Redacted

If it isn't a protected bike lane, save

5/11/2021 06:01 PM

your paint. Painted lanes or shared roadways do nothing for cyclist safety nor do they attract children or those new to cycling. Likewise sharrows. An example is Montreal St where there is a 30k posted speed limit and speed humps between Simcoe and Dallas Rd. On the portions without speed humps, traffic speeds are almost universally much higher than 30k and where there are speed humps speeds are also higher. Mixing cars and bikes is a bad idea.

Screen Name Redacted

5/11/2021 06:15 PM

Unprotected bike lanes are useless. I find the design of the bike lanes in Victoria is very poor. The roads are narrow; some streets are not suitable for bike lanes. Vancouver has been a total disaster; cutting off the street at McClure. I don't know who is making these decisions but they are wrong wrong wrong wrong wrong.

Screen Name Redacted

5/11/2021 06:40 PM

I am mostly disappointed by the design changes for Government St compared to the previous design. I think two-way on the west side is the way to go, enabling a seamless continuation of the existing two-way bike path along Wharf. I hope to one day see these lanes continue along the north side of Belleville to eventually link up with the Dallas Road multi-use path, essentially creating a Vancouver-style seawall from Pandora to Clover Point. Splitting these lanes up onto either side kills the possibility of this in the future. Also disappointed that we won't see protected bike lanes along what is THE most important block to get right (Government south of Belleville) until many years down the road, assuming we have a bike-friendly mayor and council then. This means that James Bay will remain

cut off from the AAA network and families won't be able to cycle safely with their children from James Bay to Downtown for several more years. I am happy with extending protected lanes to Toronto Street though, instead of the neighbourhood bikeway starting at Superior. I generally think advisory bike lanes should be avoided where possible. I don't dislike them, but protected lanes are always better, and they do tend to be controversial and contribute to "bikelash". I think it's important that changes are well-received by the public. They also only work when traffic volumes are low. How are traffic volumes outside South Park Elementary at pick-up and drop-off times? My final thought is that I'm disappointed that the Montreal St route still has a convoluted detour along Niagara and Dock, instead of continuing along Montreal to Dallas and extending the Dallas Road bike lanes one additional block. Bike routes will see greater use if people don't have to memorize convoluted routes. Overall though, I'm excited for the improvements! Thank you!

Screen Name Redacted

5/11/2021 07:29 PM

Close Oswego down for Bikes only and don't allow cars or Bikes on Dallas Road.

Screen Name Redacted

5/11/2021 07:38 PM

Adding the bike lanes on Superior street has no impact on the car travelling lanes and is safer for bicycles Michigan is so narrow that oncoming cars have to pull over to pass. Even with street parking removed , 2 cars and a bicycle would barely fit.

Screen Name Redacted

5/11/2021 08:55 PM

Montreal: Is it possible to make the bike route go all the way to Dallas Road continuously? This might be more intuitive as opposed to the

current zig-zag at the South end.  
Superior: A protected bike lane on Superior Street would be fantastic!  
All: Hopefully traffic volume is reduced under the new design. I was surprised to see the removal of the traffic diversions since they have already been so successful on Vancouver Street at improving safety for walking and biking as well as reducing air and noise pollution.

Screen Name Redacted

5/11/2021 09:16 PM

Please add speed bumps or stop signs to Niagara st next! People speed like crazy along it

Screen Name Redacted

5/11/2021 09:20 PM

Government should have the four ways replaced with traffic circles for for traffic calming measures and because there are some four ways with poor visibility

Screen Name Redacted

5/11/2021 09:25 PM

As a cyclist, I find the advisory bike lanes to cause cars to act kind of weird – when two cars are coming in opposite directions, they seem a bit unsure what to do. Much prefer options where we can have fully separated bike lanes

Screen Name Redacted

5/11/2021 09:53 PM

Thanks you for adding the crosswalk and median at Toronto and Government.

Screen Name Redacted

5/11/2021 09:59 PM

Very little of this plan is an AAA route. In particular, none of the proposed "advisory bike lanes" fulfill this criteria and it is likely that many of the "shared neighbourhood bike routes" have too much traffic. The new plan removes nearly all of the traffic calming measures that might have made these unprotected style of bike lane sufficiently safe for children and sets up dangerous conflicts between cyclists and other road users. The few blocks of protected bike lane in this plan that may be accessible to families in this plan don't make the crucial

Screen Name Redacted

5/11/2021 10:32 PM

connections to Dallas road.

It was not clear on the video presentation whether you are planning to close off Michigan Street from vehicle traffic across from Fisherman's wharf. If this is the case I am definitely against this as it will once more put more traffic on other streets. The engineering nightmare created on Vancouver street where emergency vehicles are restricted should never happen again. Hopefully with an election coming in 2022 we will have a council that listens to the residents of neighbourhoods and home owners who pay taxes so that the street will be reopened for shared access again. I am happy that common sense and feedback from residents removed the traffic barrier on Michigan at Menzies. There is no need for protected bike lanes as it is a waste of tax dollars of which I as a home owner in James Bay pay for. I have ridden bicycles for over fifty years in Victoria and painted bike lanes are all that are needed. With more infill housing coming there will be an even greater need to have vehicles moving throughout James Bay. To close off roads and take away parking spaces just creates a greater problem. There will be more cars coming into James Bay and in time they may be electric. Having seen the changes created on Dallas Road it's frustrating to see close to half of the cyclists not using the bike path by staying on Dallas road. Then the others who do use the path are dodging walkers and pets. It's only a matter of time until someone gets injured by the shared usage there. I took the time to complete this but if the recent Richardson Road fiasco is



any indication it will not matter on what residents say on the changes proposed for their neighbourhood. The cycling advocates have far too much input and say in the changes that are being implemented to the detriment of the majority of residents in Victoria. They seem to forget that there are other areas of Greater Victoria that need vehicles to get into town. I stand by my comment in the first survey, that if someone can't ride a bicycle on a quiet street in James Bay without designated bike lanes ,they probably shouldn't be riding a bicycle.

Screen Name Redacted

5/11/2021 10:39 PM

In order to be accessible for all ages (families with children), it is important for bike lanes to be separated from moving cars by a physical barrier. Even a simple barrier such as plastic poles feels much safer for cyclists than just a painted line which can be ignored by drivers. Furthermore, children naturally understand a physical barrier but they may not understand painted lines.

Screen Name Redacted

5/11/2021 11:07 PM

Minimize use of advisory bike lanes. They are not well understood or intuitive to cyclists or motorists and are at risk of alienating support, and bring removed in future.

Screen Name Redacted

5/11/2021 11:36 PM

RE: Superior vs Michigan - My family and I own 3 properties in James Bay and my family has owned property in James Bay for 4 generations. Our current property taxes are horrific and I feel like there's no end to spending on things dreamed up while we're getting squeezed out of James Bay paying for it. Two of our three properties are already blocked by a bus stop and a yellow line with no parking and the other house on Superior Street has no driveway and only has on-street parking with a

ridiculously inadequate single Residential Parking Permit from the City of Victoria. Arguably, it should be residential parking only in front of my house, but it's shared with time limited parkers. A bike route would just make matters worse. As it is, parking is often in competition with people going to things like the James Bay Market, neighborhood businesses in Capital Park, the Inner Harbour or other local attractions - all the things you're trying to promote. Where would I go and where would they go? It's insane at times already with no parking for blocks when you get home. I have literally sat in my car double parked for half an hour several times waiting for someone to move from in front of my house so I can park. Will you be compensating me for the impact to property values in your budget for your project? Do your plans adequately weigh and compensate for negative externalities? Evidently not as it's going forward one way or the other under the anointed power of your OCP and this "one or the other" approach to stakeholder engagement. Superior is a secondary arterial which is essential for emergency services and it's a truck route. It doesn't make sense to mix a bike route with that type of essential traffic and that traffic must not be impeded from their best critical response time. The bike route should be on a less busy street like Michigan. Michigan also lines right up with cycling into Beacon Hill Park and as you've indicated has planned cycling related expenditures regardless so why waste taxpayers money on redundant costs for bike lanes that largely remain empty during our many rainy days when

those same cyclists drive to work and park in front of my house. I suppose the cycling improvements on Michigan would potentially benefit students at South Park Elementary. Michigan will also be a more central bike corridor in the James Bay network once you complete your master plans for cycling infrastructure on Belleville which seems to handle the majority of the volume coming from Government around to Fishermans' Wharf/Ogden Point and onwards along the Dallas Rd sea wall and back to Beacon Hill. Most cyclists are already going down Belleville anyways and will continue to do so because it's uphill from Belleville to Superior and back down hill to the rest of James Bay whereas Belleville is a more level route from Government. Michigan already captures those cycling out of Beacon Hill Park. It makes sense to MINIMIZE expenditures on an East/West section on Michigan that will remain poorly utilized as cyclists wait for their preferred route on Belleville to be developed.

Screen Name Redacted

5/12/2021 03:01 AM

Please minimize protected bike lanes

Screen Name Redacted

5/12/2021 07:39 AM

Michigan St is already a nightmare for parking. At least Superior St is wider. Bikes are already a nuisance to residents.

Screen Name Redacted

5/12/2021 07:39 AM

Michigan has traffic issues already. Has always been difficult driving from Menzies to Govt and cars often have to take turns as not wide enough. Don't think you need speed bumps on Govt. There are needed crosswalk improvements needed all around park at Fisherman's Wharf. Not pedestrian/runner friendly. Thanks.

Screen Name Redacted

5/12/2021 07:55 AM

Instead of traffic calming and bike lanes (have you studied the lack of bicycle use in James Bay due to the type of population that resides in JB?) consider capping the unchecked growth of building density!!! Stop building multi-unit buildings we are over capacity in this small neighbourhood. Last thing we need are bike lanes.

Screen Name Redacted

5/12/2021 08:14 AM

Stop removing street parking on Government St. in front of the Empress and Museum. All access means everyone, not just people on bikes. Start focusing on pedestrian safety and put up push button signals at crosswalks like Esquimalt has in place on Esquimalt Road.

Screen Name Redacted

5/12/2021 08:28 AM

I do not support any bike lanes in James Bay. I have been cycling here for 60 years and it never occurred to me that additional safeguards were necessary. And in fact the majority of people in JB already walk or cycle to get around. You say in your video that "some" people do not agree with the bike lanes in JB. How many. Can you prove that people in JB desire this change. Do you care if they do not? It doesn't look like it. Why not ask them. That would be democracy not the tyranny we seem to be presented with.

Screen Name Redacted

5/12/2021 08:55 AM

For all the routes, I fully support the efforts of the city to improve the bike use in our neighborhoods. I also support any plans which will reduce vehicle (cars/trucks/vans) use in the city. The improved cycling and pedestrian paths will encourage more users and help reduce vehicle density. Thank you!

Screen Name Redacted

5/12/2021 09:00 AM

Since the first "bike" lane was constructed, there has been no enforcement of the "rules of the road"

for cyclist. I walk all over the downtown area. I have been run off sidewalks by cyclist who think sidewalks are part of the "bike" lane system. I have seen time again more cyclist breaking rules of the road. I've seen more near cyclist / car near misses where it was the cyclist that broke the rules of the road. I'm surprise that more deaths have not occurred. They have run red lights, they have almost run me over when they were suppose to stop at traffic lights (both vehicle and bike traffic lights). One cyclist ran a bike red light while texting while I was trying to cross a street with a green light. If you don't believe me, have one of your staff stand at the intersection of Government, Wharf and Humboldt and see how many cyclist going north on Government cross over to the wrong side of the street to enter the bike lane Before you keeping adding to the bike lanes, there has to be more enforcement on cyclist breaking the rules of the roads. You have created an environment that cyclist do not have to obey the rules of the road. That they can ride in the wrong direction on one way streets. Ride on sidewalks, forcing pedestrians off sidewalks. This city is spending money that should be used fixing sidewalks to make it safer for those who walk to get around town. More enforcement on cyclist not more bike lanes.

Screen Name Redacted

5/12/2021 09:04 AM

Montreal should be extended all the way down to Dallas and Dallas bike lanes connected to Montreal, the unnecessary jog over a block is not going to be followed by most people, its a needless detour to the destination. I think traffic diverters should have been kept on Government street, both speeds and

volumes are going to remain high otherwise, hopefully the city will monitor for that and add diverters if it becomes clear they are needed. I also think advisory bike lanes should be avoided as much as possible and do not think they should be on Superior street at all.

Screen Name Redacted

5/12/2021 09:09 AM

I do not support this watered down version of the AAA route. With tourism returning in 2022, government workers returning and more buses and traffic in James Bay, there really needs to be a consistent approach to our bike network. These alterations increase complexity, reduce safety and comfort and will deter people from walking and riding their bikes.

Screen Name Redacted

5/12/2021 09:16 AM

Stop!! Not Needed. License ALL Vehicles.

Screen Name Redacted

5/12/2021 09:27 AM

All the said designs I have indicated are the safest routes for the cycling community as interacting with other vehicular/ pedestrian traffic.

Screen Name Redacted

5/12/2021 09:52 AM

We do not need any bike lanes in any of these corridors.

Screen Name Redacted

5/12/2021 09:56 AM

Stop the use of concrete (environmentally unfriendly) barriers and use painted lanes.

Screen Name Redacted

5/12/2021 10:00 AM

Thank u for the thorough consultation including revisions and 2nd survey. These routes are making a huge difference for liveability and wellness in Victoria!

Screen Name Redacted

5/12/2021 10:07 AM

Only way I will support bike lanes coming into James Bay is if you are going to be banning horse carriages as well. Until they are banned, I would rather not see traffic being impeded further. People already rev engines at the horses and pass them

too fast. LAST thing we need are bikes lanes in the mix. Someone is going to end up getting hurt. Get the horse carriages out of here and bring bikes in. It's an out dated 'tradition' anyway. As far as I'm concerned, people do fine with what we have now. I live in the area and I walk around on a daily basis. Bikes lanes will ONLY cause MORE problems and piss drivers off further. Even the walking lanes we have right now are being driven through sometimes. You really think putting bike lanes in is going to help anything?! Why are you wasting so much money in this kind of thing?? Money that could be put into policing so I actually felt safe in my own neighbourhood. This city is turning into a trash city and I'm pretty sure it's because you keep shoving money into projects that are far less important than other things.

Screen Name Redacted

5/12/2021 10:30 AM

James bay is already bad enough to drive into, does not need more bike lanes.. should be located around the parameter as a benefit to community and tourists.

Screen Name Redacted

5/12/2021 10:34 AM

Happy to note traffic diverters were dropped as these are a disaster on major arteries forcing traffic into the residential side streets which are too narrow to accommodate the increase in traffic. We did cycle before a vision problem and enjoyed the side streets as opposed to major roads when possible. It is a fallacy to think future car use will decline. In 10-20 years, most will be electric or hybrid (as many of our friends have now) but will still be using the roads. Electric cars are silent making these even more dangerous on residential streets with families, children and elderly with handicaps like vision. No problem with basic bike lanes but--

Screen Name Redacted  
5/12/2021 10:48 AM

Very short sighted on Council's part to accommodate bike riders at the expense of pedestrians and residents on narrower side streets, forcing cars to use alternate routes instead of major arteries.

Screen Name Redacted  
5/12/2021 11:41 AM

Thanks for taking the time to consult people in the neighbourhood!

Screen Name Redacted  
5/12/2021 12:01 PM

No more bikes taking over streets!!!

Screen Name Redacted  
5/12/2021 12:39 PM

Use Michigan and Montreal. Leave Superior and Government alone.

Screen Name Redacted  
5/12/2021 12:52 PM

On Government - the switching back/forth between protected and unprotected could be confusing to all road users if not properly designed/signed. Would prefer to see protection provided for cyclists at least until past the James Bay Inn. On Superior - please improve between Government and Douglas as well as extending it to Southgate. This could be a great connector from Fairfield but this section is dangerous for cyclists. Imagine the outcry if we randomly stopped safe vehicle lanes the same way this plan stops safe cycling lanes.....for a little bit of effort you could make good into great.

Screen Name Redacted  
5/12/2021 12:52 PM

James Bay is already so congested with those horse carriages, tour buses and traffic for two ferries when operational, taxis also drive very quickly on all streets in James Bay particularly when cruise boats are in town. I think it is already so difficult to drive and people don't even want to come to the area because of lack of parking and traffic congestion. Get rid of the horse carriages and tour buses and I will fully support any addition of bike lanes.



Screen Name Redacted

5/12/2021 12:52 PM

James bay needs to be walkable before it is cyclable. Instead of wasting money on bike lanes, which people don't use in JB, how's about putting that money into making the James Bay Square area more livable and walkable so that I don't have to walk on the street to social distance? I would support one way traffic in this area and closing off a section of the street at menzies so that this happens.

Screen Name Redacted

5/12/2021 01:06 PM

I appreciate revisions based on earlier feedback and will assume that City staff will continue to consult with local businesses who are affected by changes to access/loading zones. Also appreciate recognition of traffic calming required for pedestrians and cyclists to feel safe in the neighbourhood.

Screen Name Redacted

5/12/2021 02:51 PM

I prefer Michigan option as: 1) T's into Fisherman's Wharf Park better 2) Connects to Beacon Hill Park trail at east end 3) Is more central route through middle of James Bay vs Dallas and in future Belleville St bicycle route

Screen Name Redacted

5/12/2021 03:28 PM

How about using common sense and use the over sized boulevards for some of the bike lanes? some of these boulevards are wider than most people's front yards and you want to remove more parking for a special interest lobby.

Screen Name Redacted

5/12/2021 04:28 PM

Over 100 people park down either side of government street on a daily basis. Not everyone is as privileged as you, to have a driveway, and not everyone has parkin space in their building. You will be screwing over HUNDREDS of people

Screen Name Redacted

5/12/2021 04:32 PM

Wonderful additions to the cycling infrastructure in Victoria!!

Screen Name Redacted

5/12/2021 04:34 PM

Firstly: Stop with all the bike lanes, enough is enough. Secondly: all cyclist need to have licenses so they are aware of the rules of the road. Thirdly: no 2 way bike lanes on 1 way roads. Its just stupid.

Screen Name Redacted

5/12/2021 04:40 PM

n/a

Screen Name Redacted

5/12/2021 04:57 PM

Thanks for the survey. Overall the plan that limits vehicle traffic to local traffic is the plan I like best. Speaking as a cycle commuter the new Vancouver Street plan is excellent and has the effect of limiting vehicle traffic and allows for all ages to cycle safely.

Screen Name Redacted

5/12/2021 05:03 PM

I would like to see more protected lanes as there is usually lots of visitor traffic which means safety is not always maintained as they are unaware of how advisory lanes or the other lanes works. Protected lanes protect all ages and abilities from traffic. I understand they take away parking but with more people cycling, less parking is needed.

Screen Name Redacted

5/12/2021 05:17 PM

The planned routes are terrible and will make James Bay much more difficult for those of us who don't ride bikes or drive to get around. Not everyone in the world is able to ride or wants their tax money going to these plans.

Screen Name Redacted

5/12/2021 06:32 PM

We would like to see traffic studies on residential side streets before any additional changes are made beyond the proposed modifications in the revised plan. Also, please consult with the carriage companies regarding speed hump design and placement on James Bay routes to ensure safety of horses and the comfort of passengers. While this project is being considered, has the

city thought about placing electrical and utility wires underground to make more room for pedestrians and those with limited mobility, this to me seems like a better project for all Victorians rather than bicycle infrastructure. In addition, as we transition to electric cars, it would be a great benefit to be looking at charging stations in some of the heritage neighbourhoods and areas that have limited driveways and so much on street parking. Thank you for hearing the voices of James Bay and responding to our opinions with less change.

Screen Name Redacted

5/12/2021 07:26 PM

Speeding and ignoring stop signs is the biggest risk factor for cyclists and pedestrians in James Bay. Be cognizant of not putting in any solutions that will make it easier for vehicles to speed (ie making streets one way). More 4 way Stop intersections and more speed bumps are needed throughout the entire neighbourhood. Those changes would make it far safer for cyclists than any of the proposed lanes/routes covered here.

Screen Name Redacted

5/12/2021 07:30 PM

I am very glad the proposal for diverters to prevent through traffic has been dropped. Curious though why more use has not been made of small roundabouts/ traffic circles?

Screen Name Redacted

5/12/2021 07:53 PM

Weird mix of designs, hopefully it isn't too confusing. Very much support as much cycling infrastructure as possible being built, my only concerns would be that this might not be enough. Also not a huge fan of the Montreal route diverting to Dock. It would also be nice to get some kind of formal commitment or guarantee that the infrastructure on Government between Belleville and Superior will be upgraded from paint

(which is more or less worthless), as is it stands to be a notable gap in the AAA network and a change of council could lead to that gap being pretty permanent, which wouldn't be good.

Screen Name Redacted

5/12/2021 07:55 PM

Superior street is too large which makes it perfect to divide into car and bike traffic. Michigan St is too small.

Screen Name Redacted

5/12/2021 07:56 PM

The "speed bumps" need to have cutouts so the bicycles don't have to go over the bumps.

Screen Name Redacted

5/12/2021 09:04 PM

Your team's patience is endless; thanks for putting up with us in James Bay... and please proceed. Well done!

Screen Name Redacted

5/12/2021 09:24 PM

No turns on to Michigan from Douglas - It's inhumane prioritizing drivers in a school zone like that

Screen Name Redacted

5/12/2021 09:45 PM

Superior Street is safer for bicyclist and vehicles.

Screen Name Redacted

5/13/2021 03:05 AM

I have concerns around the Government St Corridor and that the Niagara St crossing hasn't been described. There is also speculation that traffic will not be allowed between Simcoe and Niagara which means potentially it will jam up as it diverts to other routes. I have also heard that the City plan to widen the road space which will bring foot, bicycle or road traffic right up against my house and bedroom windows while removing our already very limited green space. I am worried for the trees bordering my property and the security and privacy from walkers by and loud skateboards if this is the case. I am also concerned that there is a lack of information for this block.

Screen Name Redacted

5/13/2021 04:39 AM

just supportive of the projects in general! keep up the good work.

Screen Name Redacted

5/13/2021 08:13 AM

Bike routes should be straight shots. Otherwise cyclist will take abandon for regular Street use. I would like to see a resident permit parking trial in James Bay ( for existing residential only parking) to be included. Living in Menzies it's not so much the lack of parking as the active parking lot the street becomes. \* It's scary to cycle/skate with folks rushing to and from stores while "illegally parked"... I want better road sharing I guess. Parking permits are key to calming in most major cities. Plus they could pay for these upgrades 😊

Screen Name Redacted

5/13/2021 08:52 AM

enough with the damn bike lanes!

Screen Name Redacted

5/13/2021 09:13 AM

Leave Superior alone.

Screen Name Redacted

5/13/2021 09:49 AM

More speed humps to slow cars down, not just posted speed limits which are rarely adhered to

Screen Name Redacted

5/13/2021 09:57 AM

I would like to also see widening of ALL sidewalks in James Bay or add a lane perhaps next to the bike lanes for all seniors on their scooters

Screen Name Redacted

5/13/2021 10:22 AM

Much improved from previous plan. Government south of Superior is still too much as it is currently very safe and all you need is a bit of paint. I changed preference to Michigan as the new changes make this a good shared street without interfering with the clinic access which made that option a non-starter last time. Now Superior can remain a more useable street for vehicles and retain west end parking. Michigan west of Menzies remains a quiet mixed use street with paint improvements. Michigan can now become a great family ride from FW Park through

BHP.

Screen Name Redacted

5/13/2021 10:24 AM

I would like to see more full protected bike lanes not traffic calming.

Screen Name Redacted

5/13/2021 10:41 AM

Sadly, it has been my observation that the decision makers have already made up their minds when it comes to bike lanes and I cannot for the life of me figure out why the painted lines that seemed to accomplish the same thing have been replaced by slabs of concrete. The goal as I understand it was to create family friendly bike lanes, yet what I see is older people apparently thinking these protected lanes as a race course. Very sad. I spent a lot of years during my business life in Europe and I can't think of one single city that promoted the nonsense that we are witnessing here in Victoria.

Screen Name Redacted

5/13/2021 10:59 AM

A 4-way stop and crosswalk at the corner of Montreal and Niagara is desperately needed with this design given the added number of road users that this bikeway will bring to the route - the current issues with speeding on Montreal will only become more dangerous unless this intersection is more aggressively calmed by the design. As a parent living on Montreal street, which is filled with kids and a large number of toddlers, very important that we slow vehicle traffic on Montreal.

Screen Name Redacted

5/13/2021 11:02 AM

I don't agree with the government plan at all. I bike everywhere and have never had an issue on Government Street - it is actually one of the best streets to bike on as is. A bike lane on Douglas makes a lot more sense overall and could connect with the current lanes at Humboldt down to Wharf and onward. Douglas street is a main

route for cyclists who bike as their main mode of transportation and is dangerous as is - there is PLENTY of room on Douglas to have two-way bike protected lanes down to the water to the Dallas bike path and STILL maintain car traffic flow. This current proposed Government route will push more cars onto Douglas and make it even less safe. This should have been the first route - not Government.

Screen Name Redacted

5/13/2021 11:23 AM

Do not make Government street one way!!!!!! Completely opposed. Government must remain a shared road space.

Screen Name Redacted

5/13/2021 11:31 AM

I preferred the original traffic calming plan for Government Street.

Screen Name Redacted

5/13/2021 11:36 AM

I strongly disagree with locating the bicycle network on Superior St. There is only one major East/West artery for vehicle travel through James Bay, and it does not make sense to complicate this artery (and make it more dangerous) by mixing bicycle and vehicle traffic on the same artery.

Screen Name Redacted

5/13/2021 11:47 AM

Government street is already a logistical nightmare with cyclists, horse carriages, and cars. If there is further impact on roadways with bicycles then horse drawn carriages MUST be disallowed. This is a cycling route in service of tourists and not in the best interest of the residents of the area who have no choice but to commute in order to access services and workplaces.

Screen Name Redacted

5/13/2021 12:04 PM

As a cyclist, I welcome these expansions to the cycling infrastructure.

Screen Name Redacted

5/13/2021 12:35 PM

Belleville and government intersection should be reconfigured

	to remove slip lanes and improve safety and capacity for cyclists and pedestrians
Screen Name Redacted 5/13/2021 12:38 PM	Is a traffic circle possible at Superior St and Oswego St intersection?
Screen Name Redacted 5/13/2021 01:04 PM	I support these plans and continue to enjoy the excellent cycling system Victoria has. I look forward to more in the future, it is a big part of why I moved here.
Screen Name Redacted 5/13/2021 01:08 PM	There should be no bicycle route on Michigan Street due to traffic and on street parking issues.
Screen Name Redacted 5/13/2021 01:28 PM	We need more protected bike lanes in the city. Paving the entire galloping goose & other dedicated cycling routes would go a long way.
Screen Name Redacted 5/13/2021 01:31 PM	Please use best practices and design solutions from Netherlands/Denmark. Manuals, books and plans are available, so are advisors and engineers. You don't have to invent the wheel. Current North-American styled biking infrastructure that is being built in Victoria as "all ages and abilities" is uncomfortable for drivers and unsafe for cyclists. I and cycling-enthusiast Victorians I know would all say the same. It benefits no one in community and serves only as portfolio for politicians. I am all in for proper cycling network, but the one designed and built properly without a need to complete rethinking in few years.
Screen Name Redacted 5/13/2021 01:32 PM	Just a bit of input about potential conflict near Government and Dallas. Although the plan doesn't have any infrastructure changes at this location, I believe that once this becomes a designated cycling route with increased pedestrian/cycling traffic there are hazards at the



intersection of Government and Dallas which have the opportunity to be addressed or considered in the plan. I live one house down from Government and Dallas and in my experience living there in addition to cycling and connecting to the Dallas road multi use path.... when heading south on Government towards Dallas on a bike, vehicles turning from Dallas onto Government heading northbound often turn sharply around the corner at speed - sometimes into the oncoming lane especially if the driver doesn't see a vehicle at the stop sign heading south. This creates the possibility of a head on collision. Due to some parking on the east side of Government street at Dallas, it appears to limit the space for oncoming/turning vehicles heading north, if they are heading westbound and turn right, they have to angle the vehicle into the oncoming lane to go around the parked cars. If they are heading east on Dallas and don't see a vehicle at the stop sign they often cut into the oncoming southbound lane. If there is a car heading south it's not usually a problem but when a motorist doesn't see a vehicle approaching or stopped at the stop sign, they often drive into the oncoming lane. There is currently a recently installed crosswalk on the east side of Government at Dallas.. However, I believe that this location would benefit from a 3 way crosswalk, traffic calming measures or a 3 way stop to reduce the speeds of motorists turning onto Government. Another option may be to remove one of the parking spaces nearest to Dallas on Government to increase sightlines for oncoming motorists. Thank you!

5/13/2021 01:34 PM

front of Queens Printer) to encourage more foot traffic to legislature building (as well as for workers in area). Bike lanes connecting Belleville street to Dallas road would be nice, as some of the streets that are busy can be quite chaotic. Would be nice to connect bike lane to in front of beacon hill- as that is where cars tend to hog the road

Screen Name Redacted

5/13/2021 01:36 PM

Honestly....with the usual horse carriages, "kabuki" cabs, electric scooters and wheelchairs and bikes and skateboards.....and onslaught of tourist foot traffic ...James Bay is already very congested and hazardous not only to drive but to simply try to get around.

Screen Name Redacted

5/13/2021 01:42 PM

Stop wasting money on your pet projects. This area does not require or need bike lanes nor does the remainder of Victoria. Stop wasting my tax money. Give it back to the government

Screen Name Redacted

5/13/2021 02:06 PM

I cycle almost every day throughout the city and I love the bike lanes. Thank you for this investment. I also drive. For both cyclists and drivers there is a need to adapt to these changes, but after a while it's easy to navigate the new routes and rules. I appreciate the City's investment in my safety as a cyclist.

Screen Name Redacted

5/13/2021 02:37 PM

Another argument in favor of the Michigan corridor is that it is one block further from Belleville than Superior (and thus more central within the James Bay neighbourhood.

Screen Name Redacted

5/13/2021 02:37 PM

I do not own a vehicle (I walk, take the bus, and use MODO when needed), but I feel strongly that there is insufficient parking in James Bay when many residents live in apartment buildings or homes with no or little off-street parking available. I

am therefore in favour of route choices that retain the most on-street parking while maintaining safe and manageable public transit, commercial vehicle, and horse carriage use.

Screen Name Redacted

5/13/2021 02:50 PM

I would prefer a treatment on the roads installing chicanes to reduce traffic, rather than the speed bumps. If speed bumps are to be used, please have bypasses for the cyclists (that cannot be occupied by cars). If one lane chicanes were installed at the beginning and end of each section of local traffic it would discourage cut-through traffic and tend to lead to safer conditions for what should be a AAA cycling facility.

Screen Name Redacted

5/13/2021 02:56 PM

James Bay is already bicycle friendly. I've got to say that none of this is needed. Especially the North / South routes on Government and Montreal streets. A bike lane on Superior makes the most sense of all of these ideas (and even that is a stretch).

Screen Name Redacted

5/13/2021 02:59 PM

James Bay is a small community that is already congested. Pushing vehicle traffic and parking to already crowded streets is ridiculous. I feel that the Superior and Michigan routes should be scrapped entirely.

Screen Name Redacted

5/13/2021 03:01 PM

Parking will be big problem.

Screen Name Redacted

5/13/2021 03:12 PM

Really not keen on shared road idea, in practice drivers tend to ignore it

Screen Name Redacted

5/13/2021 03:15 PM

The amount of bike lanes going in this city is outrageous. Slight bias from the Mayor who is a biker? Especially streets with little to no parking already you want to install bike lanes. I don't get the obsession. At least choose routes that have the room.

Screen Name Redacted

5/13/2021 03:22 PM

The intersection at Belleville and Government is incredibly dangerous for cyclists and currently seems to prioritize vehicles over pedestrians in a very pedestrian heavy area. Looking forward to some improvements here and would like to see more improvement to pedestrian and cyclist safety here for all directions, not just moving along Government street. Very excited about all of the investments in the James Bay network.

Screen Name Redacted

5/13/2021 03:40 PM

I still have hesitations about the government street route. It's already quite a narrow road and often street parking is taken well up. Although I don't park on that street, I worry about the removal of on street parking.

Screen Name Redacted

5/13/2021 03:55 PM

James Bay doesn't need bike lanes one bit. Almost every street in any direction is quiet enough to safely bike as is.

Screen Name Redacted

5/13/2021 03:56 PM

I live in an apartment complex between superior and Michigan. There is already limited parking in James bay as it is and constant fights over such - with these new proposals you are threatening to remove significant parking for those who live on superior and Michigan street. This is very disappointing. Not enough has been done to address the parking issue. Given the low vehicle traffic in James bay and overall willingness to share the streets I'm not sure bike lanes are warranted or necessary.

Screen Name Redacted

5/13/2021 04:13 PM

This is not needed, and I wish you would listen to the community. You are forcing bike lanes and "advisory bike lanes" which make for confusion (I am not "against change") when not necessary.

Screen Name Redacted

5/13/2021 04:19 PM

Superior, Michigan, Government and Montreal bike lanes AND traffic calming are NOT necessary at all. There is almost no traffic, and these changes make living in James Bay more difficult. This is just another huge waste of taxpayer money, that's not needed or appreciated by the residents of James Bay.

Screen Name Redacted

5/13/2021 04:25 PM

All the revised plans look fine to me and will make me more secure while cycling - thank you

Screen Name Redacted

5/13/2021 04:26 PM

I think you've done a great job with getting feedback from the public on these James Bay routes, and I appreciate the multiple iterations of consultation as the designs are finalized... (much better than the consultation for the Richardson St bike corridor).

Screen Name Redacted

5/13/2021 04:30 PM

There is a great need for a pedestrian-controlled crosswalk at Montreal and Kingston streets. Traffic coming onto Kingston from Belleville tends to accelerate and is quite constant. Many seniors live in the area and pedestrian population is high because of the number of apartment buildings and the Coast Hotel.

Screen Name Redacted

5/13/2021 04:31 PM

THERE ARE LARGER ISSUES IN JAME BAY THAN BIKE LANES. These plans are NOT good and we don't need this garbage. Bikes function perfectly fine in this region already and there is no point in wasting the money and time. Fix the fucking homeless problem first. As a residence of James Bay, I am tired for the chaotic environment I'm subjected to on a daily basis because this city LITERALLY cares more about bike lanes than homelessness.

Screen Name Redacted

5/13/2021 04:41 PM

More cycling lanes in JB are completely unnecessary and unwanted by the majority of residents.

Screen Name Redacted

5/13/2021 04:42 PM

I have spoken to many residents of James Bay and it's been a hot topic on the James Bay Facebook group.. The majority are not in favour of these routes at all. I bike and I personally don't think the routes in James Bay are needed. However, I understand you've been given money and you need to spend it. If you must put in a bike lane put it on Superior. It's wide enough it can handle the changes and accommodate everyone. As someone who lives on both Superior and Michigan (Superior in the front and Michigan in the back) I don't know how you're even considering Michigan due to the stretch of road between Menzies and Oswago.

Screen Name Redacted

5/13/2021 05:24 PM

Bike lanes make me feel cyclist, as a driver and as a pedestrian. I also have some physical limitations so I appreciate when some street parking is able to be reserved as I cannot travel far distances without a car. Love bike lanes and love when accessibility for all is valued and considered! Keep going!

Screen Name Redacted

5/13/2021 05:57 PM

With all of these modifications, I think that horse drawn carriages and Kabooki cab traffic should be banned from these routes. The frustration for drivers already exists in Government Street as it is now. I think being stuck behind a horse carriage will cause road rage on this new modified route.

Screen Name Redacted

5/13/2021 06:11 PM

Government St can get very busy in the summer months when Tourist season is in full swing. I live on Niagara St and I frequently see occasions where busses, cars, pedi-

cabs, rickshaws and horse carriages, bikers and walking pedestrians are all trying to use the same intersection and no-one knows who has the right of way. It would be prudent to consult pedi-cab, rickshaw and horse carriage companies on recommended routes or install seasonal signage indicating yield and right of ways.

Screen Name Redacted

5/13/2021 06:14 PM

Speed bumps are damaging to vehicle suspension for local residents who will drive over them hundreds of times per month. They are also hazardous for road cyclists who ride outside of bike lanes. Posted speed limits are suffice.

Screen Name Redacted

5/13/2021 06:18 PM

Enough with the fucking bike lanes! How about you use some funds for police and getting rid of the scum all over downtown. I don't even go downtown anymore because it's a cesspool

Screen Name Redacted

5/13/2021 06:50 PM

Really looking forward to the Government st upgrades! Thank you

Screen Name Redacted

5/13/2021 06:59 PM

Michigan street route option will be very bad for the cyclists and residents. When there are events and Superior st is shut down, all cars including buses are jammed in a narrow street, with current construction too, part of it is already one way. Many older houses have no parking and with new apartments complexes on Michigan, all are competing for street parking, not to mention the government buildings on Superior. The street is already reduced to single lane often even on weekends. It will be dangerous for cyclists who would be trying to ride amidst traffic jam, narrow street and cars. Anyone who actually lives on Michigan will tell you that. Superior

Screen Name Redacted  
5/13/2021 07:06 PM

street is much wider and can support bike lanes.

Screen Name Redacted  
5/13/2021 07:06 PM

It is my hope that the upgrades to Superior Street don't stop at Douglas Street...I hope a safe design is planned on Superior between Douglas and Vancouver Street. Presently, it is very unsafe.

Screen Name Redacted  
5/13/2021 07:17 PM

James Bay community is fine and we don't need to add more bike lines, also the streets are already difficult to navigate as it is, we have too much construction going on for the last few years. Before Covid we had so much tourists traffic that making streets even more narrow will be dangerous to all . Please let James Bay remind safe without more bike lines. There is enough room for everyone as it is. Thank you

Screen Name Redacted  
5/13/2021 07:24 PM

I am seriously concerned about bike lanes on Michigan Street. The street is already narrow with a number of apartment buildings and the loss of parking could cause significant impacts to those already living there. The narrowness of the road already makes it suitable for cycling.

Screen Name Redacted  
5/13/2021 08:13 PM

Parking on Superior between Oswego and Michigan would be significantly reduced. Strictly limited supply of parking permits (one per house) must be issued to home owners to ensure owners have first access to the remaining spaces over the large numbers of Air BnB renters who currently occupy many of the spaces. If parking permits cannot be provided I object to the Superior Street route. Thank you

Screen Name Redacted  
5/13/2021 09:01 PM

I think the proposed changes to the Government st corridor are terrible. It's already a congested street with carriages and 2 way vehicle traffic. The 400 block where I live will lose



some on street parking and most homes don't have driveways. It's narrow and there are big trees that I hope you're not planning on taking down!!

Screen Name Redacted

5/13/2021 09:13 PM

Fully endorse safer roads in James Bay for cyclists and pedestrians. Slower traffic is better on all streets.

Screen Name Redacted

5/13/2021 09:14 PM

Thank you, thank you, thank you. Please continue with this important work. It is much appreciated. Looking forward to riding my bike with the new upgrades.

Screen Name Redacted

5/13/2021 09:23 PM

Please make the no through road signage at Montreal and Superior much more prominent. I live on the corner of Montreal and Kingston and it's no exaggeration to say that at least 50-100 cars per DAY drive up Montreal to the dead end and have to u-turn. Literally every 5 minutes during the day.

Screen Name Redacted

5/13/2021 09:37 PM

I do not think James Bay needs any modifications for bike lanes. I only took this survey to state that I am strongly against these changes. Most residents on these streets park on the street without driveways. James Bay has enough quiet streets for bikes to use, myself included. There is no need for this, there are so many side streets for cyclists to go down. Driving in James Bay is horrible as is and I don't even drive. Do not change our neighborhood

Screen Name Redacted

5/13/2021 09:43 PM

Michigan is a car sewer currently with the amount of parking on either side. It needs serious improvements to work. If you cycle slow, you'll be harassed by drivers behind you. Sidewalks need widening and declutter of poles everywhere in James Bay and hopefully that occurs with this project.

Screen Name Redacted

5/13/2021 09:44 PM

Implementing protected bike lanes on Government between Belleville and Superior is really important as that is a busy spot and most bike traffic from James Bay will go through there. The city should make it a priority. I'm glad that you're still going to install the protected bike lanes on Government from Superior to Michigan, as that is a busy stretch as well. I'm not sure if I missed it, but protected bike lanes down the length of Superior from Government Street to Montreal are also important. I have switched my support from the Michigan street route to the Superior street route as it is the most logical.

Screen Name Redacted

5/13/2021 09:53 PM

I don't think any cycling lands are needed in this all community that has such light traffic

Screen Name Redacted

5/13/2021 11:46 PM

Stop making Victoria inaccessible for those with disabilities, those who need to drive to work, and those who want to have businesses downtown. If you are going to take away roads, dedicate certain roads for cars that are not side streets. Also, let us put our garden waste in our green bins as you are discouraging individual vehicle use. Buses and commercial vehicles need wide roads. Making lanes not fit them does not make sense. Consult with transit as well as these designs haven't been made in consultation with them. And if you are going to consult the residents of Victoria then actually consult with us and don't do it for just the sake of doing it. Make it meaningful.

Screen Name Redacted

5/14/2021 04:50 AM

I DO NOT WANT any bike lanes in James Bay. It is already difficult enough to transit in the neighborhood with half the road designated for pedestrian movement we do not have any spare road to share. Not interested.

Screen Name Redacted

5/14/2021 06:39 AM

I live in James Bay just off of government. We already have horse carriages everywhere, the roads are narrow and don't allow for two cars to pass without one pulling to the side. We DO NOT need to now reduce parking and lane sizes and increase congestion for a designated bike lane on the main road in the community. Please just leave it alone

Screen Name Redacted

5/14/2021 07:20 AM

I disagree with the Montreal plan for a lack of protected bike lanes. Similarly, the portion of of the Government St extension to Dallas Road that also is left unprotected. The network is placating a small minority of car users who scream the loudest. How does this plan align with the recent announcement to reduce on street parking? To be quite honest, this is why I don't bike in Victoria. The city has few good protected bike lanes followed by a patchwork of half-baked compromises that do nothing to improve the confidence of new bicycle riders like myself.

Screen Name Redacted

5/14/2021 07:21 AM

The bike lanes are up there with the homeless as the biggest fails in Victoria history. Get your heads out of your asses. Build a picnic spit at the windows place in town while you are at it! Absolute morons!

Screen Name Redacted

5/14/2021 07:55 AM

I am a cyclist. These proposals make no sense in this residential area. The loss of residential parking is unacceptable. Cars are going electric, not going away.

Screen Name Redacted

5/14/2021 08:56 AM

The bike lanes will be a nice addition, however the vast majority of cyclist will not use them in James Bay since the majority of the traffic is on the scenic route along Belleville, Quebec st, etc to Ogden Point (I live along

that route and it's a constant flow of cyclists).

Screen Name Redacted

5/14/2021 09:10 AM

No more bike lanes. Waste of money  
- I keep seeing people getting hit on their bikes despite the so called "safety"

Screen Name Redacted

5/14/2021 09:44 AM

As a resident of James Bay who regularly bikes, but who also relies on a car for trips outside the neighbourhood, it is VERY IMPORTANT that we maintain a balance of reasonable in-and-out access to the neighbourhood. Importantly this includes movement of emergency vehicles and issues that would arise should we be faced with emergency evacuation of the neighborhood. While the bike lane plans seem OK, the "traffic calming" measures seem excessive. We DO NOT NEED the addition of speed bumps on Montreal or Government Sts. I regularly ride on these streets and have not experienced issues with the speed or number of cars (I don't often ride on Superior so don't include that in my comments). If anything, the plan to "calm traffic" on key arteries will simply push traffic onto other streets (as we've seen with the modifications to Vancouver and the growing pressure of traffic on Cook). I was glad to see that the option of turning Government into one-way street is not in the plan. That should be removed from the slate of options now and in future, given how limited our options are for moving in and out of the neighbourhood.

Screen Name Redacted

5/14/2021 10:31 AM

Disappointed to lose protected lanes on Government next to the legislature as that block always feels a little scary, but I think adjusting and improving the bus stops will help.  
Thanks for making these

	improvements, I can't wait to see what the city continues to look like over the coming years!
Screen Name Redacted 5/14/2021 10:42 AM	Instead of the Government St corridor, would it be possible to introduce a new bike corridor by the edge of Beacon Hill Park along Douglas Rd without eating into it?
Screen Name Redacted 5/14/2021 11:01 AM	Don't need bike lanes in James Bay
Screen Name Redacted 5/14/2021 11:43 AM	James Bay does not need any bike lanes: the streets are too narrow, there is very little traffic so bikers can ride freely, it would take away parking spaces up to a point that we will have to build a parking garages. It would be wasted money and effort- we do not need that.
Screen Name Redacted 5/14/2021 11:45 AM	Thanks so much for making more cycle routes, these plans sound wonderful, and I look forward to biking around James Bay with my small kids! (I liked Superior St, for the fully separated bike lanes.)
Screen Name Redacted 5/14/2021 11:55 AM	The whole bike lane thing has got out of control!
Screen Name Redacted 5/14/2021 12:00 PM	When constructing all this, please consider cyclists already using the road when positioning signs, etc. and changing course. It seems obvious for cars but sometimes guesswork for cyclists (thinking of Vancouver St).
Screen Name Redacted 5/14/2021 12:23 PM	Please keep marking consistent with all other areas in the cities new bike lanes and make sure markings and posts are visible at night.
Screen Name Redacted 5/14/2021 01:35 PM	Montreal corridor ought to stay on Montreal Street which connects directly to Dallas without the left/right turns onto Niagara/Dock. It's likely the way most cyclists will go in spite of what markers are put up for a

diversion. As a cyclist I know that It is easy to get onto Dallas at the intersection of Dallas and Montreal.

A question: in plans for James Bay cycling routes have allowances been made for the resumption of cruise ship tour bus traffic? The more things are plugged up in James Bay the more disruptions there will be come 2022 and increased risk of accidents. Cyclists and pedestrians will be the most vulnerable in congested traffic caused by tour buses.

Screen Name Redacted

5/14/2021 02:27 PM

How are you going to accommodate the busses along Government street? Also, have you driven government street lately, from Superior to Dallas Road? The road is very narrow; people do not all have driveways to park their cars; and often the roadway is one way for cars anyway - some parts are too narrow to pass two cars, certainly not a car and a truck - safely. If you add in two way bike lanes, how are people going to park in front of their homes? Are you going to create Government to be just like Humboldt? If so, then you should clearly say so in this model.

Screen Name Redacted

5/14/2021 02:33 PM

When I go down there most bike lanes are empty.

Screen Name Redacted

5/14/2021 02:34 PM

Parking is already difficult and challenging for James Bay residents. If parking is going to be restricted further, then other regulations need to be added to allow for better parking solutions for the residence - such as use of additional driveway space or reduced setbacks on lots for allowing for better parking use of a lot.

Screen Name Redacted

5/14/2021 02:54 PM

government Street and Superior divided bike lanes are superior

Screen Name Redacted

5/14/2021 02:55 PM

Please stop using the "all abilities" term. It is an insult to people with visual impairments or other disabilities who are unable to use bicycles independently

Screen Name Redacted

5/14/2021 02:57 PM

I support all the bike lines being built, but I don't support how the bike lanes get build and the current road conditions don't get addressed. If you're going to be doing so much construction on an entire street(s) to install bike lanes, you HAVE to consider the road as well which is still the prime form of transportation for those in the city. With the shift of where lanes are, pre-existing groves in the cement become more noticeable since with new bike lanes you drive on the negative side of pre-existing lanes. Keep building accessible transit option and protected bike lanes all throughout the city, they're amazing - but include repaving those same streets you're working on as a final step

Screen Name Redacted

5/14/2021 02:59 PM

Great job with this. I always prefer protected bike lines to advisory bike lanes, both as a cyclist and as a driver, but I understand these are not always possible. Still, I think protected bike lanes should be used whenever they ARE possible, which is why I strongly prefer the Superior option to Michigan St. Thanks for soliciting feedback.

Screen Name Redacted

5/14/2021 03:12 PM

If these suggested bike routes are to any specific destination, rather than "passing through" sight-seeing routes then there must also be safe and secure, sufficient bicycle parking.

Screen Name Redacted

5/14/2021 03:23 PM

Well done. Good options. Looking forward to seeing them implemented.

Screen Name Redacted

5/14/2021 03:24 PM

I am a cyclist, I ride over 100km per week. The issue now I have is

uneducated cyclists with electric motors riding on vehicles that weigh 4x the weight of my bike sharing the same routes. If the city is concerned about safety, enforcement of helmet laws, traffic laws and speed restrictions should be a focus. The changes on Vancouver St is a prime example, there are still dozens of cyclists each day riding on Cook St, no helmets, no lights at night and no action by Vic PD. It is only a matter of time before one of these super heavy electric motorized cycles is involved in a serious accident.

Screen Name Redacted

5/14/2021 03:28 PM

great plans!

Screen Name Redacted

5/14/2021 03:53 PM

we have lived in James Bay for over 40 years and do not understand why a city council that has no regard for the people and tax paying residents as is proof by the way this city has been run in the last two civic elections. I realise that you really dont care what I think or say and none of you will take the time to read this so as always this is a joke

Screen Name Redacted

5/14/2021 04:01 PM

I support bike improvements in James Bay - it is important that it is suitable for my children to ride safely in this area

Screen Name Redacted

5/14/2021 04:06 PM

For whater choices you confirm, please make balanced considerations around traffic flow. I am an avid cyclist and love the bikes lanes in the city. James Bay due to its border with the water, has restricted options for leaving the neighborhood and getting out of town by vehicle when needed. This is particularly challenging during busy tourist seasons and when there are road closures when there are special events. On whatever routes you



choose, please restrict the use of those streets to disclude horse drawn cabs and pedi-cabs. Bike lanes and reduced parking will already impact those streetes so maybe enforce the cabs to only use streets that do not have bike lanes. Thank you

Screen Name Redacted

5/14/2021 04:20 PM

Modifications to Montreal St are unnecessary. Keep Superior as a major east-west artery for vehicles and confine bikes to Michigan (without speed bumps as no one can drive more than 30km on that road).

Screen Name Redacted

5/14/2021 04:35 PM

Please consider the following: - using less permanent infrastructure while the kinks are worked out of the new bike system and to get drivers used to the bike lanes (protected or otherwise); the use of the semi-temporary bollards that have been put in place to create more pedestrian walking space is one option to get a protected lane in but without making non-cyclist angry by seeing "wasteful" spending - spending \*\*\*much more\*\*\* on promoting safe road sharing practices; there is such a sense of entitlement that must be overcome in order to have safe streets for cyclists; entitled drivers mean dead or injured cyclists - reducing the variety of cycling infrastructure; when the cycling lane is constantly changing its form, it's complicated for all road users to navigate - for the love of god, please reduce the visual chaos created by all the painted lines where it's just not necessary!!! For instance, elephant feet are only necessary when a cyclist needs to share the same space as a pedestrian since a cyclist isn't legally permitted to ride in a crosswalk. It is completely unnecessary to paint

elephant feet across an intersection  
to demarcate a bike lane/path/way  
that is not shared with pedestrians

Screen Name Redacted

5/14/2021 04:52 PM

Need a dedicated bike lane on  
Montreal St.

Screen Name Redacted

5/14/2021 04:53 PM

This is entirely unnecessary, and why  
are you not limiting the number of  
times someone can provide feedback  
on this survey. It is easily skewed if  
someone wants to complete it  
multiple times. Is that deliberate?

Screen Name Redacted

5/14/2021 05:13 PM

As a James Bay resident and  
someone who drives to work and  
cycles for recreation, I strongly  
support the City's cycling plans. The  
existing lanes have been a huge  
success and these look great too.

Screen Name Redacted

5/14/2021 05:28 PM

After reading through this, I have a  
few comments. I live in on Dallas Rd.  
and have a few thoughts on these  
issues. The work already done is not  
too bad, but was necessary for the  
Wastewater Treatment route. We  
have put up with several years of  
construction, to date, and now there  
is going to be more inconvenience to  
us. Has any thought been given as to  
an escape route in this area if there  
is an emergency such as a Tsunami  
or earthquake? The roads are narrow  
as it is. There would be no room for  
emergency vehicles with these bike  
lanes narrowing the roads even  
more. I would like to see an  
emergency plan for the residents (  
and visitors) in this area along with  
the construction of these bike lanes.  
I am referring to Michigan St., which  
only has room for one vehicle to  
drive down it now, as it is, when  
residents are parked on both sides of  
the road. I don't understand where  
you are even going to put the bike  
lanes. The same goes for Dock St. It

is very narrow, as it is. Also, I have noticed that even with the bike lanes on Dallas Rd. there are a lot of bikes that still ride down Dallas Rd. instead of taking the bike lane. There should be more signs directing them to the bike lanes. Wouldn't it make more sense to put the bike lanes on Dallas Rd., to Belleville, and even widen Dallas Rd., or you could cut through at St. Lawrence, which is not as busy. There is a lot of congestion in this area, as it is, when the Cruise Ships are in. Thank you for allowing us to have some input into this issue. Hopefully I have been a little helpful.

Screen Name Redacted

5/14/2021 05:28 PM

Unless the bus parking is removed on west side of Government, by the legislature, using gov't street as a bike route will not work. This is the worst block to bike on in James bay and I don't see any real improvement, unless that is dealt with.

Screen Name Redacted

5/14/2021 07:59 PM

I am disappointed about the compromises to cycling safety made on both the Superior and Government Street routes. In particular, we need more protected lanes, less on street parking and more traffic diverters, especially at the Government intersections at Dallas Road and Superior Street. We need real AAA routes not compromises that continue to favour cars when our city should be embracing a modern approach to city neighborhood living. I fear that the traffic on Dallas at intersections will continue to be a significant threat to cyclist safety. I live on Dallas and see frequent safety violations from cars that drive way to fast. Either our city really embraces the AAA concept in James Bay or it just pays lip service. We need to take an

approach more like what is done in Europe where cyclists and pedestrians of all ages and abilities take priority over the automobile.

Screen Name Redacted

5/14/2021 08:02 PM

I do not support this decision as James Bay is a congested neighborhood and to say it is accessible to everyone is ablest as not everyone can use bikes.

Screen Name Redacted

5/14/2021 09:31 PM

Government street corridor - will traffic still be able to travel on Toronto, and cross or turn onto Gov? This is important.

Screen Name Redacted

5/14/2021 10:15 PM

Either of these routes -- Superior or Michigan -- are great, and I look forward to riding the finished route. I cycle the Goose or Lochside about five times a week and the protected bike lane on Wharf Street through downtown has been an absolute game-changer for me and my spouse. We rarely drive anywhere anymore.

Screen Name Redacted

5/14/2021 10:41 PM

Very excited to see these changes implemented and also for more protected infrastructure between James Bay and Humboldt connection! Superior is the busier street, so would prefer that have the protected bike lane on it. Also it is wider and could take the space.

Screen Name Redacted

5/15/2021 12:15 AM

As a commuter cyclist and environmentally conscientious person I'm very supportive what Victoria is doing to improve the cycling infrastructure in the city.

Screen Name Redacted

5/15/2021 12:29 AM

Has this plan take into the additional new residents at Michigan and Menzies or other developments in James Bay? Dallas Road bike path is over populated, why not make it a one way street and expand the bike/ pedestrian path? Cyclists often rode in the middle of the street or side by

side taking up the road, or failed to stop for 4-ways, what can the city do to promote better cycling attitude/ education? Any reminders for pedestrians to be aware of multipurpose paths, so they don't block the path or walk zigzag?

Screen Name Redacted

5/15/2021 03:28 AM

This continued push to install bike lanes isn't just disheartening, it is edging up to offensive. It isn't for all ages and abilities. I can no longer access parts of the city because of how the bike lanes have disrupted traffic flow and ability to physically get to businesses and homes. As a person with a disability who does not drive, you have effectively ruined the city for me. If rent was truly affordable on the Island, I would move out of the CRD. I have friends who have been reduced to tears as they attempt to navigate sections of the city now completely altered by bike lanes and traffic disruption. I have lived in cities much larger than Victoria but I have never experienced the levels of incompetence, selfishness, and ignorance that this Mayor and City Council has put on display. I hope the next group of elected officials remove at least some of the barriers you have put in place that are alienating members of my community.

Screen Name Redacted

5/15/2021 07:26 AM

My husband and I have lived on Government and Niagara since 1974. The only changes that need to be made are prohibiting tour busses, and perhaps a couple of speed bumps. THERE IS NO NEED FOR BIKE LANES BECAUSE THERE IS PLENTY OF ROOM FOR BIKES AND CARS. Stop wasting taxpayers money.

Screen Name Redacted

5/15/2021 07:32 AM

Impossible to make an informed decision with out measurements,

Screen Name Redacted

5/15/2021 08:18 AM

numbers and accurate visuals. I'm sure you've tried and I appreciate the efforts but it took 30 failed attempts just to get here,

I realize that drivers like to complain about potential impacts of changes in infrastructure to support alternate forms of travel, but when it comes down to it, Victoria is a small city with very little traffic and parking burden compared to larger cities, and the proposed changes will not really impede those who NEED to drive in the city. While it is great that Victoria provides the opportunity for community to provide feedback on proposed changes, no matter what the changes are, there will always be a contingent that does not agree with them (regardless of how much community input is included and considered). As a result, at times changes that could be better are instead tempered or watered down in response to community input, where as, if changes were just made, people would adapt. There is also likely a differential impact of this community input, as it is likely that those with more time (e.g., older, more established, and retired folks) are more likely to engage in these survey opportunities, biasing the feedback that is obtained and thus filtered through to modifications that are made to city plans. As a result, there may be bias in who the then tempered changes benefit.

Screen Name Redacted

5/15/2021 09:00 AM

I love the proposed changes, particularly to Montreal Street. They will help slow traffic and keep our kids safer. Thanks for balancing the needs of drivers as well by retaining as much parking and traffic flow. Getting out of James bay during tourist season is tricky - for the

Screen Name Redacted

5/15/2021 09:12 AM

changes at cook and Vancouver  
please leave an easy way for drivers  
to get through without needing to go  
through downtown.

make Haultain the next priority.  
Something akin to what had been  
done on vancouver street (which is  
wonderful!) to make haultain a  
bikeway would be fantastic. also  
want to reiterate how to make  
superior and vancouver connected to  
that there is an easy way to turn onto  
superior to access the rest of the  
bikesways through the superior and  
douglas intersection safely.

Screen Name Redacted

5/15/2021 10:10 AM

As was pointed out in the video, on-  
going developments to Belleville are  
possible over the next several years.  
I think those developments will need  
to address that reality that bikers will  
prefer the ocean-side route and will  
be taking that route with or without  
AAA developments. Thanks for all  
your hard work planning the bike  
network of Victoria. I live on  
Humboldt and am taking the new  
Vancouver Route all the time. I love  
it! It feels so safe and it feels very  
efficient. And, importantly those new  
developments have motivated me to  
get off Blanchard and Quadra - to  
the unknown delight of the drivers on  
those roads.

Screen Name Redacted

5/15/2021 10:13 AM

It makes sense to me to promote  
Superior as the main through route  
for cars, so keep bikes off it! Use  
Michigan.

Screen Name Redacted

5/15/2021 11:36 AM

I believe this is all irrelevant. as with  
the removal of the statues you  
obviously have you own agenda eg  
defund police, B.L.M. invitation. If the  
mayor truly loved the city and the  
people I believe crime and safety  
would a paramount issue . I work  
down town and cycle to work also

hold the record for stolen bicycles from my work place and not one recovered by police take a good look around 80 percent of cyclist do not use the bike lanes. It is physically impossible to make bike lanes work as cyclists go everywhere that is why you never involve bike clubs. racers in your conversation as they do not use the lanes. It is just going to cost more tax dollars to fix after you bunch are removed from office . The money should be used for registering bikes so they can be identified and hiring police and enforcing the rule of law . P.S. how many homeless have been rehabbed. they way you people deal with them is a crime against humanity I hope you all sleep well at night

Screen Name Redacted

5/15/2021 12:00 PM

Parking and lines of sight are a major concern on Michigan street especially where crossing more major streets like Oswego. I don't think that horse and carriages have a place on neighbourhood roads and should stay on peripheral streets of James bay

Screen Name Redacted

5/15/2021 01:00 PM

please consider using Superior as a better route option over Michigan street.

Screen Name Redacted

5/15/2021 01:27 PM

I DO NOT agree with putting a bike lane on Michigan as the street is already quite narrow. It would disrupt on street parking for the residents which is already hard to come by as there are several multi family dwellings on the street - many seniors live in the area and if they had to park even further away from their homes it would be very disruptive to their lives Superior is much wider and therefore more appropriate for a bike lane Thank you for hearing my concerns



Screen Name Redacted

5/15/2021 01:29 PM

Does this survey listen to only people that live or have a business in James Bay? Hope so....

Screen Name Redacted

5/15/2021 01:43 PM

Generally: if the city is going to back off of BOTH protected lanes AND traffic diverters then what is even the point of these projects? Adding paint doesn't do shit. Government St: Registered disagreement with the design because it doesn't go far enough. My understanding is that the proposal uses four different designs over four blocks. (From N to S: Protected lanes, painted lanes, advisory lanes, then no lanes) Either commit to protected lanes along the entire length, or put the traffic diverters back in. Feels like the city is trying too hard to be clever here and is overly afraid of criticism from car drivers who simply cannot be pleased by anything other than all cars all the time. All the attempted compromise means the end result of the project will be no functional safety improvements at all.

Screen Name Redacted

5/15/2021 04:24 PM

Stop with the bike lanes in general!

Screen Name Redacted

5/15/2021 05:35 PM

Superior bike lanes make the most sense as the road is already wide and there is already a protected bike lane inbetween Menzies and Government on Superior.

Screen Name Redacted

5/15/2021 06:14 PM

I'm sad to see a lot of the protected bike lane and serious corridor changes to calm Government are gone! I'd really like to see that Government Street corridor be AAA. As someone who lives in James Bay and chooses to bike over owning a car -- and someone who would like to continue doing that as my wife and I start a family -- it is important that cycle infrastructure be given its fair

share of space and budget in James Bay.

Screen Name Redacted

5/15/2021 07:41 PM

I would caution that Government St is still a major vehicle thoroughfare into and out of James Bay. I do support bike lanes, but reduction in ability to drive this route may cause congestions/delays.

Screen Name Redacted

5/15/2021 08:31 PM

Michigan st is too narrow to allow proper use of bike lines, Michigan is also a heavily populated stret, supporting three high rises and needs to support the current amount of street parking, as with the traffic from residents, making Michigan a one-way should be out of the question. As well the fire department lies on Michigan, adding bike lanes would create a more complex system for fire trucks needing to despatch. Michigan also homes gorgeous cherry and weeping birch trees, the though of removal of these trees would spark an uproar. I also believe that michigan/mennzies should be a four way stop, or have a set of lights, left hand turns take forever on this intersection, and tons of people j walk from lack of crosswalks, this intersection could really use the safety of crosswalks and lights. Superior is wide enough to support a bike route, and lines up to the bike lanes from when The Capital complex was built.

Screen Name Redacted

5/16/2021 02:20 AM

Government: Please do not forget how small these roads actually are. They are already so narrow and parking is at a premium because of these homes mostly being heritage houses without driveways/garages. There is such a high density of people living in James Bay as well. Honestly after living in this community for 5 years most cyclists actually use the road safety without

all this change. I can see cars going on to smaller side streets (Battery for example) to avoid the bikes which can cause a headache for residents who actually live here. The Government design is putting a lot of pressure on one road if you are going to encourage bikes to make this a main passageway. You have to remember the history, Government street was one of the first roads in Victoria and was not meant to support the amount of traffic you are trying to funnel through. There will be motorists, bikes and horses all crammed into one street consistently which can lead to a higher amount of accidents. Motorists and bicyclists passing the horse carriages is already an interesting sport to watch that I wonder how it will get much more aggressive if you are encouraging more traffic on to a small narrow street.

Screen Name Redacted

5/16/2021 08:33 AM

“Sharrows” (Shared bike and car streets) are not enough to invite people to cycle who might be less comfortable on the roads. This includes families with younger kids, elderly, or novice cyclists. These are groups we want to attract.

Screen Name Redacted

5/16/2021 09:00 AM

I feel that we can benefit from an established bike route from downtown to Dallas Rd to tie in with pathways along the waterfront. The other, traffic calming, approach through residential areas is, in my opinion, not necessary. There is not a heavy traffic issue through any of James Bay and while the city feels they are providing a new approach to biking, they are also establishing a concrete, urban feel to some of the quaint parts of these neighbourhoods.

Screen Name Redacted

5/16/2021 09:19 AM

I do not want bike lanes in James Bay. I cannot take my toddler to the parks to play. That should be priority. Not bike lanes that will make travelling by foot take longer, less street parking (which we already do not have enough of). The streets are already too narrow. What about sidewalks that I can SAFELY walk with a stroller and pass someone in a mobility scooter.

Screen Name Redacted

5/16/2021 09:25 AM

No need for bike lane in James Bay sidewalk and street are already too narrow make all street one way would help

Screen Name Redacted

5/16/2021 09:31 AM

On any corridor I strongly favour designs that offer the maximum protection for cyclists. Road sharing with cars always counts on drivers being patient and polite, not something that all drivers do.

Screen Name Redacted

5/16/2021 09:48 AM

We do NOT need these bike lanes in James Bay. It is a small neighbourhood with very little parking and many seniors. Also, many cyclists do not use the bike lanes as they are anyway. Take a look at Government where it connects to Wharf. Bikes stay with the cars and create a blockage. Just stop!!

Screen Name Redacted

5/16/2021 09:50 AM

This will be a definite improvement for the neighbourhood. Easy riding, not much traffic disruption.

Screen Name Redacted

5/16/2021 09:57 AM

My biggest concern is Government Street, between Belleville and Superior and the removing of parking on the street. Signs should be put in place advertising the parking lot on Government and Superior to assist people and tourists on where to park when wanting to visit the Royal Museum (as their parking lot is not very big).

Screen Name Redacted

I would prefer the halting of all bike

5/16/2021 10:14 AM

lane construction. I did not see a problem with painted lines on the roadways defining a bike path. Please do not restrict or divert vehicle traffic. Share the road. And if we must proceed with bike lanes, scrap the curbs!

Screen Name Redacted

5/16/2021 10:21 AM

With all the consideration given to bikes I do hope city council starts to look at the sidewalks and how difficult it is for pedestrians to maintain distancing or pass other pedestrians with all the signposts and poles on the sidewalks. If bikes can use the roadways then I hope pedestrians are also encouraged to use the bike lanes when needed. The elderly and disabled are being left out of this 'All ages and abilities' thinking. If speed limits are 30km enforcement should be out for cycling as well to avoid pedestrian/bike clashes.

Screen Name Redacted

5/16/2021 10:27 AM

I must emphasize this again, spending millions of dollars on bike lanes is absolutely asinine when most of our roads are riddled with potholes and bumps. Not to mention the fact that the suggested improvements will actually make travel in the city for cars much more inefficient and slow, something that this city already struggles with. Lisa Helps and her city council have absolutely zero experience in actual city management and it is shown by the blatant refusal to listen to the people. I am not the only one who has expressed their concerns with the suggested improvements and I think Lisa and her council would benefit from actually listening instead of just pushing her broken agenda.

Screen Name Redacted

5/16/2021 10:42 AM

Superior and Government are our routes now. The streets are wide enough to make cycling safe.

Screen Name Redacted

5/16/2021 11:29 AM

Not specific to these routes:  
generally as there are more recreational cyclists these days (a good thing!) there needs to be more common ground with regards to cycle infrastructure etiquette. I cycle across the city every day.. and every day I see more cyclists than motorists violating traffic laws and putting themselves and those around them in danger.

Screen Name Redacted

5/16/2021 12:52 PM

With the explosive growth in the Western Communities and support for a regional light rail system all but non-existent, gridlock in Greater Victoria is all but a certainty in future days. Everything we can do to get people out of their cars is a good initiative. Kudos to these initiatives! Ignore the naysayers. Have conviction, forge ahead. Thank you.

Screen Name Redacted

5/16/2021 01:33 PM

I don't see the need for more than one north south dedicated bicycle route and the best street for that purpose is Government Street. Other streets are available for bicycle use as shared roadways.

Screen Name Redacted

5/16/2021 02:33 PM

I support making Victoria a bicycle friendly city, but many of the design implementations around town have been inefficient and unnecessary, and I see many areas where there's an increased danger of accidents between bikes and cars, due to confusing bike lane planning and execution.

Screen Name Redacted

5/16/2021 04:03 PM

The streets in James Bay are already tight and with slow traffic. When the pandemic is over and tourists come back the street traffic is even slower than 30kmh due to increased horse carriage use during the summer. As a resident that is also an essential worker(Canada Post), I don't have the option of having to commute to a

workplace that is close to home and I am also afraid that you will not consult with Canada Post or any other delivery services on the impact that this will have on how there is more barriers for trucks to maneuver around and making it difficult to provide an essential service. If you must do any sort of traffic calming or protected lanes, I would like the City to at least sync up the traffic lights in and out of downtown on the major corridors and provide more advanced left turn signals all day at major intersections, to prevent jammed and idling traffic which in turn would reduce pollution if cars are able to just get in and out efficiently. This would also work in the future for when electric cars are more of the norm. With the population aging, even with electrical assist bicycles, not everyone can use or want to ride bicycles. Need I remind you that the City lost a Human Rights case because the protected lanes are not friendly to vision impaired or wheelchair users. If you want Cyclists to feel safe, Federal Grant or not, you need to actually enforce traffic laws in all of the City of Victoria, not just the major corridors. More Traffic police would be nicer, just ask the Parents of South Park students past and present how much they all felt ignored when even at the suggestion of VICPD you haven't made the area around that school safe for students and family walking in the immediate area. No consistent enforcement of the School Zone speed limit, so what makes you think bad drivers are going to obey any form of safe driving around the bike lanes. They don't and they won't if they aren't being punished and instead you are taking the lazy way

out by putting the burden on those of us who do respect ALL road users of all ages and abilities. For the record I am a pedestrian, cyclist, motorcyclist, transit user, car driver and professional delivery driver of various small to large vans. I have a safe driving record of 34 years and I resent the feeling that I am being lumped in with drivers that do not respect the personal space or safety of all public road users. I feel that you will go ahead with these plans anyways, even if the majority of those who actually live in James Bay do not want this current plan. That being said, I do want a better solution for shared road use for all, I just wish that you would actually consider all users, not just a minority.

Screen Name Redacted

5/16/2021 07:18 PM

As a novice cyclist loving in James Bay on the streets in question I have NEVER felt uncomfortable cycling or felt the need for more protected/defined bike lanes. Superior is an extremely quiet and wide street as it is and investing any money into unnecessary infrastructure to define a bike lane is a complete waste. Both sides of the montreal to Oswego block are consistently FULL of local neighborhood resident parking. It makes no sense to take away parking from the people who live here and pay taxes on these properties for the sake of a boke lane that is in no way necessary.

Screen Name Redacted

5/16/2021 07:34 PM

Not James Bay related, but another north south connector would be great further east of the goose/lockside trail, Shelbourne or foul bay?

Screen Name Redacted

5/16/2021 08:03 PM

This is NOT a very good survey! It is difficult to log in/register and there was no video available. Without some kind of visible "published" plan.



I would not be in favor. Those of us who reside in James Bay, are restricted to 3 routes out.....to ferries/airport/ travel up island. Those being ; Gov't; Douglas/Blanshard; and Cook. Oak bay ave and Rockland are distant. Lets see some working drawings before anything is settled

Screen Name Redacted

5/16/2021 08:37 PM

I strongly support the investment being made in cycling routes in James Bay. We are long-term residents who live on Michigan St and use cycling as a primary mode of transport using a cargo bike to commute with our two children 3 and 5 years old. With the improvements being made cycling will be the kids' primary mode of transport beginning in elementary school.

Screen Name Redacted

5/16/2021 09:11 PM

Proposed Michigan Corridor : please DO not choose this street for any kind of bike path since the street is too narrow - I know because I live on Michigan St.- and with the proposed construction of a building between 415 and 435 Michigan St. this would make matters worse. There is already too much density in that area of James Bay (around 300 people live in these two buildings - Regent and Charter) and there are circulation problems on Michigan St., particularly between Oswego and Menzies.

Screen Name Redacted

5/17/2021 07:31 AM

Regarding the Montreal Steet plan. Please ensure traffic calming measures are put in place between Simcoe and Superior. I would also suggest a marked crosswalk at Montreal and Michigan. This intersection is heavily used by foot traffic heading to the wharf. Thank you.

Screen Name Redacted

Look at where the majority of cyclists

5/17/2021 09:18 AM

go now- it is along the scenic route - not Montreal or Superior or Michigan. Cyclists will continue to prefer the scenic route and you will have spent money for next to nothing. Providing for cyclists on the scenic route will add to summer congestion but the real culprit is cruise tourism traffic - not the demand of locals. Solve the problem by finally telling the GVHA what they can and cannot do at Ogden Point w.r.t. their contribution to traffic congestion. You are the professional planners - be professional!

Screen Name Redacted

5/17/2021 09:19 AM

Proposed changes, will make the frenetic cruise ship services by way of taxi, buses, limos etc even more congested in James Bay. Plus, the horse and buggy purveyors will be slowly squeezed out of existence.

Screen Name Redacted

5/17/2021 10:12 AM

Michigan Street is too narrow to add anything dedicated to bikes without losing parking and/or trees. A lot of parking is done on that street and we like the trees.

Screen Name Redacted

5/17/2021 10:51 AM

Thank you for all the work you are doing to make cycling safer in Vic!

Screen Name Redacted

5/17/2021 11:09 AM

Government Street from Humboldt to Belleville is already a zoo for drivers. When tourist traffic returns it will be unbearable. You shouldn't add protected bike lanes there.

Screen Name Redacted

5/17/2021 11:34 AM

There is next to no parking around Michigan street and taking away what is available is not reasonable. Put the bike lanes on Superior as it doesn't disrupt anything.

Screen Name Redacted

5/17/2021 12:15 PM

Please please do not have it on Michigan St. There is already very little parking and is very narrow.

Screen Name Redacted

5/17/2021 12:18 PM

First, I would like to say thank you for listening to feedback, especially

regarding the Government St. corridor. We (me, my husband and 3 children) live on Battery St., so we are directly affected. A one-way street would have been crazy. I am not a fan of the advisory bike lanes, the "chicken lanes" for cars, though, anywhere, and I avoid the one on Humboldt St. like the plague. I think lowering speed limits, and painting neighbourhood bikeway markings should suffice, especially once you start throwing horse-and-carriages in the mix.

Screen Name Redacted

5/17/2021 12:25 PM

If you put bike lanes on GOVERNMENT, you're taking away parking for HUNDREDS of us. My apartment alone is on a cul de sac right off Government and our street has no parking as it is and now with these bike lanes, everyone who parks on government is going to be crowding the cul de sac streets. What are your plans for people who use these streets for residential parking ? Are you just displacing us and leaving us as a side thought or do you have a plan that you just haven't told anyone.

Screen Name Redacted

5/17/2021 12:32 PM

Screen Name Redacted

5/17/2021 01:13 PM

I think this plan is very poor and does not serve the James Bay community. The major north-south streets are Oswego, Menzies and Douglas. The major east-west streets "in the community" are Simcoe and Niagara. None of the proposed routes access the 5-corners, our community center. Thus, none of the proposed routes serve the citizens of James Bay in going about their daily business. In my view the current plan was conceived by bureaucrats for bureaucrats.

Screen Name Redacted

5/17/2021 01:26 PM

I sure wish you stupid fucking cunts would stop screwing up traffic in MY city...I hope all who are involved in this fiasco develop inoperable, fatal cancer.

Screen Name Redacted

5/17/2021 02:41 PM

My brother lived on Michigan st up until the fall. He sold and moved off of it cause it is such a congested and unsafe street...adding a cycling lane would only make it much worse!!...Superior is superior: much wider!!

Screen Name Redacted

5/17/2021 02:50 PM

To be blunt. I am strongly opposed to any bike lanes in James Bay. I live here, cycle daily, and there is no need for this construction and expense. There are very few cyclists in James Bay, and to build it does not follow they will come. This will further impede the already busy narrow streets, - its just all so frustrating to have City Planners tell us what we need, and have Council spend this money.

Screen Name Redacted

5/17/2021 02:51 PM

Not everyone is capable of using a bike for transportation, grocery shopping , etc. so your AAA is inaccurate. With the increase in population density, (the multiple condos under construction) you are creating worsening grid lock and road rage. In my opinion, if you are making certain roads only accessible to bikes you should restrict parallel roads to cars only (ie Vancouver St is bikes only, they shouldn't be on Cook St) Also if you synchronized the lights on main roads ( like Blanshaard, Douglas, Fort Pandora , Johnson, Yates ) so that if cars drove the speed limit they would get all green lights, you would go a long way to moving traffic out of the city and minimizing road rage ( look at Hamilton Ontario for eg) Also, make Left turns illegal unless there is a

dedicated lane. This would be less costly and way more helpful than destroying James Bay. I have lived in Victoria for 22 years and I have never been so stressed out trying to drive anywhere as I have the last few years. I used to be able to drive from Michigan St., over to Vancouver St, and a straight shot up to Save On Foods to grab groceries. NOW I find myself zig zagging over to Cook and back and forth across Pandora, then back over along Johnson St (due to re routing traffic for work on Vancouver St bike paths or one of the many condos going up on Johnson) and the return trip is worse! Talk about increasing your environmental foot print! What used to take me 7 - 10 minutes now takes a good 30 minutes. Fortunately, I will be moving out of Victoria this summer. I will not miss the nightmare that is now Victoria. I used to live on Vancouver St in Cook St village, and am currently in James Bay; I am disgusted and distressed at the damage that has been done by Council headed by Lisa Helps. The Dallas Rd fiasco, the Vancouver St. mess ; you are just making Victoria accessible only to the cycling elite. I think your time would be better spent trying to find a solution to the camping in the parks issue, before the damage done there is irreversible. Beacon Hill park will never be the same. Its so hypocritical to tout environmental concerns to push your bike path agenda when all the hard work being done in our parks to preserve native plants is being so undermined. I doubt anyone will both to read all of this. All I can say is I'm thrilled to be moving out of Victoria; happy that my tax dollars will no longer be supporting such

frivolous crap.

Screen Name Redacted

5/17/2021 04:42 PM

I am currently against construction of any bike lanes in James bay. I would love to see any statistics supporting a view for protected bike lanes through this already quiet neighbourhood where the streets are already shared.

Screen Name Redacted

5/17/2021 05:11 PM

I do not agree that any bike paths are needed on ANY of these quiet residential streets! I live at 25 Government St. and ride my bike regularly up/down Government St. with no traffic issues. It is quiet enough to safely ride my bike and still enough room for cars to go around if necessary. Narrowing the street with bike lanes is not safe for either cars or bicycles! I feel the same regarding the other proposed routes in James Bay. The bike path on the corner of Government and Humboldt is not safe for bikes because of the angle cyclists need to turn in order to make a left turn onto Wharf St.! The new path on Dallas Rd. is extremely dangerous because there is anything from skateboarders, joggers, cyclists, families, strollers, pets, rollerbladers, etc. being used on 1 path which was originally meant to be a bike path only!! People are using their phones, chatting, etc and are not paying attention to the congestion on the path. This is what will occur if additional paths are added in James Bay.

Screen Name Redacted

5/17/2021 05:36 PM

I am writing in reference to all routes in James Bay. I am a property owner and a cyclist. I road, gravel, and mountain bike. I love cycling and cyclists. However, we do not need protected bike lanes. Simple markings and minimal additional infrastructure indicating the designated bike route is sufficient.

	<p>This a fixing a "problem" that does not exist.</p>
<p>Screen Name Redacted</p> <p>5/17/2021 06:17 PM</p>	<p>By doing these changes, we at James Bay will be more hostaged to live here than before. Previously, friendly an quiet neighbour is being tunred into prison. Please put your ( our ) money to some other use.</p>
<p>Screen Name Redacted</p> <p>5/17/2021 06:45 PM</p>	<p>I am really happy to see the bike lane on Montreal, which is very close to where I live. I am hopeful that the bike lanes will reduce the existing excessive automobile speed and volume on Montreal and intersections.</p>
<p>Screen Name Redacted</p> <p>5/17/2021 07:49 PM</p>	<p>Please ensure that traffic is not further impeded for vehicles leaving/returning to James Bay; the changes to Wharf and Vancouver streets have really increased traffic on other streets and now I am in constant bumper-to-bumper traffic trying to get in and out of my neighbourhood. I was pro bike lanes, but I didn't realize how much it would impact me when I want to get out of the city.</p>
<p>Screen Name Redacted</p> <p>5/17/2021 08:26 PM</p>	<p>I repeat: James Bay does NOT need bike lanes. Many locals - including myself- ride safely here on quiet streets. It seems ridiculous to disrupt traffic and parking with all of these unnecessary modifications.</p>
<p>Screen Name Redacted</p> <p>5/18/2021 01:49 AM</p>	<p>I secretly hope that in the future cycling safety along Southgate will be improved in the future if Superior is the final choice. Superior bike path is both safety and lifestyle upgrade. Imagine... summer season, people cycle the legislative block on Superior. Grab a coffee at the Good Earth Cafe. Pick up a book at the library. Grab some fresh produce at the farmer's market. Then paddle along Superior to Finest at sea for</p>

	Fish and Chips. That's a great family friendly weekend venture :)
Screen Name Redacted 5/18/2021 08:13 AM	All bike lanes should be designed for AAA and especially important for the James Bay residents.
Screen Name Redacted 5/18/2021 08:59 AM	Why do we need speed bumps in James Bay? The traffic here is slow and considerate. Have you any reason to justify this as far as speeding ticket volumes are concerned? This will be a daily annoyance for visitors and residence for years to come. There is a speed problem on Douglas at the South Park School, if you want to put speed bumps in, that would be the place, but not on Michigan St. James Bay has a serious problem with not enough parking spaces. People don't like to visit because they can't find parking. This is a constant complaint. Your plans seem to disregard this problem and will make matters worse. This is very disappointing.
Screen Name Redacted 5/18/2021 10:54 AM	When adding speed bumps please use the design similar to the speed bump on Harbour Road which slows traffic but does not damage the vehicle.
Screen Name Redacted 5/18/2021 01:38 PM	I appreciate the opportunity to provide feedback regarding the bike lanes. My biggest concern--and it's undoubtedly too late to register same--is that regardless what you do more traffic is going to be funnelled to the Belleville, Quebec, Montreal, Kingston, Erie series of streets because drivers will avoid streets with bike lanes. This collection of streets is already overused with cruise, sightseeing, hop-on-hop-off buses as well as motorcycles and various hots rods cruising the neighbourhood. On the weekends--especially during the cruise ship



season--this street rivals Douglas Street in traffic (certainly in the number of buses). As a final note, the collection of streets noted above is already the preferred route for cyclists. That's where the bike lanes should be placed and direct all the buses, etc. to other wider, less curving streets.

Screen Name Redacted

5/18/2021 03:35 PM

Please consider licences for bikes so that if there is a problem....bikes can be identified....if a city like Montreal can accomplish this...so could we

Screen Name Redacted

5/18/2021 04:45 PM

With the towers on Michigan we don't have enough neighbourhood visitor parking as is Superior is closer to the Ledge and hotel visitors it is a shorter route to fisherman's wharf I also believe that speed bumps on Michigan are unnecessary it is not possible to speed as is

Screen Name Redacted

5/18/2021 05:07 PM

I am very pleased that you have changed the plan to permit vehicle traffic circulation in both directions on Government St

Screen Name Redacted

5/18/2021 08:24 PM

Montreal Street Corridor-the intersection of Michigan and Montreal is a busy one with vehicles, pedestrians and cyclists using Michigan Street to go back and forth to Fisherman's Wharf park. Even with the 30kmh speed limit on Montreal St, vehicle traffic is constantly speeding down the hill from Ontario Street heading NE, or when they turn the corner off Superior heading SW on Montreal. I would like to see a raised crosswalk on the SW side of this intersection or a speed hump in the middle of the block between Ontario and Michigan. It would make things safer for pedestrians and also for cyclists trying to cross the intersection, it would help to slow

	vehicles travelling NE on Montreal St. down.
Screen Name Redacted 5/18/2021 08:48 PM	A bit disappointed car storage is being held in such high regard in this version. Paint is not infrastructure and does not offer any protection. The more comfortable people feel on bikes/walking, the less need for parking. But am happy to see some improvement, just don't want a missed opportunity to make it amazing for people.
Screen Name Redacted 5/18/2021 09:26 PM	please make gov st go all the way up to hillside. lets go for gold
Screen Name Redacted 5/19/2021 06:00 AM	Improved cycling and pedestrian Corridors are appreciated. Those of us who live near Michigan and Parry have had to deal with unsafe and noisy construction for four years or longer. We want Michigan Street to be a proper and safe cycling and pedestrian Corridor as soon as possible. I ask anyone reading this to go and take a look at Michigan Street today with the construction, storage of equipment, narrow passageway. Thank you
Screen Name Redacted 5/19/2021 10:01 AM	Government St is not a good choice the best would be Douglas St, speed bumps should not be used in any case as emergency vehicles and horse carriages will have issues.
Screen Name Redacted 5/19/2021 10:11 AM	Gov't Street - why no mention of horse carriages? Plan must continue to allow for them on Gov't. St. . And just leave Michigan as it currently is! And why is there to be centre median at Toronto and Gov't - completely unnecessary!
Screen Name Redacted 5/19/2021 11:27 AM	I live on the 400 block of Government, I have 2 young kids and do most of my commuting by bike. However 1/2 the houses on this

block have no driveways, including mine. I have one vehicle, and need a 2nd parking spot in front of the house for my tenant. The tenant changes from month to month sometimes. There is often not enough parking there already, so removing some parking will bring a hardship for me , although I like the plan otherwise. My neighbor has, at times, up to 5 vehicles parked on this block , they have no tenant or children... what solutions do you have for me so that I can support your plan???

Screen Name Redacted

5/19/2021 02:11 PM

Government Street -- Ordinarily I commute between James Bay and Oak Bay using the Richardson route. An easier, safer connection bypassing the Beacon Hill (Southgate) narrow lanes and steep climbs is appreciated.

Screen Name Redacted

5/19/2021 02:12 PM

Superior is a better street for bike lanes then Michigan

Screen Name Redacted

5/19/2021 02:22 PM

James Bay does not need or want bike lanes! Government street hardly has enough room for cars to pass yet bike lanes.

Screen Name Redacted

5/19/2021 02:55 PM

If you are making bike lanes on small narrow roads in James Bay, I would prefer it NOT be on Michigan Street, between Oswego and Menizes the road is VERY narrow, cars are always parked on the street so only one car at a time can go down the road, this makes no sense to use Michigan!!!!

Screen Name Redacted

5/19/2021 02:56 PM

This neighbourhood is too small, too cramped, and already very limited with traffic and parking. I STRONGLY disagree to bike lanes in this neighbourhood. As a bike rider, I don't have any issues with how this area is right now.

Screen Name Redacted  
5/19/2021 09:03 PM

Cycling is my primary way of moving through the city, please keep improving safe routes wherever possible!

Screen Name Redacted  
5/20/2021 08:05 AM

I particularly support as much protected bike lane on Government as possible - my husband and I had a SERIOUS bike accident along this corridor and it was unnecessary!

Screen Name Redacted  
5/20/2021 10:14 AM

I think it essential that speed bumps be installed on Montreal Street between Superior and Simcoe, in particular on the hill section south from Michigan. A circle at Michigan and Montreal would be a great idea!

Screen Name Redacted  
5/20/2021 01:21 PM

Nobody is asking for these projects. It's hard enough to get around James bay as it is. If people want to ride bikes use Dallas road to Douglas. Leave us alone not everybody can ride a bike as a main way of travel. Some of us need our cars to go to dialysis and other important uses. We serve as an important tourist hub during tourist season. We do enough for the city of Victoria. LeVe us alone.

Screen Name Redacted  
5/20/2021 01:22 PM

Thank you for implementing the cycling routes in the city. This is the future!

Screen Name Redacted  
5/20/2021 05:38 PM

Need to ensure all curbs along the AAA system are wheelchair-friendly, and that tactile markers are available at any intersections.

Screen Name Redacted  
5/20/2021 08:16 PM

No Bicycle Lanes on Montreal street this street is congested as it is. With the volume of Horse carriages and when the cruise ship industry ramps back up this a main Artery Roadway for taxis.

Screen Name Redacted  
5/20/2021 08:50 PM

Michigan St. is too crowded already. Residents take up all the on-street parking from Fisherman's Wharf to Menzies. No bike lanes should be

implemented here. It is a common route for fire and police calls. Superior is wide enough to accommodate both bike lanes and residential parking. I am a cyclist and a motorist, but do not agree with the Michigan and Govt street routes. Need to meet the needs of all street users and residents.

Screen Name Redacted

5/20/2021 10:16 PM

All four suggested routes are unnecessary. There's just not enough bike traffic to justify those changes.

Screen Name Redacted

5/21/2021 09:02 AM

Really disappointed that the traffic diverters are removed from the plan. The only way to effectively lower vehicle traffic is to physically block the cars from the road. I live next to Vancouver St and the difference is night and day with the traffic diverters preventing through traffic; the street has overnight become neighbourly and quiet and safe, and that only happened when the traffic was diverted. Hopefully in future the traffic diverters can go in on Govt St and Superior. Superior makes much more sense as a bikeway as it terminates right at Fisherman's Wharf whereas Michigan ends at a more awkward spot.

Screen Name Redacted

5/21/2021 11:34 AM

Government and Montreal Streets do not need bike lanes past Superior street. They are residential areas. If a person is not comfortable riding a bike in a residential area, they should look for a cycling class to help them gain confidence in their ability. If you want to add speed humps to have traffic calming, sure. But completely changing traffic and parking for painted on bike lanes is the most ridiculous thing I have ever read. Why inconvenience the majority (residents and vehicle owners) for the minority (cyclists). Also, why

would you put a centre median in at Toronto and Government street?  
More things on the road in the way of traffic and cyclists is not going to help reduce accidents between vehicles and cyclists (if there have been any in James Bay).

Screen Name Redacted

5/21/2021 01:48 PM

Living in James Bay for 10 years I have encountered no problems bicycling or walking in the community. I see no real need for these so-called improvements.

Screen Name Redacted

5/21/2021 04:05 PM

As a resident on Superior Street I support the proposed bike lane design with one proviso, that being, the need for the city to reroute cruise ship traffic away from Superior Street between St Lawrence and Oswego. Cruise ship tour buses and raging taxis are a constant on Superior during cruise season. They pose a Real concern for safe bicycle pathways. The residents on Superior are giving up parking etc to accommodate this plan for bike pathways some compromise on traffic reduction on this street is the least the city can do for its residents.

Screen Name Redacted

5/22/2021 08:58 AM

Michigan - disappointed to see removal of traffic barrier to minimize through traffic. This is the most sure fire way to reduce traffic for the section of road on either side of Menzies. I don't understand why this was removed in the revised plan as it seems to reduce safety for cyclists.  
Government (Belleville to Superior) - disappointed to see protected bike lanes replaced with only painted bike lanes. Again, this seems like a move that will decrease safety of cyclists from the original plan. Seems like a step in the wrong direction.  
Government St - disappointed to see traffic barrier removed to reduce through traffic. Similar to Michigan St,

this seems like a move that will  
reduce safety to cyclists.

Screen Name Redacted

5/22/2021 12:11 PM

James Bay is at the end of the peninsula and it is already difficult for vehicle traffic to enter and exit the neighbourhood. Bike lanes only add to the congestion and slowing of traffic. Many elderly live in James Bay and won't ride bikes. Cars are here to stay, more residential buildings equals more people more cars. Only a minority of people commute on bikes. The city is too small to handle vehicles and bikes to the extent the city is planning. Cutting off streets to vehicle traffic is only going to cause frustration.

Screen Name Redacted

5/22/2021 12:21 PM

James Bay is a small neighborhood and there is little or no need for traffic calming. There is barely any traffic in James Bay and definitely does not need to be unnecessarily manipulated with dedicated bike lanes. There is minimal bike traffic on Superior from Government to Montreal and on Michigan between Government and Montreal. There are two bike lanes on Superior from Government to Menzies that has minimal bike traffic now. I've not seen any traffic counters or similar devices collecting data on the amount of bike traffic on any of these routes. With the implementation of any of these planned routes is a waste of tax payers monies and definitely a waste of council members time and efforts.

Screen Name Redacted

5/23/2021 07:49 AM

For all corridors I recognize the need to accommodate traffic and parking but I would have preferred to see the corridors favour bicycle safety even more

Screen Name Redacted

5/23/2021 08:38 AM

I like the updates planned for Superior for the bike lanes. Extra

safety improvements for pedestrians anywhere are also good. I have concerns for some changes on Montreal Street for bikes. I would rather see bike access along Belleville/Dallas.

Screen Name Redacted

5/23/2021 11:06 AM

The changes all sound very good. It creates good balance between existing arrangements and minimum needed to increase bike safety. I still much prefer the Superior route to the Michigan route.

Screen Name Redacted

5/23/2021 11:15 AM

A major flaw is lack of consideration for routes to James Bay Community School and Community Centre. Peak traffic times and congestion are associated with school traffic. We are trying to encourage people to bike or walk to school as families, but we are not giving them a safe route to do so that makes dropping their kids by bike feasible. I suggest adding segments of AAA route changes from Montreal to Oswego down Simcoe; and from Superior to Niagara. Montreal does not help kids and families get to James Bay School. Simcoe between Montreal and Oswego makes sense - there is also playground equipment there that is likely also used outside of school time. If we are serious about changing community behaviour, reducing car use, supporting independent mobility and health, we need to start with children and families who drive their kids everyday, 10 months of the year to school, many times, because they feel they have no other safe choices. Focus the active transportation lens on schools. Also, ensure there are signals at Dallas Road. That is a busy road. Pedestrians and cyclists need to be able to stop cars/trucks so they can cross more safely.



Screen Name Redacted  
5/23/2021 11:59 AM

Another detail - I think at Gov & Toronto the drawing shows one crosswalk - make it four - across every direction. It is not very useful for people to have to get to the one crosswalk across one of the 4 lanes. Maybe this is just an oversight or I am misinterpreting the drawing.

Screen Name Redacted  
5/23/2021 11:59 AM

These bike lanes are unnecessary. Please do something useful like traffic calming on Dallas Rd running south from Fisherman's Wharf and discourage motorcycles with no mufflers from cruising

Screen Name Redacted  
5/23/2021 03:11 PM

None of the proposed cycle routes are necessary, the no. of cyclists using Superior or Michigan beyond the western side of Menzies is minuscule and does not justify any bike paths. Some paths up to Menzies St. exists, but beyond that St. hardly ANY cyclists are ever found. Same for Montreal St., it would be much more useful to have more paths along Menzies from Belleville to Toronto St, because there are three points of businesses: Saturday market, Government itself and Thrifty Supermarket. Nothing like that on Montreal St. and again, its usefulness for cyclists is negligible and does not justify any financial expenses

Screen Name Redacted  
5/23/2021 06:10 PM

Why the survey? You do whatever you want anyway.

Screen Name Redacted  
5/23/2021 10:12 PM

The addition of bike lanes in James Bay is not needed, however you have already decided to go ahead with this. At least the diverters were removed on Government St at either end so cars can flow smoothly. We are choosing Superior St as most of the route is separated bike lanes as opposed to shared use. This is not

really feedback we are giving, as any design options have already been made and the questions are presented in a way that doesn't allow us to say we don't want any changes.

Screen Name Redacted

5/24/2021 06:33 AM

From my perspective, what the City is doing re: bike lanes is wrong and confusing. What has happened to Vancouver Street is so unacceptable that I do not have the words to express my outrage. I do not understand how the City has money to do all this confusing and illogical bike lane work when the Downtown core is such a mess (and at time unsafe) and businesses are in trouble. I am a cyclist and do not need any of what the City is proposing...please stop! The work on Dallas is an improvement...so thank you for that.

Screen Name Redacted

5/24/2021 10:35 AM

I was a supporter of the original plans and overall I think the new changes represent an improvement on the already strong foundation of plans.

Screen Name Redacted

5/24/2021 11:05 AM

I support the Superior bikeway route with the following conditions; the speed limit be lowered to 40km with some form of traffic reducers installed and cruise ship traffic including taxis and tour buses be prohibited from using Superior street as a thoroughfare.

Screen Name Redacted

5/24/2021 12:45 PM

It would be of great benefit to cyclists and others to repave the waterfront Belleville/Montreal/St Lawrence route. An all ages route appeals to sightseers and tourists, but the proposed routes to the Dallas waterfront do not provide a scenic route. Paving the Belleville route would provide a safe, scenic, tourist-friendly route that links with the new Dallas road bikeway. The current

route to the Dallas bikeway is not intuitive and requires navigating several road crossings such as the Dallas/Dock intersection and the Michigan/St Lawrence intersection. This is dangerous for the less-confident riders we are trying to encourage.

Screen Name Redacted

5/24/2021 02:34 PM

Mostly my comments are about Gov St. Seems like the design modifications are all to the benefit of drivers, none to the benefit of cyclists or pedestrians. Cars are king on almost every road in the city, why can't there be a few where cars take second place!? Cars go very fast on Government: lower the speed limit, add diverters, add one-way chunks, add more stop signs/roundabouts. I like that there is at least some Gov calming planned (e.g. humps and the sidewalk treatment across Gov @ Dallas), but it's not enough. ALSO, please address the dangerous intersection at Gov & Simcoe (a couple comments are on your map). I felt very pleased by the initial proposals, now I feel kind of betrayed.

Screen Name Redacted

5/24/2021 03:20 PM

I am quite concerned that there is no AAA route along either Montreal or Government, but especially Government. There is a lot of traffic along Government St. and a lot of vehicles drive very fast for such a narrow street. I really liked the previous plan to divert traffic from coming down Government to Dallas. I feel that this is a weak compromise that does not protect biking families or slow bikers. I don't find sharrows at all safe. Vehicles become impatient and drive in an unsafe manner. Speed bumps will hopefully help.

Screen Name Redacted

please add all-way stop at

5/24/2021 03:53 PM

Government and Simcoe

Screen Name Redacted

5/24/2021 04:00 PM

The concern that I have is the lack of safe infrastructure from Douglas and Superior, down to Humboldt Street- Superior Street from Douglas to Vancouver Street is dangerous and a better route needs to be found to link up bike lanes in James Bay to Vancouver Street.

Screen Name Redacted

5/24/2021 04:03 PM

Incorporate more greenery, native plants where possible.

Screen Name Redacted

5/24/2021 06:58 PM

Street parking is at a premium in these areas. Please account for the fact that removing parking will make the parking situation unreasonable. I say this as a cyclist and a driver.

Screen Name Redacted

5/25/2021 09:20 AM

Government St is an integral route to and from James bay for cars as well as bikes so don't make it one way at any point. The parking is well used and necessary along Govt St . Too much parking has been removed for unnecessary protected lanes. Painted lanes would suffice.

Screen Name Redacted

5/25/2021 09:58 AM

Re Superior vs Michigan, I live on Michigan street in between Govt and Heather and right now there is not sufficient onstreet parking for rental residences. It is very challenging. 5 new townhouses are being built. PLEASE do not take away our parking. Where will we park our cars? I walk almost everywhere, but pick up a grandchild at Quadra school and need my car for that and for my weekly grocery shopping and visits to family up island. I urge you not remove the parking we depend on. Right now if one non-resident parks here, someone has no place to park. These are rental residences whose tenants I think need your support. If they can't park, many who

need their cars for work will have to move and this will be a loss of rental options.

Screen Name Redacted

5/25/2021 10:46 AM

I could, frankly, live with either the Michigan or Superior routes, and I actually went back and changed my answer from Superior to Michigan. I think Michigan makes sense to encourage parents and families to ride to school and grocery shopping etc. A protected bike line is really terrific for bike commuters, but I want to see cycling encouraged across the generations, starting at an early age-- and I therefore think the Michigan route is more family-friendly.

Screen Name Redacted

5/25/2021 03:01 PM

I think this final survey is very constraining and does not really allow the impacted community dwellers to have a true say. As a government street resident for more than 15 years, I do not readily see that the volume of cycling traffic on this section of Government street warrants the costly changes that are planned.

Screen Name Redacted

5/25/2021 05:36 PM

I had hoped that one day we would have a street car system running through James Bay from Ogden Point to Rock Bay. This could illuminate a major amount of traffic in James Bay including not only residential but the great number of sightseeing buses coming and going from and to the cruise ships. It would be a positive addition to the cycling routs but perhaps could never happen because of the cycling routes.

Screen Name Redacted

5/25/2021 10:00 PM

I live between Superior and Michigan. I see lots of bike traffic on Dallas road (and throughout all the name changes) but rarely ever on either Michigan or Superior so question the need to add bike lanes

to either of these streets. Michigan is very narrow with lots of parked cars I suspect from many apartments so is a bad route. Superior is much wider but one of the best access roads for residents to get around a very congested neighbourhood especially older folk who can't ride bikes etc. On balance if I had to pick one it would be Superior as it is much wider. I hope we are not creating additional difficulties for the elderly and physically impaired. Thank you for your time

Screen Name Redacted

5/26/2021 06:00 AM

With these new bike routes whether on Superior or Government as new housing complexes are being built bringing more cars and traffic to this neighbourhood and potential cruise ship traffic returning to area, there will be gridlocks and road rage and racing cars on other side roads as people loose patience. The bike lane along Dallas has already proved to be idiotic as bikes are forced on the now very narrow Dallas roadway (due to walkers, skate boards, baby carriages, dogs and children on designated bike lane, not letting bikes use the lane originally designed for them).

Screen Name Redacted

5/26/2021 09:23 AM

if you are going to make bike lanes on government and have one way traffic, this should be continued all the way to Dallas road. Why switch it back to two way traffic and no bike lane at Niagara st?

Screen Name Redacted

5/26/2021 01:57 PM

Only doubtful about the bus parking terminal at the legislature that creates a smelly and somewhat congested corridor. But thanks for asking! I'm so happy to be using the parts of the network that has been built thus far. I hadn't ridden a bike in over 30 years before this infrastructure was created and I now

regularly cycle many days per week almost year-round and rarely use my car except for long trips. I also take my bike with me on the bus and on my car to access farther away points on the Galloping Goose and the E&N trails that are connected to the network. Cheers!

Screen Name Redacted

5/26/2021 02:02 PM

government 500 block between superior and michigan I have a parking permit ( for about 40 years) and the handidart picks up and drops special needs people at my home and next door many times daily the corner store business is frequently people stopping for a quick dash into the store to buy something and then going it will hurt that business.

Screen Name Redacted

5/26/2021 03:33 PM

build them faster!!!

Screen Name Redacted

5/26/2021 07:14 PM

Montreal st is already a calm street. No need there. I pay more that \$3000gross taxes a year and am not allowed to park outside my condo or across the road even. City makes money from my frontage with parking meters, but does not reduce the taxes in lieu of taking my parking. If you can't ride in traffic it's better you don't ride a bike. Please stop the endless spending.

Screen Name Redacted

5/26/2021 08:30 PM

All three corridor improvements are unnecessary considering the current situation within James Bay, where traffic calming is already in effect, both with interventions by the City of Victoria, as well as the natural design of the roadways within the community (narrow roads, one-way traffic).

Screen Name Redacted

5/27/2021 08:00 AM

The worst section for cyclists in JB is the Govt/Belleville intersection to connect to the Wharf path. Especially heading east on Belleville and turning left onto Gov, but even the opposite

with a right hand turn. It's all tight, busy, full of blind sections and awkward. If that can be better addressed for bikes, without making the traffic light cycle wait times longer for vehicles (as that causes road rage which endangers cyclists and everyone), would be great. Thanks for all this.

Screen Name Redacted

5/27/2021 11:05 AM

I would like to see a crosswalk on Government Street at Simcoe, very busy corner. The current speed limit of 50 kph is far too fast for this intersection. I believe 30 kph would be more appropriate. The Emily Carr house is always a stop for tourists and carriages.

Screen Name Redacted

5/27/2021 12:49 PM

Prefer Superior for east west route. Michigan is not wide enough to accommodate changes. Government St. - Humboldt & Superior route & Superior to Michigan route: against proposed protected bike lanes, prefer Advisory bike lanes. Against removal of parking especially in front of Inner Harbour, Empress Hotel. Where will the double decker red Hop on Hop off tour buses park? When tourists return plans as they stand could be an issue.

Screen Name Redacted

5/27/2021 02:30 PM

Government: Superior to Michigan, the traffic volume on this section is very low, and does not require protected bike lanes. Recommend using Painted bike lanes and leave parking, loading zones, etc as-is. Government: Humboldt to Belleville, adding protected bike lanes will displace the many services which support the tourism activities, such as taxis, rickshaws, hop-on/hop-off buses and the limited parking available to visitors. Recommend using Painted bike lanes on both East and West sides. This will match up nicely with the Painted bike lanes



Screen Name Redacted

5/27/2021 04:05 PM

planned for the Belleville to Superior section !!!

I am referring to Government street. Please don't make a bike lane on Government street. It's hard enough getting in and out of James Bay and restricting the traffic on this street will make it so much more difficult. When the cruise ships are in and there's so much activity in this area it really is a bottleneck already. If there's an event, marathon or something in the inner harbor it gets really hard to get in and out of our area. I bike too, I'm not a pro but I also have to drive at times and I know how crowded it can be here. The Dallas rd walkway is nice but there's still no lane for the horse carriages and many cyclists still prefer the street. Add buses and walkers and it's frustrating to drive into the city. It's already very crowded in tourist season, please don't hold up the traffic further. Please don't do this.

Screen Name Redacted

5/28/2021 03:20 AM

Stop changing it. There isn't enough parking as it is. I need to drive on those streets

Screen Name Redacted

5/28/2021 09:42 AM

TOTAL SUPPORT FOR PROJECT HOWEVER... RE-THINK MONTREAL STREET. IT IS THE WRONG STREET IN WHICH TO DO THIS. From the terminus at Superior at St. Lawrence, the cycling path MUST continue to Erie then to Dallas, then connect to existing lanes along sea wall. Copy of E-mail sent to Stephanie Williams, Engage Victoria, Mayor and Council "Good day! First off, I'd like to say I'm a huge supporter of the bike lane network in place and indeed for the future plans however, I have one strong recommendation for the James Bay plan. It appears the city intends on putting the lane down

Montreal Street off Superior. I believe that is a huge mistake. Montreal Street is much too narrow and quite frankly, nondescript in terms of aesthetics compared to the other option that really should be considered. Know that I do not live on Montreal street, however I walk there daily and just think it's the wrong street to put the southbound section in the area. I highly recommend you look at the "natural flow" of cyclists on a daily basis. I live on the junction of Erie and Dallas and have, through pure visual assessment and as a cyclist myself, determined that this is by far the better choice to put in the future bike lane. Please consider it is much more scenic, literally ALL cyclists travel this route for its scenery and again, "natural flow" from the west terminus of Superior at St. Lawrence right at the highly popular tourist and local attractions at Fisherman's Wharf. The vast majority of cyclists ride here for the park, the gastronomic offerings, and the wharf community itself so it stands to reason to put the lane through Superior-St-Lawrence-Erie-Dallas. The section of Erie and Dallas is wide enough and can even support further widening to support comfortable lanes for cyclists and vehicles alike. The west side of this section of Dallas has plenty of room between the established trees and the road itself to add as a minimum another two-to three feet of width. In fact, you may even consider widening the sidewalk itself, doubling or tripling the width to accommodate cycles. There are definitely options. But Montreal is probably the worst option to consider. I very seldom observe cyclists traveling down

Montreal (save for the locals who live on it) I would bet the cycling traffic would be minimal since, again, most if not all cycling traffic WILL want to pass Fisherman's Wharf with its park and restaurants and all around pleasant scenery. I strongly urge you and your council/thinktank to do another walkabout in the area and see for yourself. I should mention, in closing, that I am not alone in this recommendation. In fact I would also recommend doing a "door to door" presenting both options." Second response to Ms Williams who pointed out that Montreal would be a shared lane... "As a shared lane, I believe that will be even worse. Please know also that the cycling in that area is not primarily "commuter" cycling it is primarily a sightseeing route so I must maintain that the primary natural flow will be along Erie-Dallas. It's just the way it is. I do not believe this will be a case of "build it and they will come". I took another look along Montreal yesterday and it is simply too narrow and congested with parking. Erie/Dallas has the room for expansion. It makes much much more sense. It'll flow to the current system along the ocean path in place with no road crossing in which to contend. I sincerely hope the planners reconsider this and ask around the neighbourhood. Many of us in that area are shaking our heads. We support bike lanes but this route is just a bad decision. "

Brent Carney

Screen Name Redacted

5/28/2021 10:14 AM

As a person with a disability and an avid rider, AND a driver, I strongly support increased accessibility for all users of Victoria's roadways

Screen Name Redacted

5/28/2021 11:33 AM

Overall, and although I did give my minimal support to this survey (as I

have no clear idea if what your plans may be if these are rejected - potentially more intrusion, perhaps?!), I think the basic premise of these planned routes and designs is faulty, and your interpretation of the "real world" data is flawed. As a resident of James Bay as well as a driver and frequent walker around James Bay, I do not see the necessity to provide so many structural changes to the roads. The biking population is minimal in this neighborhood, and these planned interventions, in my mind, create more potential for bike-car collisions and confusion. I have noticed in other Victorian neighborhoods that the combination of the new bike path markings and the love affair that the city seems to have with concrete abutments are the real creators of problems with bike-car interactions, in particular. I understand the need to provide a safe space for bicycles but bicycle riders are often as much at fault for unsafe practices as drivers, in my experience.

Screen Name Redacted

5/28/2021 11:56 AM

These critical and important major critical transportation arteries in James Bay are already over taxed and over burdened. Adding all of these bike lanes etc. to them will make an already continuing difficult transportation situation in this important and significant part of the City of Victoria much worse. The cost of these proposed cycling routes etc. and their negative impact in the City of Victoria, which at the same time continues to encourage denser population developments, is incredible folly.

Screen Name Redacted

5/28/2021 02:50 PM

I'm an avid cyclist who lives downtown, and I feel that the city's bike lanes are a disaster. I ride them

all the time (there's really no choice) and it's clear that they're not used nearly enough to warrant their cost and the traffic disruption they cause - - not even close. But rather than pause and reflect on their impact, the city is hastily and recklessly pushing forward. Meanwhile, property tax hikes consistently outpace inflation (with last year being the lone exception), and vehicle traffic is hobbled by deliberately created gridlock. Although many people support the city's bike lane initiative, at least as many are opposed. It demonstrates exceptionally poor governance for the city to aggressively pursue such a costly, divisive initiative rather than taking it slow and seeking compromise. Victoria residents and taxpayers deserve much better.

Screen Name Redacted

5/28/2021 02:51 PM

Government St needs to be AAA design all the way. As soon as we have sections where the design is not AAA, we lose the minimum grid concept and the ability for vulnerable riders to cross the neighborhood and the city.

Screen Name Redacted

5/29/2021 06:44 PM

In my view the Michigan Street between Government and Menzies Street should be left untouched as there must be residential parking on the north side and there are three streets on the south side connecting Michigan and Toronto Street

Screen Name Redacted

5/29/2021 08:44 PM

I'm very sorry to see city staff revise the traffic blockages at Government and Superior, as well as Government at Dallas. I highly doubt it will meet AAA design standards now given the traffic volume will not be low enough. To me, this appears to have to accommodated concerns about traffic disruption by residents driving cars. I've participated in the JBNA

discussion and can say the majority of the feedback was simply bad faith worrying that people won't be able to access their homes, which is just simply false. All it would take would be a small moment of good faith examination of the original design for people to realize the design would simply end the route as a throughfare, and that, at maximum, residents choosing to use cars would add a couple minutes to get to their homes. I'm sure you could run some kind of AI program to determine all possible permutations of this problem to have tangible evidence of its trueness. So, giving in to these unreasonable demands, to me seems like the wrong approach, even if it gets you more buy in from the community (which I still doubt overall, or at least I'd wager it won't be that substantial). I'd like to see the blockages back to retain the AAA status on Government. I've lived there in three locations over a period of about 5 years or so and it is simply not safe enough for new riders. I actually even had a cat die in my arms there after being hit by a car and returned to me by a neighbour who thought it was my cat (which thankfully it wasn't! Though it looked almost identical, very traumatizing.) I've biked that route probably thousands of times but by now I'm a road warrior so not the target of these changes. A few more final points - I really think that Superior is the route to take - Michigan is stop and start and not really that great a route given the tightness for cars to pass, and traffic is still enough to make it hairy from time to time. I take this route from my new home on Montreal to the government building behind the legislature, mostly because Superior

is not as comfortable by comparison. If it had protected lanes, it would be great. I'll also say that since you launched the original design and consultation, I've begun paying attn to how much parking is actually used on Superior and I would say on average it's only about 50-60% full. And, importantly, there are large empty driveways all along the route, so we're giving away a public resource here. (I'd meant to start documenting it in pics each day and sending files but construction began on new piping so that skewed everything). The suggestion of allowing some residents on the route the parking option of sidestreets like Montreal for example is a good half solution and should be explored. I'd also say I preferred the full lane extension of the original design all the way to Fisherman's wharf - I don't really like the advisory bike lane design of Humboldt. It's confusing and should be abandoned. The design change in front of the Empress to two one-way lanes is fine, but again we see retention of street parking on the west side, which just makes no sense in light of future pedestrian demand. It's not in line with being a future-focused, sustainable city. Instead, we should expand the causeway and add some landscaping on the medians. I know city staff are planning on removing the slip lanes at Belleville, which is critical b/c those weird islands fill up instantly during cruise ship seasons, plus their dangerous and should be left to the dustbins of history (thanks for the change in Vic West by Tyee Rd by the way - great improvement). I'm concerned about the connection by RBCM but trust an AAA solution will be found. I'll also say that there's

no connection in these designs still to get to most people's destination - James Bay Square. You could simply block westbound traffic at Toronto and Govt, and eastbound traffic at Simcoe and Menzies. It would be a simple change but would make a big difference. Finally, last point - I really think speed humps on Montreal should extend south of Niagara to connect with the cruise ships and there should be a stop sign at Niagara. We need to encourage tourists to bike and that road, which I live on, is still a bit dangerous with folks blazing down it in vehicles. the recent speed humps have helped, and I'm sure the new ones will too, but let's connect this route there.

Screen Name Redacted

5/30/2021 10:02 AM

For Government Street, I would prefer to see more effort made to calm traffic/increase safety for cyclists, whether it is traffic diverters or designated bike lanes. Please prioritize Superior Street for the east-west route, the proposed sharrows for Michigan Street do not count as true cycling infrastructure.

Screen Name Redacted

5/30/2021 12:57 PM

I would like to see less money spent on bike lanes and more on sidewalk and curb cutout safety, especially for seniors.

Screen Name Redacted

5/30/2021 02:09 PM

Michigan St between Menzies and Government is a nightmare of trucks, cars, bicycles, scooters, pedestrians!!! The trucks need to be redirected!!!

Screen Name Redacted

5/31/2021 02:29 PM

As the chair of the South Park Family School Parent Council, I'm glad to see the change to continue to have the parking outside the school + an advisory bike lane. Crossing lights on Douglas and Michigan would be a nice addition too if possible

Screen Name Redacted

Michigan St. as an E-W corridor



5/31/2021 04:48 PM

simply makes more sense. Also, there is no reason at all to have a 50 mph speed limit on Superior. That is far too fast. As for Government St and most N-S connections, it is generally difficult to exit or enter James Bay from the north. Government St is THE major connection northbound from James Bay. N-S Bike routes simply make more sense on Menzies, or Oswego, and especially Montreal.

Screen Name Redacted

5/31/2021 09:11 PM

Government - road is far too narrow to support bike lane safely between Montréal and Toronto - keep bike lanes OFF Government altogether with current residential traffic and horse carts it is enough already

Screen Name Redacted

5/31/2021 11:12 PM

Government Street is extremely important for emergency vehicles. This has been conclusively demonstrated by the need to respond to calls due the massive surge in crimes in James Bay over the past 18 months. No measures should be introduced on Government Street that will impede any type of Emergency vehicles - police, ambulance, fire - nor tactical response squads attending incidents at the Legislature or other government buildings. This includes traffic calming measures and reductions in width that could prevent emergency vehicles getting past other vehicles. Victoria's tourist industry needs support in rebuilding from the devastation of the pandemic. The cruise ship industry is a large part of this sector and the transportation to/from Ogden Point via all modes - bus, taxi, pedicab, horse and carriage, walking are all important and must be enabled. Cycling designs that impede these modes are counterproductive to the

socio-economic wellbeing of the Victoria.

Screen Name Redacted

6/01/2021 09:00 AM

I think you could do a better job with your diagrams to demonstrate the changes you are proposing. I would have preferred to click onto the image to see a larger view of that image. The way you currently show the images assumes everyone understands the proposal ahead of time without being about to really see it on a larger map.

Screen Name Redacted

6/01/2021 03:26 PM

The James Bay cycling routes should be AAA with safe and protected lanes throughout. Any move away from this is an inadequate response that seems reflective of the ongoing dominance of motor vehicle proponents who are unwilling to countenance safe infrastructure for vulnerable road users. I am encouraged by the City of Victoria's willingness to move forward with some AAA cycling infrastructure but we need to go further and not let motorists continue to hold us back and endanger the safety of cyclists, pedestrians, etc.

Screen Name Redacted

6/01/2021 09:47 PM

Please do not add a bike lane to Michigan. It's already too narrow and there's not enough residential parking for all the residents. Adding a bike lane would mean the removal of residential parking and increased traffic on an already busy through road. Superior St is the much better option. It's wider and there's already a bike lane on one side. Makes a lot more sense.

Screen Name Redacted

6/01/2021 11:05 PM

Referring to Government This area is already so congested with parking that eliminating some parking spaces is not going to be helpful at all.

Screen Name Redacted

6/02/2021 08:14 PM

Regarding the east-west corridors, we're supporting Superior Street

because it offers the most protection for cyclists. The shared use designs (as is currently on Humbolt between Blanshard and Douglas) are so confusing for drivers that I don't feel safe as a cyclist. I'm afraid of getting swiped when cars are coming from both directions, mainly because the drivers don't know what to do. Superior street extends the protected lanes so I have to go with that one, over Michigan, which admittedly connects to Beacon Hill Park better.

Screen Name Redacted

6/03/2021 09:30 AM

The proposed traffic circle at the intersection of Montreal and Michigan is troubling. The footprint of the intersection is small. It is so small that compact cars have difficulty executing a u-turn, without driving on the curbs. A traffic circle must accommodate all users: passenger cars, taxis, commercial vehicles which range from services like garbage trucks, delivery and moving trucks, to gardening services that tow a trailer behind a long-bed pickup; horse-and-carriage, emergency vehicles (a frequent user since the fire station is at the far end of Michigan). It must also place the highest possible priority on the safety of pedestrians, who often use this intersection rather than the dangerous Montreal-Superior interchange. Cyclists and other forms of human-powered locomotion also require safe passage, particularly as this intersection will be an important part of the Montreal Street bike lane. In order to safely accommodate this broad range of users in a small residential intersection, significant work would need to be done – curbs moved and re-radiused, power poles and a major utility box relocated, and sidewalks rebuilt, at a significant cost. Because of the width of trucks

– like garbage and emergency vehicles – the center apron must be wide and flat to allow for maximum access. All of this begs the question – why a traffic circle here? It's a question I asked twice at a recent town hall, and was never addressed. So here is a proposal – rather than undertake the expense of a traffic circle, which, in this location, will cause many more problems than it solves, put in speed bumps and crosswalks. Pedestrians remain at highest risk of injury, so focus on that. Spend all the money saved on something I never see addressed in any bike-land proposals: community education. There are three cohorts that require education about how to safely use roads and shared paths: vehicle, pedestrians, cyclists. Vehicles need to see posted speed limits, and there needs to be actual enforcement for speeders. I'm tired of jumping out of the way of local and commercial traffic as they barrel through James Bay, ignoring stop signs and crosswalks – somebody will die. Cyclists – an introduction to stop signs and right-of-way in crosswalks would be most beneficial for those of us tired of getting swarmed by, verbally abused by, and physically threatened by cyclists who ignore basic traffic rules, locals and tourists who ride on sidewalks and pedestrian-only paths, and speed down narrow residential streets. This is certainly not all cyclists, but it's prevalent enough to be a huge problem in James Bay. I observe the number of cyclists who even slow down – never mind stop - at the stop signs at St. Lawrence and Superior to be about 2%. Pedestrians – an introduction to how to behave around bike lanes and shared paths would

be most welcome. We basically ride in the street at all times when we cycle – it's far safer than using paths that are filled with people who walk in and across bike lanes, let their dogs dart around, repair tricycles, and unpack lunches in the middle of shared paths. The situational awareness of pedestrians is basically zero, and again, it's a safety issue for all involved. I understand the City has a dedication to cycling, but we are not Amsterdam with decades of experience and training in how to share vital and limited resources. Education is an absolutely critical aspect of the cycling initiative, and even if outreach is being done, it's not enough.

Screen Name Redacted

6/03/2021 10:23 AM

Very much looking forward to the protected lanes on Superior, and the improvements to Government. Witnessed a pedestrian struck by a truck at the mid-block crosswalk in the 600 block Government 2 years ago. Will be great for cyclists and pedestrians to see this area reimaged. Lots of cars turning into crosswalks and not paying attention right now. Good work City of Victoria, thank you for investing in our safety and for making smart climate choices.

Screen Name Redacted

6/03/2021 11:38 AM

All routes: the James Bay neighbourhood, being one of the oldest, has narrow streets, small residential lots, already limited parking and increasingly higher density. Some bike lane routes make sense if done correctly and are respectful of all modes of transportation including buses and delivery vehicles, on the major traffic routes. Bike lanes are completely unnecessary on the narrow residential streets, as cyclists can

choose their own routes to suit them, without direction of a route to follow. Labelling certain narrow residential streets as preferred bike routes only serves to increase and densify bike traffic on those streets, which already have decreased visibility. Bike traffic in the James Bay neighbourhood is best spread out among all streets for better safety - for all cyclists, pedestrians and motorists.

Screen Name Redacted

6/03/2021 03:23 PM

I wish the Montreal street was more than just a traffic calmed shared street. I would support more protected lanes on that design.

Screen Name Redacted

6/03/2021 08:06 PM

The expenditure and disruption of all of all the bike lanes is getting completely out of hand, especially in areas like the Montreal St where there is not an abundance of riders. Getting to and from James Bay already is a nightmare now due to the total disaster on Vancouver St. For those that have to travel by car due to disabilities, business, distance, work etc are completely inconvenienced for the slight benefit of a few. I am for bike lanes, and road sharing, but blocking off streets is ridiculous and makes things more dangerous for all as it forces people on to side roads and into riskier situation. The road choices downtown is making the area undesirable to live and encouraging people to move out of the downtown core. I implore you not to make it worse. Closing roads also does not force people to use them, we still have cyclists riding on Cook St, when they should be on Vancouver, and are impeding traffic there and causing risk for all. Do not make James Bay less inhabitable by further reducing traffic flow by adding more bike lanes and thus making it more

dangerous. Superior St is great now as it is, spend the money more wisely, elsewhere. Or better yet save the money as no one wants another 11.25% property tax increase next year. Although I would be happy to pay it to rip out the road closures on Vancouver St. Michigan St is too narrow as it is, adding a bike lane there is a poor idea. Superior St is suffice as it is, leave it alone! I feel completely safe riding around James Bay, forcing cars into smaller streets and further bottle necking things will only make things worse.

Screen Name Redacted

6/04/2021 04:43 AM

good job

Screen Name Redacted

6/04/2021 08:57 AM

Great plan!

Screen Name Redacted

6/04/2021 12:30 PM

James Bay is a complex community with a vast need for transportation for all citizens and visitors. The inclusion of bike safety is great - however, not at the cost of extremely limited parking, frustrated vehicle drivers, and tax dollars for an over complicated infrastructure. Bikes in James Bay seem to already have the control of roads by default (small roads). Where I would like to see vast improvements and leadership is with the bike culture whereby there should be obvious consequences to not abiding by the bylaws and traffic laws. Over the last many years of this extensive bike investment in the City, some (a lot) of bikers completely disregard rules and control, and thus frustrate foot and vehicle traffic. As an aside - and recognizing that the City will do nothing to change this, but speed bumps need to be accommodating to collector cars - i.e. height and arch

so that cars do not bottom out - we have beautiful car shows with very low cars - which attract visitors into downtown. Generally, do not agree with speed bumps in areas where the speed can be controlled via other systems, such as your shared road concept. Speed bumps, bike lanes, barriers, etc. contribute to current increased car emissions - which seems to not be considered with any of the plans across the City.

Screen Name Redacted

6/04/2021 07:36 PM

Thanks for making safe bicycle routes a priority for Victoria!

Screen Name Redacted

6/05/2021 10:29 AM

Thanks for the opportunity to engage on these matters - I support efforts for traffic calming and making it safer and easier for delivery of commercial goods.

Screen Name Redacted

6/05/2021 02:27 PM

I'm concerned about the proposed changes and how they will affect bus drivers safety and access for delivery drivers, as well as mobility challenged people to access the community medical centre and James Bay market for reasonable parking.

Screen Name Redacted

6/05/2021 03:20 PM

Pictures would have been really helpful with this survey. That said, from what I understand it sounds great. I'm particularly excited about improvements to Government st, which I currently feel is the least safe feeling of the streets for cyclists.

Screen Name Redacted

6/05/2021 03:33 PM

I have concerns with the protected bike lanes in front of the Empress/Inner Harbour due to the issue of tourists randomly stepping into the bike lanes — this is already a regular issue along Wharf street at various times of the year, and due to additional pedestrian congestion in front of the Empress during tourist season this idea of protected bike



lanes beside the sidewalk along the Inner Harbour, although well intentioned, presents with great hazards for both pedestrians and cyclists. Also, not sure I understand the rationale behind the intended 1 block of protected bike lanes on Government street between Superior and Michigan — for the past 10 years I've cycled up Government street daily and I do not see any difference in the traffic patterns on Government St to the north or south of Michigan — the added cost of the one way protected bike lanes on this 1 block stretch of Government St don't make any sense to me. At the very least it would seem to be more practical to put the concept of the protected bike lanes between Superior and Michigan on hold until such time that the City figures out the design of the bike lanes along the transit hub between Bellville and Superior, and then incorporate the cycle path complete from Bellville to Michigan street into one design. Overall I am happy with the re-design of the cycle pathway to eliminate the traffic barriers — we have lived in James Bay for the past 10 years and it can be a difficult neighbourhood to get in and out of, so I am pleased that you are avoiding the quagmire that was created on Vancouver Street. The more open concept without traffic barriers allows better access into the neighbourhood for ALL residents, visitors, and emergency vehicles. I also won't claim to understand the centre median in front of the James Bay Inn, as again, I've never found this stretch of Government Street in need of any traffic calming. The idea of a shared path along Michigan also makes better sense to me than

limiting parking adding more protected lanes on Superior — James Bay is a congested neighbourhood with already limited parking, so I appreciate that you have listened to the concerns of the neighbourhood. Overall, the re-design is an overall improvement compared to the previous design.

Screen Name Redacted

6/05/2021 03:46 PM

If safety of all-age all capability cyclists is a primary concern, protected lanes on Superior is a better east-west choice than Michigan, as the parked autos provide an additional barrier to moving vehicular traffic and Michigan currently does not have safe bi-directional vehicular traffic because it is so narrow.

Screen Name Redacted

6/05/2021 03:54 PM

Superior is a very busy roadway and does not need any more confusing changes.

Screen Name Redacted

6/06/2021 09:05 AM

I think the horse and carriages on Montreal make for a rather limited through way with cars and bikes. Prefer if they are routed elsewhere. Thx.

Screen Name Redacted

6/06/2021 10:32 AM

Montreal Street needs a 4 way stop at Niagara to facilitate safe turns with the bikes.

Screen Name Redacted

6/06/2021 10:46 AM

The survey questions for the corridors didn't really make sense with the map image (to me) so I couldn't provide feedback. My main concern would be trying to squeeze a bike lane onto Michigan St.

Screen Name Redacted

6/07/2021 04:08 PM

Superior Street is a very busy street with buses and cars parked on each side. This is the only route for emergency cars. Also there is a restaurant at the end of the street. By adding a bike lane would just make the traffic in James Bay very difficult. I am 100% against having a bike lane

on Superior street. Another problem with Superior Street (and I asked the City of Victoria to look into it years ago but nothing happened) is that the trees are overgrown and need trimming. Especially in the spring and fall the ground and the cars are covered in stuff from the trees. It is not safe to bike!

Screen Name Redacted

6/07/2021 04:26 PM

Please stop taking away on street parking for bike lanes. Residents need places to park their cars and most of the houses/apartment buildings do not have enough parking spaces on their properties to meet the needs of residents. On-street parking is necessary!

Screen Name Redacted

6/07/2021 04:56 PM

Excited to be able to safely bike into/out of James Bay

Screen Name Redacted

6/07/2021 05:07 PM

Michigan street between Menzies and government is already busy enough with daily traffic. Superior st already has designated bike lanes on both sides of the road between menzies and government

Screen Name Redacted

6/07/2021 05:51 PM

I do not understand why the Montreal street route jogs down onto Dock - it would make much more sense for it simply to continue straight down Montreal, and to extend the Dallas path by another block to meet it. I emphatically support Superior over Michigan - protected bike lanes are far safer bike infrastructure, and it makes much more intuitive sense given that Superior is already a busier route for bikes than Michigan. (Otherwise we'll just run into the same problem with Vancouver vs Cook - lots of cyclists still take Cook because it is a preferred and more intuitive route). Please ensure that the new Government route connects properly to the existing Superior lane.

Screen Name Redacted

6/07/2021 06:37 PM

Superior street is wider and a better option for a bike lane

Screen Name Redacted

6/07/2021 07:14 PM

Government street needs improved safety. There are no safe routes still for entering/exiting James Bay.

Screen Name Redacted

6/07/2021 07:37 PM

Please take a step back, take the mood of the City, AND, most particularly, realize that we are still in the midst of the political and economic chaos caused by the pandemic. It would be preferable if you would put a pin in your "improvements." The people pay for all this infrastructure are hurting financially. It would be really nice if you would recognize this, and pull back on your plans. Victorians, who pay for everything you do, and for YOU (remember who pays your salaries), can't afford these added & excessive expenditures.

Screen Name Redacted

6/07/2021 08:01 PM

This entire process is frustrating and in my opinion deliberately confusing. I can't tell what is changing and how much parking is being removed. I do not support any removal of on street parking in the area. I do not support anything that gives priority to bikes over pedestrians.

Screen Name Redacted

6/07/2021 08:37 PM

Great plans! I can't wait for them to be finished.

Screen Name Redacted

6/07/2021 08:40 PM

as long as its safe and both car and bike friendly and we don't loss to many street parking spaces . for instead what if someone was in invited for a dinner party at somebody house in James Bay Area . or if you needed a quick parking spot cause you were picking something up . please keep in mind with your final design of the bike lanes . remember not everything fits on a bus or bike .

Screen Name Redacted 6/07/2021 08:41 PM	Lessons from the Netherlands; safer for bikes = more people riding.
Screen Name Redacted 6/07/2021 09:20 PM	Could there be more bike racks added around the proposed new corridors?
Screen Name Redacted 6/07/2021 09:42 PM	All routes. James Bay is already an extremely safe and accessible cycling area with low traffic volume. The money being wasted on these additions to the "cycling network" could be far better spent elsewhere.
Screen Name Redacted 6/07/2021 10:11 PM	Thank you for continuing to improve safety for all users and for promoting active transportation in our City/neighbourhoods. These changes and improvements to cycling infrastructure are so critical, and despite the groaning from a few loud voices, will result in cheers from all in the long-term. Change is hard for some but we are well on our way!
Screen Name Redacted 6/07/2021 10:55 PM	Government - disappointed its not fully AAA at this stage but supportive due to the commitment to make these upgrades with future infrastructure projects and investments. I appreciate the difficulty balancing feedback but fully support more protection vs. the neighbourhood shared lane approach, even with traffic calming, unless there are frequent traffic diverters to really limit traffic on those roads e.g. Vancouver St.. Getting people to bike with kids needs full and continuous AAA. I go out of my way to use those in the city and would not bike with my children without them. Thank you to staff and council for being bold and investing in this infrastructure - despite the limited but sometimes extremely vocal opposition that can exist. I bike daily and the increase in cycling over

the last 6 years is incredible, it's absolutely essential and is creating a significantly better city for all of us. Only final suggestion is to design the bike network for much larger cycling volumes...the bike lanes, particularly on Dallas, are often chock full or over-run. Kudos

Screen Name Redacted

6/08/2021 09:18 AM

I really do like the bike lanes, I think its made cycling a lot easier in the city and gotten people who wouldn't have been on a bicycle before out. However I really so suggest that it not be on Michigan St. Douglas between government between douglas is a short road and during the week it gets hectic with the fire hall, School, delivery vehicles etc, I think it is better suited for superior where you have less traffic, You have less driveways, and more "Less Active" Space as the backs of all the buildings are on that street.

Screen Name Redacted

6/08/2021 09:36 AM

I favour real protected bikelanes everywhere on the city bike network and am disappointed by the preference for painted bikelanes which do not offer full protection and rely on voluntary driver willingness to modify behaviour and safely accomodate other forms of road traffic. Speed limits and paint are seen as optional by too many drivers and unsafe driving persists.

Screen Name Redacted

6/08/2021 09:48 AM

It's already a nightmare to drive around the neighborhood. There's barely any parking, already so many one way streets- I cannot wait to rent out my apartment and move to saanich or somewhere less congested. Bike lanes seem to add less accessibility for those that can't bike their aged parents or baby strollers around.

Screen Name Redacted

Stop all cycling routes, enforce

6/08/2021 10:21 AM

cycling licensing and insurance.

Screen Name Redacted

6/08/2021 10:23 AM

This is utter rubbish. Bike lanes are being forced on James Bay with no option for negative voices. Shame on you idealism. You don't represent the people

Screen Name Redacted

6/08/2021 10:51 AM

Having parking, horse carriages, taxis, residential traffic and a bike lane on Montreal street seems like a please no-one solution. Bikes wont have dedicated space with the horse carriages which already dont have enough space to navigate on this road. If you want to have dedicated bike lanes on this street then something has to be removed....be it parking or the horse carriages. This street can't possibly accomodate all solutions safely. All that said, this entire James Bay cycling infrastructure appears to be a make work project that, in my opinion as a daily cyclist/commuter. There are endless safe options for cycling in sleepy James Bay. I know I'm bashing my head against the wall of bike infrastructure insistence but take the money and put it towards Crystal Pool. Sigh.

Screen Name Redacted

6/08/2021 11:35 AM

To some extent I applaud the responsive need to provide cycling lanes to aid traffic flow and safety. However, my greatest concern is about the many, many cyclists viewed over years, who absolutely flout the rules of the road. As a driver, I am held to much higher standards than our two-wheeled friends!

Screen Name Redacted

6/08/2021 12:57 PM

Expanding bike lanes and making the city safe/ enjoyable for riders is a much appreciated plan.

Screen Name Redacted

6/08/2021 01:23 PM

this city council has to STOP adding bike lanes. Your survey does not

	give that option... you have only provided an opportunity to choose one or the other. Stop spending the money and fix something else.
Screen Name Redacted 6/08/2021 02:47 PM	Glad to see improvement of Government Street access to bikes, particularly Belleville to Dallas.
Screen Name Redacted 6/08/2021 03:23 PM	Thanks for doing this. I will definitely be riding my bike more!
Screen Name Redacted 6/08/2021 03:50 PM	Superior over Michigan - prefer two lanes for cars and two separate lanes for bikes.
Screen Name Redacted 6/08/2021 04:30 PM	My concern on all routes, but specifically on Superior and Government when cruise season resumes again the impact on cyclist with increased bus and taxi traffic on Superior.
Screen Name Redacted 6/08/2021 04:41 PM	None - thank you
Screen Name Redacted 6/08/2021 04:46 PM	I cannot imagine bike lanes being accommodated on Michigan between Menzies and Oswego. The street is narrow, with large trees on either side. It is lined by multistorey apartment blocks on one side and townhouses on the other. Scores of cars owned by the residents park on each side of the street.
Screen Name Redacted 6/08/2021 05:32 PM	I strongly feel Michigan is the wrong choice. This impacts South Park Family School and the Urgent Care Centre far too negatively. Superior is the better choice as this is already a major thoroughfare and as a cyclist, it is already a preferred route for me and my young children. It is the most direct and most reasonable choice. I suspect advanced cyclists will avoid a bike lane on Michigan in favour of the faster and more direct route already via Superior. It is the most



Screen Name Redacted  
6/08/2021 05:39 PM

natural choice!

Eliminating parking in front of the Birdcage grocery store on government and relocating the commercial loading zone to Michigan street is a horrendous idea that will re-direct unnecessary excess commercial traffic through the school zone on Michigan. This proposal jeopardizes the safety of children, compromises already limited street parking for residents and negatively impacts an iconic small business in our community. Please leave the loading zone where it is currently on government for the safety of children, commercial drivers and residents. Thank you.

Screen Name Redacted  
6/08/2021 07:37 PM

These are useful steps. Bike lanes must be safe if people are to shift from motor vehicles toward bicycles. Thank you for the options and for seeking input.

Screen Name Redacted  
6/08/2021 08:25 PM

If you use an image of a human heart as the area of James Bay and the major access routes in and out of James Bay as the arteries (Belleville St., Superior St., Government St., Menzies St., Oswego St.) we all know what happens when an artery gets blocked. Please keep the health, safety, sanity and wellness of all James Bay residents in your plans to restrict vehicle access on any of these major veins and arteries. Thank you.

Screen Name Redacted  
6/08/2021 09:05 PM

None

Screen Name Redacted  
6/08/2021 09:06 PM

I truly do not see the point of the Montreal St bikeway. It's a road that leads from nowhere to nowhere. There are no destinations that are served; apart from the few residences that are on it. Montreal

St. is already an incredibly calm street as it is, and no doubt one of the safest streets to bike on. A Montreal St. bikeway is only a very short distance from Dallas Road/Belleville, so if 'the destination' is getting to Dallas Rd, or to Belleville, a cyclist may as well stay on those roads (periphery of James Bay). What I don't see addressed in the entire new James Bay plan is safe cycling on the streets that residents NEED and WANT to visit: Menzies St and the 5-corners village centre. Wouldn't virtually everyone who cycles in James Bay want to go, regularly, to the Menzies St. stores, services, and attractions? Either as a destination in its own right, or as a stopover when going from other points (e.g. picking up something on the way home from work or one of the schools)? It's as if you have designed all 4 of the bikeways AROUND where people need to go.

Screen Name Redacted

6/08/2021 11:54 PM

As a cyclist I do not like the speed bumps that are being added as part of traffic calming, and I do not support them in some of the options presented. I find they disrupt the ride for the cyclist and in the example of Vancouver St the change in traffic patterns plus the pre-existing challenge of a narrow street cars were never speeding and they were an unnecessary expense that mostly inconvenience cyclists.

Screen Name Redacted

6/09/2021 08:09 AM

With horse and carts, pedicabs, hip on hop off buses, tour buses, tourists driving 20 km to look at everything, cycling groups, and cruise ship tourists wandering into the roads, it is already a nightmare for James Bay residents. All of the above force traffic to move at 5 to 25 km per hour, sometimes creating long lines

of cars trying to get through. Even the city buses block traffic and cannot be got around safely. It's a big problem here with narrow streets and lack of available parking, and increased density, not to mention the hundred of thousands of tourists in summer when cruise ships are running. Something needs to be done to improve traffic flow in James Bay. I live in JB and drive to clients' homes, sometimes making several visits in a day in and out of Hames Bay. It is an absolute nightmare in summer. If the bike lanes add more pressure it will be a circus. The spandex bikers are notoriously aggressive and dangerous. I'm a biker myself and these guys are ridiculously entitled. I don't want more of them adding to our growing traffic problems.

Screen Name Redacted

6/09/2021 09:53 AM

I'm curious what accommodations are being made for the people who reside in the areas where street parking is being taken away.

Screen Name Redacted

6/09/2021 12:43 PM

I find this new plan for James bay irrelevant. James Bay already has a rather safe and vibrant biking community that does NOT need protected bike lanes whatsoever. Shared bike lanes and crosswalk improvement is a happy compromise that retains the accessibility for those who CANNOT bike and need vehicles to live their life. I have lived in James Bay my whole life and, I and many other rely on the roads in and out of James Bay to be easily accessible by car. As someone who uses Superior as my main commuting route, for my job, I depend on it. When construction or local events are happen on that street it greatly delays anyone trying to get out of James Bay, so I could

not IMAGINE the frustration it would cause having protected bike lanes, let alone the construction to build such infrastructure. What I'm trying to say is James Bay is already a pain to get in and out of on a good day, and by limiting the routes drivers can take is not an improvement in my eyes, its taking away accessibility from our more vulnerable communities such as the elderly and the disabled, in which we have many residing in this neighborhood. On top of the fact that it would delay individuals, it would also greatly impact businesses, such as, the taxi's, the local convenience stores and delivery trucks, the horse carriages, pedicabs (that cannot fit down the protected bike lanes), buses, and many more that rely on the thoroughfares to not have traffic diverters and protected bike lanes to make their jobs more difficult and stressful. This whole All Ages and Abilities bike lines are honestly a slap in the face to the people who cannot use them, because not only does it remind them of the fact that they cannot exist "normally" but it ALSO makes the way they exist HARDER. Its rather ableist and ageist, because honestly they are not "All Abilities and Ages" because not ALL people can use them.

Screen Name Redacted

6/09/2021 03:33 PM

Michigan is just too narrow to accomodate bike lanes. I walk along it every day to work so know this very well. Concerned about the elimination of parking/loading zone on Government Street by The Birdcage. Also I found it an imposition and privacy risk to have to create an account with my year of birth and postal code just to leave a comment. Even if it was a range of birthyears I would be more comfortable in this day and age when more data

Screen Name Redacted

6/09/2021 03:47 PM

information breeches occur.

I dont think enough thought was put into the Superior Government and Government/Belleville crossings Remember we have lots of tourists in the area also in case of large emergencies we need to be able to get out. Same problem with Superior with protected lanes Superior is one of the highest travelled streets in JB with trucks, emergency vehicles and the bus needs to be keep open in case of an major disaster. WE all remember the first bike race when it took a long time to get out of James Bay the same thing will happen with too much traffic calming. Superior at St. Lawrence does not need a calming feature The cars that run or just slow at the stop signs are coming from downtown on Belleville. Question the all day and night loading zones at Superior and St. Lawrence on Superior Street is empty all day and full at night Nearly all of the deliveries for the restaurant and the hotel across the street are take place on Belleville. We say we are going to become a big vibrant city with lots of highrises and downtown activities Roads have to be part of it. We do not have a good transit system and probably never will have. No matter what you need local business other than restaurants and bars for our tax base or no one will ever come downtown to support business if the cant get around, take their purchases other than a bottle of wine home. People need to be able to park and make major purchases which keep businesses in business

Screen Name Redacted

6/09/2021 06:28 PM

This is for all bike lanes regardless of corridor. Instead of blocking the bike lanes from the road with a barricade, I would rather see a raised sidewalk.

Lots of seniors live in James Bay and it's not unusual to see the handyDart in the area. A raised sidewalk would allow the handyDart to park in front of destinations that a barricaded bike lane would not. This thus minimizes the risk of discriminating against people with disabilities (who are protected by Canada's Charter of Rights and Freedoms), and also allows for greater traffic flow.

Screen Name Redacted

6/09/2021 07:59 PM

Government Street Your information is not clear. E.g. will there only be 1-way traffic on Government Street as indicated in your diagram? Will 2-way traffic use only 1 lane? The maps don't indicate anything about vehicles except parking. This whole survey would be better if you had a symbol key for the maps. A major cartographic lapse in the present maps which appear nice but are not all that clear. I bike, walk and cycle depending on the destination. I spent 13+ years in the 70's early 80's and the last 2 years driving once or twice a week from Dallas Road to the western communities. Government Street is the only efficient through road. Any change from 2 way traffic will be terrible involving lots of turning corners, starting and stopping getting around any no-go zone. More vehicle traffic in the surrounding streets which residents will not like. Lots better to have bikes use the lower traffic side streets not a more efficient direct route for vehicles. When I cycle anywhere in Victoria I always try to pick the low traffic residential streets. If cycling is good for recreation and health, a few extra blocks circum-navigating the ends of N-S streets will be an advantage. Douglas would also be a better connection with Dallas Road. It is wider and can absorb the proposed

changes better. Speed bumps anywhere are not good, especially for bikes. They also increase air pollution by causing motor vehicles to always slow and accelerate. Did you ask local residents about this? Where did limiting vehicle traffic to 1000 vehicles per day come from? What is the rationale for this number? What is the number today? Again, Government should be designated a preferred through street for motor vehicles. Keep them on Government Street that allows the easiest transit. Lots of the vehicles I see are commercial and other roads will not be an advantage to them. What will increase the number of vehicles is increased density development. We are already seeing that all over Victoria and surrounding communities so the best way to limit traffic is to limit development. Is this what Victoria wants? In summary, Government Street has long been a through, efficient street for motor vehicles. Don't mess with it and hinder vehicles by putting in bike lanes unless you cut parking for acquire a strip of land on the side of the street. Let the bikes use the smaller side streets where they are best suited. Good planning is to maximize all kinds of traffic flow. Cars and commercial vehicles on Government are going somewhere to do something. There are a lot more of them than bikes. Don't hinder them by trying to create a demand for a route that is currently not currently used by many bikes.

Screen Name Redacted

6/09/2021 09:08 PM

It's a quiet neighbourhood. Let's not overbuild a cycling route, e.g. downtown Fort St., when simpler solutions on quieter streets are available. The threats to road safety are almost entirely due to the cruise

ship industry, specifically the buses and taxis (who speed regularly on Montreal so the speed humps are regrettably necessary) servicing a business that contributes very little except carcinogenic air pollution, noise, and disruption to my otherwise lovely neighbourhood.

Screen Name Redacted

6/09/2021 10:36 PM

So supportive of any AAA efforts. I didn't quite understand the future plans for around the legislature and RBC museum as it seems there will be future work on government st bike infrastructure later on, as there is a need for coordination of different construction projects?. I'll stay tuned. Thanks for your work on this!

Screen Name Redacted

6/09/2021 10:46 PM

I have been using the Vancouver St corridor to commute to work from James Bay to Oaklands. I find the speed humps to be unnecessary, disruptive and unpleasant to navigate as both a cyclist and driver. Having marked bike lanes negates the need for speed humps in my opinion. I would request that they not be used in the final design, particularly on Government st, which is right outside my front door. The thought of having to careen over such monstrosities on a daily basis fills me with despair.

Screen Name Redacted

6/10/2021 12:09 AM

As a regular cyclist I don't understand why you wouldn't just use Douglas as a route for bike lanes instead of Government street as it's wider. I also don't see why speed bumps are needed on bike routes. They are just a nuisance for both drivers and cyclists. I bike on Government from downtown to James Bay almost everyday and don't see a lot of people speeding to justify putting in speed bumps. In fact the only time I see someone needing to go a little faster than usual is when cars need



to overtake me so they can get back over to the correct side of the road sooner which is safer than them spending an extended period partially on the wrong side of the road. Speed bumps will make this overtaking manoeuvre more dangerous and lead to more driver frustration which also makes the road more dangerous for cyclists. Right now cyclists, drivers, pedestrians and horse carriages coexist well on government especially between Superior and Dallas Rd. The only area I would construe as potentially unsafe is outside the parliament building between Belleville and Superior and that's mostly down to the buses being so far out that it forces cyclists to go out further from the curb than is ideal and into the vehicle lane. I also think it's funny that the environment is being heavily considered with all these new urban strategies to supposedly improve the city while the city buses spew up black smoke. The only thing needed along the Humboldt to Dallas road section of Government St is cleaner buses, so cyclists don't have to inhale a bunch of black fumes from the buses outside the parliament. Maybe all the money being used to finance unnecessary bike lanes could be used to help BC Transit purchase green energy fueled buses. Maybe there could be more investment in affordable housing for low to middle income earners who help keep this city ticking over while trying to make it by when housing costs along with everything else keep rising at a far greater rate than what the wages are. I know that's a side note but it seems like these issues require more immediate attention than creating apparently "safe" bike routes on

routes that are already safe for cycling. Plus there are so many quite residential streets in Victoria to bike on if you want to avoid a lot of vehicles. Saying that, what happened to just teaching people safe road conduct so they can navigate the city via bicycle safely while sharing the road seamlessly with vehicles regardless of your age and ability. These bike routes aren't eliminating cyclist/vehicle interaction so without proper cyclist conduct, cycling is still unsafe and not being nullified by the bike routes. I see a lot of cyclists doing a lot of inconsiderate and irresponsible stuff so maybe better road etiquette would help improve safety for cyclists more than bike lanes. I see cyclists fly through pedestrian crossings with pedestrians at them all the time, especially on Wharf St. If you are intent on having this unnecessary bike route on Government, I at least ask that you not put in speed bumps please.

Screen Name Redacted

6/10/2021 06:37 AM

Please keep pushing toward more bike and pedestrian-friendly choices and away from car-dominated choices. I travel by bike, car, and foot but would easily choose a bike over a car more often if the routes felt safer and better integrated.

Screen Name Redacted

6/10/2021 07:53 AM

I think the lane should go down Montreal.I to Dallas

Screen Name Redacted

6/10/2021 07:58 AM

Menzies at Michigan needs a four way stop. I live on Michigan, and both cycle and drive it and that intersection has become much more difficult to safely get through with the addition of Capital Park. I try to avoid it if I can but that's often not an option. Thank you for the great work you have been doing on the cycling network! I feel so much safer riding

now! We just need staffed secure bike parking as I won't shop downtown taking my ebike due to the high risk of theft.. I will drive from James Bay instead which is not optimal.

Screen Name Redacted

6/10/2021 08:00 AM

As a cyclist I support investing in safe routes for cyclists in James bay but especially on Michigan st the residents are already frustrated with the lack of parking available.

Screen Name Redacted

6/10/2021 08:15 AM

As a full time pedestrian who has lived in James Bay for over 20 years, I support the James Bay Cycling Plan. I was happy to see a marked crosswalk at Toronto & Gov't Sts. Under current conditions this is a dangerous crossing for pedestrians, particularly for older walkers and family groups (going to South Park School and playground). I would also like to comment on the Avalon Lane / Gov't St cycling/pedestrian connection. Cyclists now ride on sidewalks to use this access point. Is there a plan to provide dedicated cycling access in the new plan? I also observe from my home on Toronto St that a significant number of cyclist currently use Toronto St, many of them riding against the one-way direction. Some then turn down Young St to Michigan where I've noted they take advance of the pedestrian crosswalk at Michigan & Douglas. These informal cycling routes appear well established and I wonder if planners take note of these. It will be interesting to see if the proposed plans has an impact on how cyclists travel through JB. As a pedestrian I only hope it means fewer cyclists will be using the sidewalks. I can only look on in envy at the generous support for cycling infrastructure while our timid,

uninspired 2008 Pedestrian Master Plan gathers dust. I am thankful this Cycling Plan has got us a crosswalk at Toronto St. Do you think cyclists will stop to let pedestrians cross ? Current experience says "no" but we'll see.

Screen Name Redacted

6/10/2021 08:33 AM

The addition of all these bike lanes, removes already limited parking in this city, does not consider the elderly or disabled people who need to drive, facilitates commercial trucks to load and unload in once quiet neighborhoods, also encourages more road rage than we already have in this city. Drivers get aggressive and angry when they have to wait. This is a danger in my opinion. Stop constantly changing Victoria and just let it function. Focus on maintenance, not all this "improvement" because it's having the opposite effect.

Screen Name Redacted

6/10/2021 09:09 AM

More protected bicycle lanes please!

Screen Name Redacted

6/10/2021 09:14 AM

Please add more protected bike lanes. Thank you

Screen Name Redacted

6/10/2021 11:29 AM

Dock street is already narrow. Having bicycles cross Dallas Rd at Dock to Menzie will make it more difficult for residents (likely parking will be taken away as will the ability for deliveries to houses on Dock street. Also children going to McDonald park will not have adequate safe walking space along Niagara at that point. There is also the Polish Hall which has a steady flow of traffic when not in COVID-19 lockdown. This would put bicyclists at risk as visibility is limited. It is not clear how the plan for visibility will be improved for traffic along Niagara when bicycles try to merge to be able

to turn on to Montreal. It would make more sense for the bike lane along Dallas Road to be continued to Montreal or St. Lawrence to allow for the North-South flow. Dock is only one block long and the bike lane would be a big disruption for little gain.

Screen Name Redacted

6/10/2021 12:03 PM

Overall I strongly do not agree with this project. Bike traffic is already safe and minimal in James Bay. Introduction of constantly changing instructions to vehicle drivers in different zones as they make their way from one end of a designated street to the other (regardless of whether it is Montreal, Superior, Government or Michigan) is confusing and unsafe. How many signs will drivers be expected to pay attention to and decipher as they drive? Instead of watching carefully for pedestrians and cyclists? This is just disruptive and not a solution to a non-existent problem. It is crazy to even consider a bike lane for Michigan, the roadway is at capacity for on-street parking, where would all those cars park? People (taxpayers) still need to have good access to their residences from their cars. If the proposal is to simply add "Be Careful!" signage and speed bumps, I think we can already figure this out for ourselves. Kind of insulting to think that we need to read extra instructions as we ride our bikes down a regular residential street. This survey does not allow for or encourage this type of answer, only offering terribly unnecessary and expensive choices. So my survey agree/disagree answers only reflect my choosing of the least worst options given to me. I enjoy riding my bicycle in James Bay but I strongly disagree with this make-

Screen Name Redacted

6/10/2021 12:12 PM

work waste.

Michigan & Douglas: already a signed and lit pedestrian crossing exists, so putting in another one for cyclists is redundant and an unnecessary taxpayer expenditure. A sign to cyclists directing them to use this crossing is all that is req'd.

Michigan & St. Lawrence: why complicate a busy road section for a bike crossing here? there is a 4 way stop one block to the north, with immediate entrance to Fisherman's Wharf, then a BLIND curve at the end of the block. This is NOT a safe option for cyclists or pedestrians!!!

Superior: this route is more suited to a cycling route and "has some existing cycling infrastructure" (your words); is much wider than Michigan and room for all moving users without competing for space. So what if there is commercial activity and larger vehicle traffic? Cyclists have to get used to all kinds of activity around them, esp vehicles. To ignore this reality is unforgiving. I'll accept protected and costly bike lanes Gov't to Montreal. Definitely add speed bumps all along Superior from Menzies to St. Lawrence. At the Sup/St Lawrence intersection there should be a red LIGHT. Too many folks & cyclists cruise thru the stop signs here. Dock St: why no mention of Dock where the proposed route concludes? could be confusing for visiting cyclists. Speed bumps are required for this street! Niagara: Very few vehicles park on the south side in the block of Niagara between Montreal & Dock; only used with events at the Polish Hall or in the park. If parking is relocated to north side, it will be in front of the allotment gardens which live with reduced sunlight as it is. And I understand

your thinking: turn left off Montreal, into the right lane on Niagara, then turn right onto Dock down to Dallas.

Screen Name Redacted

6/10/2021 12:28 PM

I live on Simcoe at St Lawrence, I am a cyclist and walk many places with my young children and dog. I would be disappointed to see this initiative result in more cluttered and complicated road and sidewalk navigation. I am concerned due to the disorienting and, in some cases more dangerous (with my bike chariot in tow) bike lanes that have been installed on Wharf Street. I hope that the City has taken a thorough evaluation of the actual usability of that stretch in particular and plans on making more appropriate, safer, design decisions going forward. To be completely honest, my trust in the city's ability to improve the cycling experience has been tested over the past 5-10 years. From my experience, cycling has become more challenging: route choices have been significantly restricted, travel times have increased (primarily due to an increase in traffic lights and length of wait times at them), there are more occasions where I have to transition from vehicular blind spots into vehicular paths that I feel increases my risk of injury (think where Wharf turns into Humboldt at Government-biking south and turning east), and I find pedestrians and cyclists encounter far greater risks for collision with the new bike paths in the city centre and on Dallas Road. All that being said, I am less than optimistic about these plans for James Bay.

Screen Name Redacted

6/10/2021 12:30 PM

We are not Heidelberg Germany! Enough already with the constant bike proposals. We are NOT all

bicyclists nor do we want to be.  
Instead, we NEED LIGHT RAIL  
OPTIONS. To get to and from the  
city core. Something all ages and all  
abilities could really actually USE. I  
am so fed up with the way this city is  
developing without any regard for  
actual lived reality for most people  
here. We utterly lack trains from far  
flung areas into the city, which would  
address so many of our congestion,  
traffic, business access issues. As it  
stands currently there is a serious  
lack of parking on Dock street and  
the surrounding areas, for folks who  
come in to enjoy the Ogden Point  
region. They invariably park illegally  
on our street, because there are no  
other parking options esp on sunny  
days. Putting in a bike lane on Dock  
street is a terrible idea. We already  
are struggling w a very narrow road,  
a carriages and inadequate parking.  
Again, IF we had viable options to  
move folks en masse on trains from  
Langford, Colwood etc down to  
Ogden point, then bike lanes might  
make sense. Until then, this is  
completely cart before horse  
thinking. PLEASE reconsider this.  
PLEASE put investment into services  
that appeal and work for everyone,  
not just a certain segment of the  
population!

Screen Name Redacted

6/10/2021 02:04 PM

Government Street: I would not like  
to see any change that would mean  
the horse carriages would not be able  
to ride northward as they have been.  
It is a very charming aspect of the  
city and I would miss the sound of  
the horse hooves greatly. I do not  
see any further detail in this survey  
regarding the balance of Government  
street. I am hoping there is not a plan  
that would move vehicles closer  
together across the width of this  
street. Why is there a need to use



Gorvernment street. Blkes have been using it without issue. I am concerned that these changes will result in greater cruise ship traffic in my community. I would prefer to see bike lanes added to Douglas street beside Beacon Hill Park.

Screen Name Redacted

6/10/2021 03:50 PM

James Bay is already accessible to bikes. City budget could be much better spent elsewhere. Specifically against protected bike lanes ANYWHERE - they're bad for the environment (with the amount of concrete required), bad for bikes (significantly reducing opportunities to pass if you're going faster than the bike in front of you) and bad for cars (who mistakenly end up on the wrong side of the concrete barrier which is dangerous for drivers and cyclists).

Screen Name Redacted

6/10/2021 03:53 PM

This is a very biased survey. Options are limited and there is no opportunity provided to give any reasons or comments on questions 2, 3 and 4. As with the changes proposed for Superior, the proposed changes for the other streets present very real problems for the people in my household and will have a severe impact on all residents of James Bay by: 1) reducing already inadequate parking (made worse with City Council's approval of developments with increased densification and insufficient parking). James Bay already has a parking crisis and these proposals make it even worse. ; 2) limiting vehicle circulation at all times (worse during rush hour and special events). Although the removal of traffic diverters, use of advisory lanes over protected lanes, and replacement of two-way bike with one-way bike lanes on Government and other streets are improvements over the original design, the fact

remains that getting into and out of James Bay is made increasingly more difficult as a result of these changes. City Council's overall AAA network plan, both in design and timing, is too aggressive and beyond what most progressive networks in Europe and Scandinavia have. This is not about making Victoria a better place for all residents and visitors. It is about Council members pressing their own priorities and wanting a gold star for "best cycling network" at all costs, the sooner the better before they are voted out of office. It is based on a naive and false notion that, by increasing bicycle use, people will stop having or using cars. Cars may be electric or smaller or used in addition to other forms of transportation but they are here to stay and our plans need to be more realistic and considerate of everyone.

3) cost, cost-benefit and priority. The costs associated with these changes could be put to far better use for more important priorities. Victoria has a serious homelessness problem which has been made worse by the pandemic and the short-sighted sheltering in municipal parks. Any implementation of the AAA network should be put on hold until these problems are addressed and sufficiently resolved and until the impacts on other streets and neighbourhoods (like Vancouver and Richmond Streets) are fully monitored and determined. It is poor planning and bad business to rush through changes before the full impact on vehicle circulation, parking, congestion, public transportation, safety and other unintended consequences are fully measured and taken into account for future designs. By not doing so and

Screen Name Redacted

6/10/2021 05:19 PM

pushing these projects through over the objections of residents, the City is showing a complete disregard and disrespect of its communities and the overall future of our city..

Remember and consider that simply adding bike lanes does not always mean an improved experience for bicycle users. As one, I am genuinely worried that the proposed change to Superior will make it a worse experience for \*all\* users, with the exception of pedestrians. I dearly hope you do your taxpayers right. Please choose fiscally responsibly. 110% agree with Montreal St corridor. I'm somewhat indifferent on Government St, buuut, you provide compelling reasons and you have me convinced that it will result in significant positive change, well done! While Superior St option isn't all bad, I do feel more annoyances than benefits will ensue. Michigan needs a rework anyway, and honestly some pedestrian education programs haha. I think I'll be using Michigan more often with these changes, and feel safer in doing so, which is a bonus as it's more convenient. I'm in a position where I can spend about 20 minutes biking to work, or 15 minutes driving to work and have a reserved free stall in a premium area. I still prefer to bike, but I suspect the outcome of this decision may actually affect my decision. Thank you kindly for your time.

Screen Name Redacted

6/10/2021 05:21 PM

Re: Government Street. As the owner/operator of the Birdcage Confectionary we are opposed to the Government St. and Michigan routes. Business would be drastically affected by any changes to loading zones and parking. The parking on

BOTH sides of the road are used consistently by vehicle commuters to stop and make purchases at our store. The proposed changes are to eliminate car parking on the east side completely. If parking is removed on the East side of the road, our business would drop significantly. Similarly, moving the loading zone around the corner and down Michigan street would disrupt our business, and put children in the school zone and pedestrians in the way of very large trucks. These large trucks delivering would drive past a school zone/playground crosswalk and a very active fire station, in order to deliver to us. Every day, during school day/daytime hours, we receive several deliveries - most often by these very large vehicles. We have lived and operated this business here for the past 5 years, and know that Government Street is a major commuter route. James Bay residents are commuting by vehicle to work, errands, or visits. For tourists, it is a major route from Dallas Road to the downtown core. We see Government Street as a major commuter route and believe the proposed changes would create higher levels of congestion for everyone in the community. We have been talking with customers in the last several months, including cyclist, and most everyone is in agreement that no changes are necessary to Government Street. I am an avid commuter cyclist and am not opposed to bike lanes; however, I believe the proposed routes on Government Street and Michigan Street, through this historic & complex neighbourhood, are not feasible at all.

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Screen Name Redacted

A deadline needs to be set for when

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6/10/2021 06:05 PM

a AAA connection along Government Street to James Bay will be built, I know that right now AAA isn't possible because of construction along the route

Screen Name Redacted

6/10/2021 06:26 PM

As the Canadian author W.P. Kinshella said, "Build it and they will come." The improvements to Victoria's cycling network are overdue. Protected bicycle lanes should be the standard. Great to set 30 speed limits - better to enforce them.

Screen Name Redacted

6/10/2021 07:00 PM

For Government Street: would like to see a plan for a completely AAA route. Thank you :)

Screen Name Redacted

6/10/2021 07:35 PM

Traffic has increased over the years on Montreal Street due to being a 'shortcut' to the Cruise Ship Terminal/Ogden Point/Breakwater from Superior, despite not being equipped to be an arterial road. Taxis specifically, jockeying for position to pick up customers when the ships are in town, race throughout James Bay to the Cruise Ship Terminal and Montreal Street is one of their favourite routes. In my opinion, adding bike lanes to a mix of the already increased traffic, horse carriages, and taxis seems like asking for an accident, or in fact many accidents, to happen. What I would suggest the south end of Montreal at Dallas Road be blocked to vehicle traffic like it is at the north end at Kingston. It would allow a calmed street, safe for bicycles, pedestrians, and horse carriages while keeping the bulk of the traffic on the arterial routes. Residents of the last block, including myself, would still have plenty of options to navigate our way out without access to Dallas Road. Otherwise I welcome the plans for cycling routes

throughout James Bay, and am looking forward to seeing them in use.

Screen Name Redacted

6/10/2021 07:37 PM

Please, continue to build a safe and effective means to get around Victoria by bike and by foot. Cars will never go away, but we can shift the focus away from them. Also, please adjust the timing of lights so that they are timed for cyclists, as they do in Copenhagen.

Screen Name Redacted

6/10/2021 08:35 PM

On Government Street, between Superior and Michigan Streets, it is essential to maintain the commercial loading zone in front of the business at 501 Government St. (Birdcage Confectionary). This little corner store provides essential services to the thousands of residents in the neighborhood. Commercial trucks need to unload supplies to this business several times /day, and it would be dangerous and disruptive to transport these large deliveries from across the road or from further down Michigan Street. The sidewalks can simply not handle the volume of pedestrians, and commercial dollies. Parking should remain on the east side of Government Street as is, with shared bicycle-vehicle traffic on the road, just as it is all the way from Belleville to Dallas Road.

Screen Name Redacted

6/10/2021 10:08 PM

Michigan: Strongly oppose this corridor given its impact on children at South Park Elementary School - very disruptive to whole school community if allowed vs the alternative Superior route. Superior route is best, as it will have little interruption to the local community. Government: Strongly oppose this corridor - very disruptive to local community, especially between Government and Michigan streets

due to removal of parking on east side which will have a strongly detrimental effect on our neighborhood corner store, the Birdcages. They will lose customer parking outside, reducing customer base and negatively impacting their income. The neighborhood does not want to lose this store. It will also reduce parking availability overall in our neighborhood, which has very limited parking for visitors as it is.

Screen Name Redacted

6/10/2021 10:33 PM

We already have to deal with pedestrians, horse carriages, rickshaws, bikes, bladders..... why can't bikes just continue using the roads? Where are my friends visiting from Langford going to park? I think biking is great but you are making James Bay completely inaccessible by car. And the reality is, we need emergency vehicles to come in and out and there are people with disabilities that have to get around by car. Stop spending our money on bike lanes. There are enough of them!

Screen Name Redacted

6/10/2021 11:30 PM

I prefer to cycle when possible on routes with a separated bike lane. This is also safer for children.

Screen Name Redacted

6/10/2021 11:40 PM

James Bay is not that busy on these roads, so painted bike lanes make more sense where possible.

Screen Name Redacted

6/11/2021 12:46 AM

Michigan street is already too narrow and there is not room for the proposed plans. As it is already, with parking on both sides, the street is basically a one way road with motorists taking turns driving (in the opposite directions). You cannot maintain parking while also adding bike lanes. This parking is especially important to residents from Menzies to Montreal (along Michigan) because many people do not have drive ways

or off street parking. Taking away this parking would make living in apartments and other housing in this area extremely difficult for those of us who need vehicles to commute to and from work. Personally I am a bar tender so using transit is not an option when I'm coming home from work at 3am (pre covid) and walking home alone is also unsafe as a woman. Without street parking I would have no where do put my vehicle and would force me to leave James bay, an area I love very much. I know my neighbours share my sentiment about opposing these changes, please listen to us, the long term residents of James bay/Michigan street.

Screen Name Redacted

6/11/2021 04:07 AM

Please leave the existing bike lanes as is. I am a cyclist but I don't like streets blocked off from car access like Vancouver Street

Screen Name Redacted

6/11/2021 05:29 AM

Government Street is very narrow and well traversed by cars, delivery vehicles, horse carriages AND cyclists. It does not permit adequate space to accommodate a bike lane and would pose significant, incremental risk to all who use that corridor. MANY senior residents would have to navigate the bike lane crossing. As a daily user of the current bike lanes (Wharf, Fort and Dallas Road), I can verify that MANY people and vehicles DO NOT LOOK before crossing/stepping into a live bike lane. THIS IS NOT REQUIRED or WANTED by residents in James Bay. It will RESTRICT delivery location options for at least two small businesses that are part of the fabric of this neighbourhood. A VERY BAD IDEA!!!!

Screen Name Redacted

6/11/2021 06:56 AM

There is absolutely no need, nor is there the ability to add, enhanced



cycling routes in James Bay.

Screen Name Redacted

6/11/2021 07:26 AM

Government Street is nearly un-drivable as it is due to the width. My experience is that bikes and cars share it well as is. Eliminating parking in James Bay is asking for trouble.

Screen Name Redacted

6/11/2021 07:59 AM

James Bay is already an easy area to cycle. The protected lanes on government st. should only go to superior and then turn into unprotected lanes. The lane on Montreal does not make much sense at all. It should either continue directly down the street to Dallas or be moved onto St Lawrence. These bike lanes seem like overkill for a calm neighbourhood. Some small updates to hard to navigate intersections would be important, but protected lanes all over is too much.

Screen Name Redacted

6/11/2021 08:04 AM

The damage you are doing is egregious, no one in James Bay wants these changes.

Screen Name Redacted

6/11/2021 08:13 AM

I am a cyclist who rides approx 100km per week. I live within the Victoria city limits. I also walk to work. Our family owns one vehicle that we use when necessary. In short, I SUPPORT infrastructure that makes cycling safer and increases use of sustainable transportation options. I think we need to take a moment, take a step back, and ask ourselves: what is the problem we are trying to solve? Studies show that the #1 thing that makes cycling safer is driver awareness, and driver care for cyclists. Increasing animosity between drivers and cyclists decreases safety for cyclists - regardless of infrastructure. Drivers do not want to hit people. But angry drivers do not always behave rationally. Right now, I am witnessing

an alarming trend. The corridors are making cycling less safe, and less efficient. Case in point: last week I was riding the bike path on Harbour Rd between the Goose and Johnson. I needed to get to the south side of the bridge so I could continue downtown. I found myself cycling headfirst into oncoming traffic when the bike lane abruptly ended with no signage. Had there been no bike lane, I would have been riding on the right side of the road. I live near Vancouver St and ride the new corridor approx. 3 times per week. Additionally, I drive the same area an additional 3 times per week. I used to drive this road but now use Quadra or Cook. The bike lanes have made my bike commute approx 20% longer by introducing unnecessary stop lights. Every single day I witness people stopping, observing zero traffic, and proceeding through red lights. This does not increase safety of cyclists. The drive time between my house and my mother in law's on collision has doubled, meaning my carbon emissions on this trip have doubled. Cycling while bringing her hot food and 2 dogs is not a reasonable option, so I drive. In short, I cannot support ANY changes to a James Bay or Government St without seeing how these changes will make cycling safer. Because simply adding bike lanes with no thought to the consequences (where will traffic be diverted to?) does NOT make cycling safer. Angry drivers make cycling less safe for everyone. Longer trip times increase carbon emissions. If we want safer cycling, we need to start by getting drivers onboard. This animosity and us vs them mentality has got to stop. Let's take a step back and ask: What is

the problem we are trying to solve?

Then, let's solve that. - Karmen

McNamara, City of Victoria

Screen Name Redacted

6/11/2021 08:35 AM

Government street is already only allowed to have parking on one side of the street and many on government do not have proper driveway access. Adding to the already congested street would just cause so many more issues to our small community where Michigan and Toronto streets are connectors for the people who live on high Menzies . Superior street has already had so many changes to make it one way before Menzies heading toward government street . Why not continue working there to connect the bike lanes to the downtown core ? Haven't we had enough of the roads taken away for bikes ?

Screen Name Redacted

6/11/2021 08:39 AM

I have lived on Alma Place just off of Michigan Street for 8 years. There has never been enough parking for residents let alone all the people that park there illegally to walk to work downtown or just use shops on Menzies and Thrifty Food shopping area. We have no parking available for visiting family or friends as this is one of your ticketing agents favorite spots to help with your parking revenues. There are currently two large developments already in the planning stages between Menzies and Oswego. Please use common sense and use Superior St. which is a wide street with lots of parking with bike lanes already built in front of the just completed Capital Park development.

Screen Name Redacted

6/11/2021 08:49 AM

Government St corridor; I'm concerned about access to our neighbourhood corner store. We frequently stop in our vehicle on our way home to pick up small

necessities. Parking is often a challenge and reducing access will mean we may not be able to support this local business as often as we would like to.

Screen Name Redacted

6/11/2021 08:58 AM

I am concerned about the impacts of the proposals on commercial pick up and loading zones, especially around the Birdcage at Government and Michigan.

Screen Name Redacted

6/11/2021 09:13 AM

The intersection of Simcoe and Government is a heavy pedestrian crossing. Although suggested speed bumps will help I would strongly suggest marked pedestrian crossings and/or a pedestrian controlled light for crossing Government on Simcoe. Many use this crossing .... students and parents enroute to and from school, others coming from the several condos and apartment buildings in the area, and downtown workers taking a lunchtime break. I live close by and daily witness horns of irrate motorists on Government St. Sometimes there are apparently confused drivers on Government unsure whether to stop, or proceed. For some reason it seems to be a confusing corner and as I e witnessed dangerous. (I was almost hit one time trying to cross while pushing a stroller with a baby in it.) I have already sent in a concern regarding this to City Hall with no apparent results. Thank you. And thank you for all the work you give to improving this beautiful city we live in.

Screen Name Redacted

6/11/2021 10:45 AM

Government- NO changes needed at this time, evaluate changes to Vancouver, Richardson first (sound research and community consultation needed). You are creating unnecessary barriers and rerouting traffic in non-intuitional and

	congesting ways. Listen to community this time please!
Screen Name Redacted 6/11/2021 11:12 AM	Why no connection between Belleville to Pendray to Quebec, to Montreal St. ? Many bikers come down Belleville now! Also, There needs to be a stop sign on the corner of Montreal at Superior. This is a race track for motorists. Superior street is definitely a very bad place for bike traffic! There are lots of trucks, buses and vehicle traffic on Superior st.
Screen Name Redacted 6/11/2021 11:24 AM	Government Street should be left the way it is. We cycle on it and never feel at risk. Removing parking and loading zones would inconvenience people living and working on that street. Changes are not necessary.
Screen Name Redacted 6/11/2021 11:35 AM	In an area like James Bay where the streets are often narrow, more use should be made of the sharrow concept rather than dedicated lanes.
Screen Name Redacted 6/11/2021 12:04 PM	Have real concerns regarding a loading zone opposite 646 Michigan St re: safe traffic.....already extra traffic with condo. It would also create further noise for a larger percentage of residents here.
Screen Name Redacted 6/11/2021 12:05 PM	More Sidewalks. There is only one sidewalk on Douglas St and there should be Sidewalks on Both sides of Douglas to get to Dallas Rd. We need More sidewalks!
Screen Name Redacted 6/11/2021 12:22 PM	Please consider BC Transit detour routes in your final plans. James Bay is subject to many festivals, parades, bicycle races, and marathons. Traffic congestion due to these events has created some extremely difficult and dangerous gridlocks and detours for buses and emergency vehicles in the past. Go with the Superior Street Route. It is wider, and not so subject to demolition and construction as low

	rise buildings get updated as they eventually will on Michigan Street.
Screen Name Redacted 6/11/2021 12:26 PM	More traffic near the school at Michigan and Douglas is a big concern AND noise and fuel smells from delivery trucks in front of 640 Michigan is 'unacceptable'. (We pay high taxes!) The delivery space would be best next to the store at the corner IF there has to be a spot here OR nearer those that require delivery service. Thanks!
Screen Name Redacted 6/11/2021 12:33 PM	Please do not move the commercial parking space from the Bird cage on government to 640 Michigan street. That doesn't make any sense to the residents of Michigan Street.
Screen Name Redacted 6/11/2021 12:38 PM	Far too many residents along Michigan Street to have a commercial loading zone!
Screen Name Redacted 6/11/2021 12:57 PM	I appreciate the effort that has gone into planning these bike lanes and I hope that there will be an increase in bicycle traffic in this part of the city to justify the time and expense it will cost to implement these plans.
Screen Name Redacted 6/11/2021 01:02 PM	Would like to see dedicated bike route, through Beacon Hill Park, to connect Michigan St to Vancouver street via Southgate. The dedicated trail would land at the intersection of Southgate and Haywood streets, with a new, one-block-long bike lane on Southgate that completes the connection to Vancouver St.
Screen Name Redacted 6/11/2021 01:18 PM	Replace free parking with paid parking. A revenue source for the city
Screen Name Redacted 6/11/2021 01:38 PM	You've already made a mess of Government by closing the turn lane at Wharf. Now a big line up of cars has to wait for the light as the vehicles sit and belch exhaust into the air, just like on the now-

overburdened Cook as well as much of Wharf. I've taken photos of cars waiting for multiple red lights in those areas. You are trying to force people onto bicycles, but weather and physical issues prevent many, MANY people from riding bikes.. Still, you persist. Government is a huge, wide boulevard which offers cyclists plenty of room. All you need there is marked cycling lanes. Paint the lane markers YELLOW instead of white so that vehicles see them more clearly. When you initially surveyed us about whether or not to put bike lanes on roads, I envisioned painted lines, not losing entire lanes to curbed infrastructure You deceived us. You didn't say you'd eliminate turning lanes and force more and more traffic onto small roads like Cook. You didn't say you'd shut Vancouver down entirely and force traffic onto Cook. Only the people in the affected neighbourhoods should have a say. Of course someone not living on Vancouver would support shutting down Vancouver - it's nothing to them to inconvenience people in that neighbourhood. You are being really ableist and ageist by kowtowing to only people who aren't suffering from the myriad of conditions that prevent them from using bicycles. You spend our money on Lisa's vanity project and ignore major problems like graffiti, which is everywhere in the city now. Bottom line: Leave Government alone. It's too narrow to accommodate any protected lanes at the section from Belleville to Dallas and wide enough to not need them downtown. And tell Lisa to maybe focus on the rest of the city instead of her beloved bike lane vanity project.

Screen Name Redacted

6/11/2021 01:40 PM

Please do not take away any further street parking for residents. This is already a challenge and part of the community.

Screen Name Redacted

6/11/2021 01:40 PM

I am really unclear with where the city expects traffic related to the cruise ships to go. By extensively calming Oswego and Montreal I am afraid that that traffic will be driven onto smaller side routes. With the demand generated by cruise ship passengers the traffic needs to go somewhere. That is why Montreal became a problem in the first place. Fixing it without providing an outlet will just cause a problem somewhere else

Screen Name Redacted

6/11/2021 01:41 PM

Thank you for the modifications and for listening. I support the cycling routes in general. I recommend to add stop signs at Government and Simcoe as it is very dangerous for users from all three directions due to limited visibility. My major concern is that the planned AAA routes will significantly increase car traffic congestion on other streets, thus affecting the safety of all users, especially during cruise season. The GVHA's Transport Impact Assessment by Bundt (based on 2015 traffic and cruise visit data) suggested that James Bay streets, and several intersections, were at capacity. This was before significant passenger increases each year. If/when cruise ships return, this will be a major issue in our neighbourhood. James Bay is surrounded by water and a park. Given the few North/South streets in James Bay, the planned cycle routes will turn Oswego into a 'highway' which will pass right by our community centre and school. Please consider additional traffic



Screen Name Redacted

6/11/2021 01:45 PM

calming on Oswego for protection.

The Superior Street route is also better than the Michigan Street route because it connects better to existing routes and that stretch of Superior is already more institutional and commercial, offering easier access to those amenities for cyclists. Thank you for seeking citizen input!

Screen Name Redacted

6/11/2021 02:04 PM

I am concerned about commercial vehicles unloading on Michigan Street in front of the Duet buildings unless only specifically to service the birdcage. Will create parking issues on Michigan. Commercial parking should only be beside birdcage and not in residential zone / area.

Screen Name Redacted

6/11/2021 02:23 PM

I moved to James Bay to have a walkable community. I don't enjoy cycling. I want to know that in keeping with the law, that I will have pedestrian side walks were I can walk safely and not fear that someone on wheels will use that space. I see it daily in my travels. I ask that you back up your planning with enforcement of the laws of the roads and sidewalks. I currently frequently feel unsafe walking on sidewalks in the City. Please take the necessary action to ensure that your bike ways are used and not sidewalks.

Screen Name Redacted

6/11/2021 02:35 PM

The Michigan route has more trees, more relaxing, less commercial traffic. The bikes will add to the neighbourhood by helping slow traffic. It feels safer.

Screen Name Redacted

6/11/2021 02:36 PM

As an avid cyclist, I'm really not in favour of more bike lanes, but I understand that they will be implemented regardless. I think that painted bike lanes are preferable to bike lanes separated by barriers. The one way car/two bike lane option, as

seen on Humbolt, is ridiculous, dangerous for all users. I avoid bike lanes whenever I can, since too many people use them as sidewalks and loading zones. Bicycle licensing is something that should be considered. I have been hit by more people on bicycles than by cars. Cyclists running stop signs and red lights are a big problem.

Screen Name Redacted

6/11/2021 02:51 PM

I really don't feel much needs to change on the western end of James Bay. If we had to choose an east/west route, I wish an option could have been for a jog over from Superior at Menzies, to Kingston Street (a much quieter street) just like the jog proposed at Montreal and Niagara over to Dock St using Advisory Bike Lanes - shared use road. I don't feel a traffic circle is needed on Montreal at Michigan, and speed bumps are not needed on Michigan or Montreal. I strongly believe a Stop Sign is badly needed at the corner of Superior and Montreal to lessen the racers coming down Superior.

Screen Name Redacted

6/11/2021 03:27 PM

Please extend Dallas Road bike lanes and stop creating James Bay bottle neck for anyone not using bike

Screen Name Redacted

6/11/2021 03:29 PM

I do not support either route because we already have extreme congestion in this neighbourhood and face increasing on-street traffic issues. I am a long-time James Bay resident and home owner of 29 years and also an avid cyclist. We can barely move in and out of this community on crowded tourist season days. I want my many, many tens of thousands of dollars used to fix problems that do exist and not create more traffic problems. If this AAA plan is rammed through in this neighbourhood then we fully expect

no pedicabs allowed in the car lanes,  
no horse-drawn carriages on any of  
those new bike routes and the  
placement of 24/7/365 residents only  
parking on all residential streets  
crossing through or parallel to any  
and all of these new restricted  
routes. This new parking restriction is  
to be monitored and enforced at all  
times in similar fashion to how  
parking rules are enforced  
throughout downtown. Please  
actually LISTEN!!!!!! You did NOT  
LISTEN to the residents over on  
Richardson. WE WANT YOU  
VOTED OUT!!!!!!!

Screen Name Redacted

6/11/2021 04:06 PM

Please do not put bike lanes in James  
Bay. They simply are not necessary.  
Vehicles don't travel particularly fast  
(except taxis during cruise ship  
season), and this is not a dangerous  
area for biking. Rather it is one place  
where bikes and cars can share the  
road safely. This would be a huge  
waste of money.

Screen Name Redacted

6/11/2021 04:22 PM

I would like to see Michigan Street  
used for the bike route over Superior  
Street. Along with everything  
described on the first question every  
year we see a huge increase in  
vehicle traffic along Superior Street,  
therefore Michigan Street would be a  
much safer street for an all ages bike  
route.

Screen Name Redacted

6/11/2021 04:23 PM

It seems obvious that the route  
through James Bay should be a  
continuation of the Dallas Road route  
around Kamel Point and Fisherman's  
Wharf park to connect with Superior.  
This is the route most cyclist follow at  
the moment. Montreal is a route used  
by Horse carriages, taxis to the  
Cruise ships, rickshaws etc. It also  
provides access to McDonald Park  
and its (in normal times) sporting

events. It also is the location of the new nurse school, not to mention the limited parking it provides. A route down Montreal would require cyclist to negotiate four cross road junctions. Now that we are experiencing a large increase in the number of electric bikes (unlicensed with untrained operators) using the bike lanes I think any increase in traffic on Montreal would be negative.

Screen Name Redacted

6/11/2021 04:41 PM

Please do not relocate the commercial loading zone to Michigan st. from Government. It is a safety hazard to school children who use this route to bike and walk to school. Drivers in large commercial trucks do not see small children as well. This route is already calm and not very well used by vehicles.

Screen Name Redacted

6/11/2021 04:54 PM

Government street is not an ideal bike corridor from Belleville to Dallas road. To loose so much parking when it is already at a premium is not advisable and very hard on the people in that area who do not have driveways. It will be hard on business for the birdcage and visitors to the museum. As it stands right now with the many buses on the west and east side of government st the bikers and the buses look out for one another as soon as you put a bike lane in there the bikers think they own the road and it is more difficult for the bus drivers to cross over their lane. And please please please don't ever think of turning gov st into a one way as it is the main (and really the only) access for those of us that work over the bridge

Screen Name Redacted

6/11/2021 05:03 PM

Advisory bike lanes are a hazard to both motorists & cyclists. Motorists may think they've inadvertently turned down a 1 way street, or swerve into the bike lane to avoid

oncoming vehicles. They're proven to be a mistake in other parts of the world. London England has changed some "green lanes" back to the original traffic flow because they impeded emergency vehicles and caused delays in responding to a crisis situation. I feel that Victoria is committed to moving ahead with these, so this is probably going to fall on deaf ears, again! Otherwise, the planned bike lanes are far in excess of the need, today or in the near future. The only real hazard to cyclists in James Bay, is the section on Government St. between Belleville & Superior, where the buses park.

Screen Name Redacted

6/11/2021 05:04 PM

The delays on Gov't St are disappointing. City should ensure that developments/utility work not unduly delay safe street improvements (i.e. we can't wait 3 or 4 years; interim fixes are possible). That being said, City must strive for a clearly consistent and legible design ASAP; current proposals represent a confusing mix of options that will frustrate drivers & people on bikes and foot. Unless absolutely unavoidable, introducing different lane designs every block is far from ideal, and introduces uncertainty to users, esp. infrequent or new riders, visitors etc. Finally, I strongly urge City staff to maintain its commitment to an AAA network of protected bikes facilities and complete streets. A vocal minority of James Bay voices have been hostile to bikes from the start of 'Biketoria' and since. As evident in the TC letters page and elsewhere, they are uninformed and intentionally scaremongering; staff and Council should not stray from the bike network goals and safe transportation goals to appease

those negative voices (i.e. by backing off the proposed diverters to reduce vehicle volumes and speeds).

Screen Name Redacted

6/11/2021 05:17 PM

It's unfortunate the trade-off to two way traffic on government is the loss of the commercial loading zone in front of the Birdcages at Government and Michigan. Birdcages is a valuable and iconic small business in our neighbourhood and the loss of commercial loading zone makes no sense. The city should be doing more to support them. I am also very concerned that it means increased commercial traffic on Michigan Street right past the South Park school. The children cross Michigan Street on a regular basis to access the park and the school. This will increase risk to their safety. Very bad decision.

Screen Name Redacted

6/11/2021 05:55 PM

As a person that doesn't drive or bike but lives in this beautiful neighborhood and walks everywhere i have no vested interest in the bike lanes but i definitely DO NOT SEE any need to spend money on any bike lanes. ..even most of the people that i work with that do ride bikes feel the same way..also as a consummate walker i don't see that many bikes in this neighbourhood...and i work on Dallas Rd and, even though i think the bike lane there is lovely, i believe it is used more by walkers than bikers and still see many many bikes still riding on the road... Is this the only legacy you want to leave Victorians with? I feel there is a much greater need for lower cost housing for single middle aged CONTRIBUTING workers ..who have worked in Victoria all of their lives and most in service jobs with no pensions and barely make \$25,000 to \$30,000 dollars a year and don't even qualify

for most Co-operative housing.. Are we to just leave them to struggle to pay rent or buy food...I know this to be true because I am in this exact situation right now.. i raised my children as a single mom and excepted barely no government help in doing so..I have worked since i was 16 years old...and now as I should be retiring find myself in this demeaning position...so please forgive me for not being happy about what I feel is frivolous spending on yours and councils part

Screen Name Redacted

6/11/2021 06:23 PM

NORTH SOUTH corridor, I am not a fan of using Government St when Menzies or Oswego St may more easily provide the best routing and the roads have the room for the improvements without jamming the flow of things. Government St is the only direct access to downtown from James Bay and the area of most population density. Be aware of any event in the Harbour, Ogden Pt, Dallas Rd or Douglas St James Bay is cut off from getting in or out easily as access to main roads is on the proposed streets. EAST - WEST Michigan St although it very narrow may be the better choice than Superior because it is already slow.

Screen Name Redacted

6/11/2021 06:27 PM

Overall, I much preferred the previous designs. My main concern is that Government Street is now a less safe design for bikes and pedestrians. The previous design would reduce through traffic, which is already a danger on that route, by blocking traffic at Superior and at Dallas. This would maintain access for all local car traffic. The new changes won't accomplish this. In addition, I'm concerned about the pedestrian islands at the inner harbour, which are already

inadequate for the number of walkers. It's disappointing that the designs continue to prioritize car parking on the inner harbour despite high volumes of foot traffic. Those spots should be eliminated and we should expand the sidewalk. I'd also like to emphasize the gap where BC Transit's legislature bays are needs to become protected lanes quicker than 'within the next decade' as is suggested in this survey question. Finally, there's no connection here to the main nerve centre of the neighborhood at James Bay Square and I don't understand how that's acceptable. The changes as proposed would improve our neighborhood but has key gaps that could easily be fixed by addressing these points. Thanks for your efforts and for improving our cityscape with protected facilities and improved spaces for people.

Screen Name Redacted

6/11/2021 08:36 PM

There are two types of folks who ride bikes in this town. The people that follow the rules, and tourists. And the spandex crew that do whatever the hell they want and continue to scare the crap out of folks. It's very difficult to try to accommodate both of these. Protection of the regular Sunday bike ride folks seems to be what you are designing to and I think these are good ideas.

Screen Name Redacted

6/11/2021 08:40 PM

General support for finally making improvements to network in James Bay. It is unfortunate the routes don't go to James Bay village as a key destination but overall I am very supportive of improved cycling infrastructure to, and around James Bay. I would prefer to have seen full protected bike lanes to both James Bay and South Park schools as this would have made the cycling



infrastructure much more accessible to elementary age children and families.

Screen Name Redacted

6/11/2021 09:06 PM

While I support the Superior Route, it should be connected in some way to the Michigan/Douglas intersection such that cyclists can easily enter and exit Beacon Hill Park. Perhaps some bike lanes on Douglas between Superior and Michigan would work. While linking easily to the new Dallas Road bikeway, the Dallas/Dock/Niagara/Montreal route seems a little indirect. I'm wondering if there was a way to make it straighter, perhaps by using the Montreal Street alley as a bikeway. Speed bumps shouldn't run over the cycling portion of the street. There should be a loading zone in front of 495 Superior Street. I live by Ogden Point, and I will continue to take the road made up of many streets and ending on Belleville to get downtown, as it's the most direct route. The Belleville bike lanes should be extended and consistent and perhaps integrated or connected with the Government Street improvements.

Screen Name Redacted

6/11/2021 09:49 PM

Thank you for some of the revised design, for example, not closing off Government at Dallas. On Government, I suggest need stop signs at Simcoe. Sight lines very poor for traffic going east on Simcoe & puts Government Street cyclists at risk. For future consideration I suggest all the streets ending on Dallas need traffic calming, particularly when tourism resumes. Vehicle operators get frustrated with traffic on Dallas, including carriages, & try to use side streets as short cuts. Thank you. Nice work on the presentations.

Screen Name Redacted

6/11/2021 10:26 PM

The proposed plans for Government St. Are problematic as they do not allow for commercial deliveries to the Birdcage. Michigan St. Is not a good solution for commercial deliveries as it is more residential and as evidenced by the problems with deliveries being made on Michigan at Menzies for Red Barn. Having commercial deliveries on Michigan is problematic when mixed with the school traffic, traffic to the urgent care centre, JBCP, and the usual residential parking, especially with such increased density at Capital Park. Any design for Government St must take into account commercial deliveries to the Birdcage on Government St.

Screen Name Redacted

6/11/2021 10:47 PM

I am thrilled about the improvements to cycling infrastructure through James Bay. I still have concerns that the changes to Government St are not enough for my children to ride safely and independently to and from school (South Park) from Dallas to Michigan St. Nevertheless, it is a step in the right direction.

**Optional question** (532 response(s), 205 skipped)

**Question type:** Essay Question

## Dale Vanelli

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**From:** Stephanie Williams  
**Sent:** May 27, 2021 2:55 PM  
**To:** S. 22  
**Subject:** Re: ...further to last letter ,this morning.

Hi S. 22

I've attached the All Ages and Abilities cycling network map, a map of the routes and route options in James Bay, and a map of the proposed cycle route designs.

All of the designs and maps for cycling routes in James Bay can also be found at <https://engage.victoria.ca/aaa-cycling-network>. These ones I have attached are compressed as I couldn't send the originals as the file sizes were too large, so hopefully these work for you.

We will also have large scale versions available for viewing this Saturday at the James Bay market.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

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

**From:** S. 22  
**Sent:** May 21, 2021 12:56 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: ...further to last letter ,this morning.

Thank you for replying. I did see yesterday a map of James Bay and the Bike Path intended. It is barely legible and road names etc.blurred, it has been poorly printed in the Victoria News this week and too hard to interpret when so illegible. Perhaps you could be kind enough to email a copy of this map ,maybe some citizens can decipher but many will not bother or question the details and I have the ear of a few people who do think very strongly about the future of our area...and would like to see a decent print of your plans.

Thank you, S. 22

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

## Dale Vanelli

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**From:** Amelia Potvin  
**Sent:** February 18, 2021 9:25 AM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** Re: James Bay cycle route proposal

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Hi S. 22 ,

I just sent a response to this same email that was sent to engagement yesterday.

Best,

Amelia

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**From:** S. 22  
**Sent:** Thursday, February 18, 2021 9:21 AM  
**To:** Amelia Potvin <apotvin@victoria.ca>  
**Cc:** Engagement <engage@victoria.ca>  
**Subject:** Re: James Bay cycle route proposal

Hi Amelia,

Thank you for your response. I live on Michigan Street and neither I, nor any of the neighbors that I've queried, have received anything from the City about the proposal.

I have the following questions:

- 1/ on what date/s and by what methods were the residents of Michigan Street and Superior Street contacted for their input on the proposal?
- 2/ on what date/s and by what methods were the residents of James Bay contacted to alert them to the public opinion period?
- 3/ What were the consultant fees spent to develop the proposal?
- 4/ Were these fees from a grant or taxpayer money?
- 5/ What are the specific concerns raised that this proposal addresses, such as data on pedestrian and cyclist safety that prompts the development of these bikes lanes as the most appropriate solution?
- 6/ When was the study on solutions necessary conducted?
- 7/ What other outreach has been done, or is scheduled, to query the residents of James Bay about their non-bicycle concerns?

8/ What is the budget for associated cyclist education, such as the explanation of bylaws about riding on the sidewalk, rights of way when a cyclist encounters pedestrians in a crosswalk, penalties for running stop signs, speed limits for e-bikes.

Thank you for listening and I look forward to your response.

Regards,  
S. 22

On Feb 17, 2021, at 5:46 PM, Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)> wrote:

Good afternoon S. 22

Thank you for getting in touch.

As neighbourhood associations are the formal link between City staff and residents, we always reach out to them first to inform about upcoming City projects.

Letters to residents on each of the subject corridors have been mailed and are one part of a broad outreach and engagement campaign for public input on these routes.

The period for public input is open until March 28, so there is plenty of time for residents to provide input.

We don't typically get in touch with people once they've completed the survey as we hear from hundreds or thousands of people with each phase of engagement. Was there something in particular you wanted to follow up about?

We certainly do want to hear from you on how the designs for road safety improvements can best meet the needs of residents, businesses, and commuters. With each phase of engagement, staff invest significant time to review all comments, feedback and suggestions and use these insights in the preparation of recommended designs to Council.

Don't hesitate to get back in touch if you wanted to discuss anything in particular from the survey.

Sincerely,

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

## Dale Vanelli

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**From:** Stephanie Williams  
**Sent:** May 13, 2021 12:30 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** Re: Final public input for the next phase of the AAA cycling network - James Bay

Hi S. 22

Thanks for your message. We understand that you are not supportive of the Richardson Street corridor.

If you would like to participate in the James Bay design development process, please visit [engage.victoria.ca](https://engage.victoria.ca)

If you would no longer like to be included on this distribution list, then please advise and we will remove you from automatic updates.

Thanks,

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** May 12, 2021 2:22 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: Final public input for the next phase of the AAA cycling network - James Bay

If your engagement for James Bay is anything like that for Richardson, it will be a scam.

The overwhelming response to that project was LEAVE RICHARDSON ALONE, yet Council has steam-rolled it through.

Why do you bother?

One word from us and you do exactly what you want. Fairfield/Gonzales residents are PISSED!  
But Lisa doesn't care because we are all too ignorant to know better.

Bring on the 2022 election, where the overwhelming message will be 'YER OUTTA HERE'

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 3:00 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: feedback on proposed James Bay bike lanes

Dear S. 22

Thank you for writing to the City of Victoria. Your feedback has been recorded and will be shared with staff.

The next step is to review all comments, ideas, suggestions, and concerns and then return to the public for a second phase of public engagement in late April 2021.

Please stay tuned to our website to continue participating.

Kind regards  
City of Victoria

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**From:** S. 22  
**Sent:** March 27, 2021 11:13 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** feedback on proposed James Bay bike lanes

Dear Mayor and Council,

I am writing to offer my feedback on the proposed bike lanes for James Bay although feel a bit like I'm banging my head against the wall as I suspect that Mayor and Council will do what they want despite community input. If this weren't the case, the Richardson bike lanes would not be going forward as there was and is widespread opposition to this (it is a completely unnecessary expense for taxpayers that will make both cars and bikes less safe - I will be interested in seeing the statistics for the number of accidents along Richardson before and after bike lane installation). I feel like the box of "public consultation" is being ticked and things will go forward anyway according to Mayor and Council desire. Parking is at a premium in James Bay. It is a growing and thriving community. Trying to find parking is already difficult. **I am against any bike lane proposal that eliminates parking.** James Bay can't be a residential and business centre and support events (like the Pride Festival and the 10K runs as well as the James Bay Market and the tourism at Ogden Point, Fisherman's Wharf and along Dallas Road) without the availability of parking. All of the places in the bike lane proposal that eliminate parking are currently full of cars. Where do these cars go? Not downtown as we also have less parking there due to bike lanes. Realistically there won't be fewer cars in the world even if parking is eliminated and I don't think more bike lanes will mean there are consequently more people biking in any significant number.

I drove up Government Street from Dallas Road in rush hour the other day then walked up Montreal (which is part of a regular walking route for me) later the same day and saw one car and one bike on Government and one car on Montreal. The plans for traffic calming on Montreal street are not necessary. It's a quiet street. I don't think that tax money should be spent to fix problems that don't currently exist to satisfy a random number of bike lane kilometres chosen by Mayor and Council.

Vancouver Street is now a mess. I see no more bikes along it than I did before the traffic calming etc. (it is another of my regular walking routes to get to one of my jobs). What it has accomplished is to force people to drive further and idle more and has increased traffic on Cook and Quadra consequently reducing safety for bikes along those streets. How is it in keeping with environmental best practices to force traffic to drive further and idle?

I fail to see how serving the needs of the few benefits the many. Surely we have other places to focus our tax dollars?

Thank you,

S. 22





## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 1:59 PM  
**To:** S. 22  
**Cc:**  
**Subject:** RE: addendum to my input on proposed James Bay cycling route  
**Categories:** Tracked To Dynamics 365

Good afternoon,

Thank you for the addition comments S. 22 They have been received.

You can stay tuned to our website the next opportunity for feedback in this project later this spring.

Kind regards  
City of Victoria

**From:** S. 22  
**Sent:** March 28, 2021 9:45 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** addendum to my input on proposed James Bay cycling route

I provided some input earlier today (it's not midnight yet!) and had another look at the map and it occurred to me that most of my family's southbound trips into James Bay follow Douglas or Blanshard. We then turn right on Michigan to enter James Bay. Blocking southbound traffic on Government might make that route a little smoother (not that it's difficult now).

Only when we're coming from the Johnson street bridge do we tend to head south down Government to Michigan. It's an occasional weekend thing for us, although for some it may be their main commute.

Anyway, as someone who hopes to start cycling to work and biking to the galloping goose with the family on weekends, I do kind of like that southbound block on Government street. At the same time, a full block may be a more drastic solution than what's required. All this to say that you should give that segment really careful consideration, particularly with respect to its impact on James Bay residents. It's likely to be one of the most controversial design decisions.

Thanks for the opportunity to comment,

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 1:55 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: James Bay cycle routes - Dock St resident

Thank you S. 22

We appreciate your feedback and map.

Please stay tuned to our website for the next opportunity to provide input into this process.

Kind regards,  
City of Victoria

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**From:** S. 22  
**Sent:** March 28, 2021 8:27 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay cycle routes - Dock St resident

To the bike route planners:

I attended the JBNA meeting earlier this month and have been considering the proposals. As a background, I have been cycling 40 years plus, over 20 in James Bay and Victoria. I live on Dock Street.

The bike routes are a major step in the right direction, although I do have some general issues with existing style of lanes:

- a) Dislike the two way lanes on a one way street, especially having to turn off
- b) Dislike the concrete medians - it narrows the lanes - use more paint perhaps
- c) The power bikes - bet you weren't planning for these - they must put off the AAAA crowd, I don't like them

With specifics to James Bay, I have three main comments:

1. As a resident of Dock Street, painted lanes should be adequate with no loss of parking. It is a very quiet street with slow moving traffic (taxis during cruise ship season does change this)
2. See attached lines on the City of Victoria map, highlighting the four corners of the James Bay rectangle with the village in the middle. The proposed routes go nowhere near the centre, it seems it has been designed for cyclists visiting James Bay, and to link in with the Dallas route so there is a nice round trip. The routes miss the schools, shops, Fisherman's Wharf and medical centre, as though they were designed to stay away from local haunts
3. I would not plan to take any of these routes when I go into Victoria, the dotted red line would be my choice. The proposed route would have many more turns and stops, and be longer. The proposed route would be great for leisure cyclists, not frequent users in James Bay

I wonder if too many formal routes are being proposed in James Bay, when a single route from downtown to the village would be fine for now. From downtown, I would leave via Government, then Belleville, and up to Menzies (carriage

issues?) to the village where the formal route would end, with additional painted bike lanes to other areas. This still misses the schools though.

There is no perfect solution.

I look forward to seeing the next proposal.

Regards

S. 22

## Dale Vanelli

---

**From:** Engagement  
**Sent:** March 29, 2021 1:54 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: James Bay Bike Lanes

Dear S. 22

Your comments have been received. Thank you for taking the time to write in.

You can stay tuned to our website for the next phase of design / route consultation in James Bay.

Kind regards  
City of Victoria

---

**From:** S. 22  
**Sent:** March 28, 2021 8:47 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Bike Lanes

Hello,

I am emailing with feedback for the James Bay Bike Lanes. I tried to do the survey as I thought I had until today but it is showing as closed. As a resident of James Bay.

I would like to voice my support for Superior Street, As a resident of James Bay.

- Superior is already a main artery for people's commutes. This road would transition into planned/existing bike lanes.
- Superior has wider roads compared to Michigan, I am concerned people will be inflamed losing parking on Michigan where it is already so competitive for parking, especially closer to Menzies St.
- Superior is in line with Fishermans wharf and residents/tourists can transition their journey there more easily. The crosswalk already established there can provide a safer zone for cyclists.
- Superior has more amenities that cyclists can stop at along the way.
- Michigan street ends where the roadway curves along the park. This could be a dangerous intersection for bikes, pedestrians and cars to all be interchanging.
- The bike lane threatens the neighborhood walkability and playing for children, even with traffic calming the added bike traffic could take away from the residential quiet road mentality.

Thanks,  
S. 22

## Dale Vanelli

---

**From:** Engagement  
**Sent:** March 29, 2021 1:53 PM  
**To:** S. 22  
**Subject:** RE: James Bay Cycling Route

Dear S. 22

Thank you for taking the time to write into the City of Victoria. Your feedback has been received.

You can stay tuned to our website to participate in the next phase of design / route consultation for James Bay later this spring.

Kind regards  
City of Victoria

**From:** S. 22  
**Sent:** March 28, 2021 12:28 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Cycling Route

Hi there,

The engagement letter I got says you're accepting feedback until March 28th, so I hope that you will accept these comments even though I see that the online survey is closed.

I live at S. 22 Montreal Street, and wanted to express my support for the proposed bike-friendly changes. I appreciate that they won't result in a reduction in parking (having street parking available is important to us) and I like the addition of the proposed speed bumps (because taxis tend to speed dangerously down Montreal Street, especially during tourist season, and a lot of us have kids playing on the sidewalks).

What I would hope to avoid in any changes are a reduction in parking or making the streets one-way (or otherwise inaccessible for residents). Something simple like speed humps sounds great, though.

Thanks again for soliciting our feedback and for trying to improve our community infrastructure.

Warm regards,  
S. 22

## Dale Vanelli

---

**From:** Engagement  
**Sent:** March 29, 2021 1:35 PM  
**To:** Merry  
**Subject:** RE: James Bay survey

Dear S. 22

Thank you for your note. You have not missed your opportunity to provide feedback.

You are correct that the survey for this phase of consultation closed on March 28, 2021 however we are happy to accept any comments you have in writing. More than 600 people shared their ideas, feedback, questions, concerns and comments on routing options and design concepts for James Bay. All submissions are now being reviewed and will be the basis for the next phase of engagement, to be held later this spring.

You can keep posted to our website for more opportunities to inform this project. We also have an option to sign up for automatic monthly updates on all projects at the City of Victoria at: [e-Newsletter | Victoria](#)

Best,  
The City of Victoria's Engagement Team

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**From:** S. 22  
**Sent:** March 28, 2021 10:48 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay survey

Your survey says it closes on March 28th. This is the 28th and it's already closed. Normally, something closes at the end of the day. I wanted to have my say. This seems to be typical of how the city does things - claiming something closes on a date but does so at what - 1201 AM?

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 29, 2021 6:46 AM  
**To:** Stephen Andrew (Councillor); S. 22  
**Cc:** Bill Eisenhauer; Engagement  
**Subject:** Re: James Bay Proposed AAA cycling Network

**Categories:** Tracked To Dynamics 365

Dear S. 22

Thank you for taking the time to provide your feedback.

As Councillor Andrew mentions, engagement on the design of James Bay AAA routes will continue again in April and May 2021.

Similar to what we did with route selection and corridor designs in the Jubilee neighbourhood, there will be a second phase of input for residents to weigh in.

All feedback we have received to date, including letters like yours, and will be analyzed and all comments, ideas, concerns and questions will be reviewed in order to develop updated drawings that will go back to the public prior to recommendations being developed for Council's consideration.

Your email will also be included as a part of the full engagement package Council receives. Please stay tuned to our website to keep posted on this project,

Kind regards  
Sarah

Sarah Webb  
Transportation Division  
Engineering and Public Works  
City of Victoria  
250-686-7432

---

**From:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>  
**Sent:** Sunday, March 28, 2021 11:51:17 PM  
**To:** S. 22  
**Cc:** Bill Eisenhauer <beisenhauer@victoria.ca>; Sarah Webb <swebb@victoria.ca>  
**Subject:** Re: James Bay Proposed AAA cycling Network

Dear S. 22

It is my expectation that the consultation period will be extended.

I ask staff to consider your comment enclosed in your email and to provide you with detail on the extended consultation period as soon as possible.

Thank you for reaching out,

Stephen

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**From:** S. 22

**Sent:** Sunday, March 28, 2021 5:57:28 PM

**To:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>

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

**Subject:** James Bay Proposed AAA cycling Network

Dear Stephen,

What a disappointment to find the survey closed on March 28th. The letter from the City of Victoria indicated it would be open from Feb 5 to Mar 28.

We did participate in the March 10 JBNA Zoom information meeting and have comments and input on the proposed designs. Please pass this on to Amelia Potvin, Outreach Co-ordinator, Engineering & Public Works.

#### **Superior or Michigan Street options:**

**We favour the Superior Street option as the street is wider and can accommodate protected bike lanes for its entire length, also this choice does not disrupt existing 2 way traffic patterns.**

**We want Michigan Street to remain as a 2 way vehicle traffic corridor all the way from Douglas to St Lawrence as it currently exists.**

The Michigan Street proposal would cause a loss of current 2-way vehicle traffic from Douglas to St. Lawrence. Michigan is a very narrow street and is not suitable for advisory and/or protected bicycle lanes. Also, the **City of Victoria Firehall #2** is located between Douglas & Government. We are residents in the Duet condo building right beside this Firehall. This is a very, very busy Firehall. We see that the main traffic pattern for the emergency vehicles (fire trucks) is to proceed eastward to Douglas, rather than westward to Government as proposed. Having to go westward and meander through Government St. would increase emergency response times. Has the Victoria Fire Department been consulted in this process?

#### **Government Street:**

**We want Government St to remain as a 2-way vehicle traffic corridor all the way from Humboldt to Dallas Road with northbound access remaining available from Dallas Road.**

Honestly, we feel that the whole of the proposed Government St changes are a “mess” and will complicate traffic flow and will be disruptive of a major north south traffic artery. **Changing it from 2-way traffic to a mixture of 1-way traffic flow in different directions at different points** along this route will be a nightmare for the residents, visitors, emergency and commercial vehicles.

To explain:

- Traffic from Humboldt to Belleville will be 1-way southbound.
- Traffic from Belleville to Superior is yet to be determined.
- Traffic from Superior to Michigan will be 1-way northbound (for 1 block only).
- Traffic from Michigan to Dallas Rd will 2-way southbound up to Dallas Road, however, northbound traffic will not be allowed to enter from Dallas Road.



As a resident of James Bay, we will have lost the ability to travel northbound on Government to Wharf St to connect with the Johnston Street Bridge into Esquimalt and onwards.

Another issue is that James Bay and the Inner Harbour are home to many “events”, such as foot and bicycle races, Symphony Splash, Jazz Festival, Blues Festival, protests at the Legislature where traffic flow can be disrupted or cut off for hours at a time or for a complete day.

Along with the proposed Government St changes and if Michigan were to become a 1-way street westbound, the traffic flow and emergency vehicle access during these events would be hampered. It would be not only be a great inconvenience for the public in general but could have “life and death” consequences. We have noticed that when Superior is blocked for these events the traffic is redirected eastbound on Michigan to Douglas.

In the event of a natural disaster, like a tsunami or earthquake it would be better to have more options to exist James Bay, rather than taking away options as is proposed.

We also feel that the redesign of Government St will greatly impact our **tourist industry** by making access to Inner Harbour activities and businesses less accessible because of proposed 1-way road designs and limited parking for tour buses (Butchart Garden tours buses), horse carriages, hop on hop off buses, water taxi access, whale watching tours, Government Street restaurants and businesses.

Thank you for your time and for being the council liaison for James Bay.

Sincerely,

S. 22

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 28, 2021 2:10 PM  
**To:** S. 22 Engagement  
**Subject:** RE: James Bay bike paths etc  
**Categories:** Tracked To Dynamics 365

Thank you S. 22

We have received your email. Your feedback will be assessed along with all other input we have received through the first phase of engagement and shared with Council as a part of the engagement report.

Staff will be reviewing all comments, suggestions, ideas and concerns submitted and will return to the community for further insights later in April 2021.

You can stay tuned to our website for more information and alerts about this project.

We appreciate you taking the time to write in.

Kind regards  
Sarah

Sarah Webb  
Manager, Transportation Planning & Development Engineering & Public Works City of Victoria  
250-361-0482

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

**From:** S. 22  
**Sent:** March 28, 2021 2:06 PM  
**To:** Engagement <engage@victoria.ca>  
**Cc:** Sarah Webb <swebb@victoria.ca>  
**Subject:** James Bay bike paths etc

I was disappointed to find at 12:21 today, Sunday 28th March, that the on-line consultation for the above has concluded. In the absence of anything to the contrary I had expected it to be available until the end of the day, and had set aside the time this afternoon to complete the survey.

As a 13 year resident of James Bay I do have some comments which I would like to be considered in the decision-making process.

While generally in favour of any plans that help people of all ages and abilities to get around the community I do feel there are some parts of the plan requiring further consideration.

East/west bike route - no strong opinion, though Superior would seem perhaps to be the better choice.

Menzies/Michigan - I see no advantage whatsoever in blocking access at this point. In fact, I think it could potentially be a dangerous move. Access to the brand new Urgent Primary Care Centre would be limited, causing extra traffic on all the surrounding streets. People needing to reach the UPCC in an emergency would be faced with a frustrating extra drive for no good reason.

Direct access by emergency vehicles to most of James Bay would be negatively impacted, perhaps in situations where every minute counts to save a life. Obviously not a good idea, and I assume the emergency services have provided their input.

The frustration likely to be felt by drivers trying to get around this area if this plan goes through is very high - please consider the extra unnecessary kilometres being driven, and for what purpose?

#### Government Street

A quieter street for the cyclists would seem a good idea. However, given the limited parking for residents and their visitors care needs to be taken not to exacerbate an already frustrating situation. With cyclists and horse carriages there does not seem to be any need for speed bumps or other so-called traffic calming, etc. Drivers do still need to be able to get around.

For some reason the plan shows moving the parking in the section from Battery to Niagara from the east side of the street to the west side. There doesn't seem to be any point for this and indeed could be very confusing for cyclists with parking on different sides in different blocks of Government St. The current parking layout would not be improved with the suggested change.

Blocking northbound turn from Dallas onto Government - not sure how this helps anyone! It just makes it more difficult for residents to get around, what is the point? It will move traffic from Government to Paddon or South Turner. More kilometres driven.

Parking - finally, I'm sure there are statistics to confirm my thought that it is more difficult to reverse into angle parking than to go in forwards - no idea why this is suggested on Government near Michigan - and elsewhere?

Unfortunately without access to the on-line consultation this summarises my opinions in no specific order.

I am neither a cyclist nor a car owner, I occasionally use Modo. My ideal vision for my community is one where everyone can get around and live their life safely and efficiently with as little stress related to transportation as possible. Making it more difficult for those who drive is not a satisfactory solution to anything, in my opinion.

Thank you for including this submission **S. 22**

Government Street

Sent from my iPad

## Dale Vanelli

---

**From:** S. 22  
**Sent:** March 22, 2021 4:03 PM  
**To:** Engagement  
**Subject:** Re: Bicycle lanes  
  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

Hey... You can just ignore my earlier email today. Must be true what they say about creeping....

I was on that same stretch of Dallas today. There IS NO cycling lane/path in that area. So, in aid of the cyclists, maybe getting rid of parking on the sea side would be good for all.

Sorry for my rush to judgement.

S. 22

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**From:** S. 22  
**Sent:** Monday, March 22, 2021 11:23:10 AM  
**To:** engage@victoria.ca <engage@victoria.ca>  
**Subject:** Bicycle lanes

As a resident of James Bay, I will explore the James Bay route consultation page and complete the survey when I have a little more time this week.

In the meantime, I'd like to make a particular observation on work done to date (in case anyone is listening).

First, **I support and am generally impressed with the bicycle lane network that has been established in Victoria.** One day I will figure out how I should best address changes to vehicle traffic patterns as a result of bicycle lane work done on Vancouver Street but my observation today is about another matter:

**The bicycle lane/path along Dallas Road does not seem to be well marked or understood.** Maybe more signage is planned? It seems we walkers want to use both the pre-existing walking paths **and** the new lane/path, which the City is permitting. Maybe this is a Covid-distancing thing but part of the purpose of the new lane/path, as I understand it, seems to have become lost. Given the City's allowance of parking on both sides of Dallas Road in one particular area, which is probably questionable, regular two-way vehicle traffic can be a bit tight in said area. **THIS IS PROBLEMATIC BECAUSE MANY CYCLISTS ARE STILL USING THE ROAD INSTEAD OF THE NEW BIKE LANE.** I suppose it is their right to do so but surely the cycling community can see the value of using the new lane/path, including better safety by not using the Dallas roadway. How can they be encouraged to do so? Yesterday, AGAIN, when driving this stretch of Dallas Road, I observed two separate cyclists

(not together) going west on Dallas Road. They seemed oblivious to the existence of the new lane/path they could have been using. They slowed vehicle traffic, also creating an accident risk when drivers were looking for a slight break in on-coming vehicle traffic to quickly pass them.

Thanks for reading this.

S. 22

Sent from [Mail](#) for Windows 10

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 17, 2021 12:23 PM  
**To:** Engagement  
**Subject:** RE: Bike Lanes

**Categories:** Tracked To Dynamics 365 (Undeliverable)

### RESPONSE BELOW AND FILE PLEASE

Hello **S.**  


Thank you for taking the time to connect with the City of Victoria. Your email will be shared with staff in the transportation division and then added to all correspondence that will ultimately be shared with Mayor and Council.

Please note that this is only the first step in the design process and there will be continued opportunities to provide feedback through the spring of 2021. The City is continuing with road paving projects, crosswalk upgrades, bike lanes and transit shelter improvements across our municipality even during the pandemic. While housing and homelessness are areas we continue to focus on (and work with senior levels of government), the funding for road safety is not the same as funding for mental health, addictions and housing.

For specific answers:

Montreal street is not intended to have bike lanes – the approach is a traffic calmed environment where all users share the road. On street parking remains in place. This is about formalizing a slow street and allowing all users.

Similarly, the design for Government Street from Superior to Dallas is a shared road design. No bike lanes, a bit of extra on street parking, speed humps and lower speeds. There are also two planned diverters to support reduced vehicle volumes that would direct “through traffic” to Douglas Street.

We appreciate your comments on Superior vs. Michigan. Both routes have trade offs and your comments regarding overall circulation are appreciated.

Kind regards

---

**From:** **S. 22**  
**Sent:** March 17, 2021 11:06 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Bike Lanes

TO THE MAYOR AND CITY COUNCIL OF VICTORIA, B.C.

Thank you for taking the time to read my email and perhaps get back to me to explain a few things I am having a difficult understanding....I was on the website and could not really figure out how the bike lane on Montreal street is going to function....

is it going to a separate lane, take away parking, are bikes going to be using the same space going in different directions, are there going to be parking spaces being taken away?.....

These are a few of my concerns about a bike lane on Montreal Street:

1. James Bay is one of the most densely populated areas in all of Victoria already.
2. We have an elderly population with many with walking aides.
3. We have 2 daycares that will be in full use soon with approximately 48 children.....many parents use vehicles to drop off their children
4. We have an elementary school very close by and a playground
5. We have both RUBY AND SOFT BALL that is played at McDonald Park...Montreal street gets used for vehicle traffic
6. When the cruise ships start up again we get a lot of traffic on Montreal street....
7. What about the horse carriages....will they still be able to use the street.....
8. Since Dallas road has been upgraded with the bike lanes and seating etc, we will be getting a lot more traffic in the area and many of those folks will be in cars and will park in our designated residential parking only...it happens now and with COVID there is much less vehicle traffic.

Currently the speed has been reduced on Montreal to 30mph and there are a couple of speed bumps, it is my understanding that there will be more signature for the speed and more speed bumps installed.....

Personally I think that if there is going to be a bike lane in that direction that Government might be a better option as it has less congestion now than Montreal Street.

#### REGARDING MICHIGAN VERSUS SUPERIOR

Superior street is the widest of the two and perhaps if you only used a portion of one of the two vehicle lanes for bikes going in both directions it would creat less of a problem.

People living in James Bay are finding it difficult enough getting out of the city with various access routes becoming unusable, like Vancouver Street, any more and it will make it even more difficult.

I think that until COVID is over and we can then have some open houses so that we as residents can have a good look at the plans that all the plans ought to be put on hold....I would not like to see another debacle like they did with a bike lane on Pandora and then one on Fort Street....save your money and leave something for the next Mayor and Council to deal with.....please!! These days I notice many of the cyclists using Dallas Road and not the designated bike lanes..instead of moving forward, please let us settle a little with all of this.....Create some housing for the homeless.

Thank for reading my email.

S. 22

## Dale Vanelli

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**From:** S. 22  
**Sent:** March 17, 2021 11:07 AM  
**To:** Engagement  
**Subject:** Bike Lanes  
  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

TO THE MAYOR AND CITY COUNCIL OF VICTORIA, B.C.

Thank you for taking the time to read my email and perhaps get back to me to explain a few things I am having a difficult understanding....I was on the website and could not really figure out how the bike lane on Montreal street is going to function....

is it going to a separate lane, take away parking, are bikes going to be using the same space going in different directions, are there going to be parking spaces being taken away?.....

These are a few of my concerns about a bike lane on Montreal Street:

1. James Bay is one of the most densely populated areas in all of Victoria already.
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3. We have 2 daycares that will be in full use soon with approximately 48 children....many parents use vehicles to drop off their children
4. We have an elementary school very close by and a playground
5. We have both RUBY AND SOFT BALL that is played at McDonald Park...Montreal street gets used for vehicle traffic
6. When the cruise ships start up again we get a lot of traffic on Montreal street....
7. What about the horse carriages....will they still be able to use the street.....
8. Since Dallas road has been upgraded with the bike lanes and seating etc, we will be getting a lot more traffic in the area and many of those folks will be in cars and will park in our designated residential parking only...it happens now and with COVID there is much less vehicle traffic.

Currently the speed has been reduced on Montreal to 30mph and there are a couple of speed bumps, it is my understanding that there will be more signature for the speed and more speed bumps installed.....

Personally I think that if there is going to be a bike lane in that direction that Government might be a better option as it has less congestion now than Montreal Street.

### REGARDING MICHIGAN VERSUS SUPERIOR

Superior street is the widest of the two and perhaps if you only used a portion of one of the two vehicle lanes for bikes going in both directions it would creat less of a problem.

People living in James Bay are finding it difficult enough getting out of the city with various access routes becoming unusable, like Vancouver Street, any more and it will make it even more difficult.

I think that until COVID is over and we can then have some open houses so that we as residents can have a good look at the plans that all the plans ought to be put on hold....I would not like to see another debacle like they did with a bike lane on Pandora and then one on Fort Street....save your money and leave something for the next Mayor and Council to deal with.....please!! These days I notice many of the cyclists using Dallas Road and not the designated bike lanes..instead of moving forward, please let us settle a little with all of this.....Create some housing for the homeless.



Thank for reading my email.

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 16, 2021 2:45 PM  
**To:** S. 22  
**Subject:** RE: Mayor and council complaint re James Bay changes

Dear S. 22

Thank you for sharing your feedback on preliminary concept designs for AAA cycling routes in James Bay.

Your email will be reviewed by staff and added to all feedback that is shared directly with Mayor and Council.

Kind regards,

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



Dear Mayor and council

We are long-term residents of James Bay and totally disagree with plans to restrict our movements which have narrowed somewhat with the improvements to Dallas Road. These are poorly thought out ideas.

Because of narrowing and increased traffic on Dallas we have to use Montreal, Oswego and Government more. The summer brings buses galore and horse drawn cars which restrict us further.

We have to drive or ride bikes slowly and have to give way often and that is reality. But to give bikes priority or make "one way" on popular routes with limited alternatives is really the worst thing you can do. Are there serious accidents now? How about slow horse-drawn carriages? And we are 87 years old and do not cycle everywhere!!

Your cure makes things worse for those of us actually living in James Bay rather than just taking a tourist visit. Please rethink your disastrous proposals.

Sincerely

S. 22



## Dale Vanelli

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**From:** Pam Lloyd  
**Sent:** March 16, 2021 10:21 AM  
**To:** Barbara Michel  
**Subject:** Meeting notes - Walk on Victoria

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Barbara,  
Tim and I spoke to the Walk on Victoria Steering Committee last night about the James Bay routes. I've attached my notes from the commentary for the files.  
Thanks,

**Pam Lloyd**  
Technologist – Transportation Design  
Engineering and Public Works  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0503 F 250.361.0311



*Please consider the environment before printing this email.*



## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 15, 2021 12:58 PM  
**To:** Engagement  
**Subject:** James Bay - Feedback / Zoom record etc.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Tracked To Dynamics 365 (Undeliverable)

For records – please file with this email  
Thanks  
Sarah

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**From:** Marg Gardiner <marg.jbna@telus.net>  
**Sent:** March 11, 2021 7:32 PM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Subject:** ZOOM - 4 documents

Good evening Sarah,

Interesting meeting last night. 173 registered, 137 attended (78%) with a peak attendance of 126. If (when) changed, we could have your proposal at another ZOOM meeting.

Attached please find 4 documents:

- 1) Notes from meeting last night
- 2) ZOOM CHAT room content: Note - a few edits. Removed private chat sections, some superfluous words (to everyone), a few comments such as “you are muted”. Also and corrected a few typos and placed small spaces between entries so might be easier to read
- 3) Input received on the JBNA web-site and via e-mail. Please note that there may be repeated in this long document. Some people would have entered comments on web-site plus sent same via e-mail. After a few hours of sorting tweets etc, gave up on trying to move the other sections about.
- 4) Carole, from Superior St, had technical problems last night. She submitted a letter this morning. Please review and reply to her as you are able.

You heard a wide range of comments, some countering others.

A couple points I would like to raise. Although the majority stated they did not want Michigan eastbound closed at Menzies (and I am one of those), that doesn't mean all is well on Michigan east of Menzies. The residents there, who speak of Capital Park committing to deliveries to be under eh building or at the pull-over on Menzies were correct - that was the commitment, which has not been met. They are also rightly fearful of Michigan becoming a Superior overflow for heavy vehicle traffic. But speed bumps or other calming on Michigan might solve those problems without hindering JB resident use of the street to access the UrgentCare centre or LifeLabs, or the Church (to drop things off at their Thrift Store), or as an alternate route to exit James Bay if Superior and Belleville tied up by an event.

As a cyclist chose not to even slow down, let alone stop, at the stop sign at the X-walk I was crossing today, I was reminded of the right hand lane form Government onto Belleville. The cyclists there are truly awful at this intersection. I have had to step off the crosswalk while on a green light due to a cyclist almost clipping me. This may be

the worst corner in JB for cyclist/pedestrian incidents (I wouldn't have stats - or even know if anyone keep stats). All to say, given cyclists idea that they can whip around the corner may not be a good idea as pedestrians go part way towards the Empress while waiting for light change.

Contrary to some of the chat comments, there were actually several parents of school age children on the ZOOM. I was pleased to see that.several parents on

Most of all, ability to leave JB by vehicle for whatever reason, should be a necessary condition for any cycle lane configuration. It once took us 40 minutes to leave James Bay by car. We were headed to Cordova Bay. Needless to say, we arrived half an hour late.

To be real, and analysis of data, must include information such as cruise visit or special event.

You have a challenge ahead of you. But the information last night, from so many residents, at least half of whom appeared to be cyclists, should assist.

We can post responses to those who attended (I hope) or at least let them know you have created responses and give a link

Let us know if/when you want to return for another ZOOM. We could invite those who came. plus open up to others.

Best,

Marg Gardiner,  
President, JBNA  
[marg.jbna@telus.net](mailto:marg.jbna@telus.net)  
S. 22

An early p.s. I don't think of the Birdcages Confectionary store as a corner store. It is home to the best (or one of the best) chocolate factories in Victoria. If you love chocolate, you should try it out. Truffles are really good. But for a quick purchase, the chocolate covered caramels with sea-salt are a quick purchase.

Marg Gardiner,  
President, JBNA  
[marg.jbna@telus.net](mailto:marg.jbna@telus.net)  
S. 22

## Dale Vanelli

---

**From:** Engagement  
**Sent:** March 15, 2021 12:05 PM  
**To:** S. 22  
**Subject:** Re: Proposed Changes to Government Street

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Dear S. 22

Thanks for your email.

To clarify, the City is accepting feedback on the James Bay route designs until March 28, 2021. We will be reviewing suggestions, modifications, concerns and ideas from the community at that time. The next step would be preparing design modifications and recommendations once we have had a chance to review all feedback.

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

---

**From:** S. 22  
**Sent:** March 14, 2021 2:25 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Re: Proposed Changes to Government Street

Thanks for the response. In reading this I assume nothing will be amended, and any concerns of the residents aren't really consequential. Fewer parking spaces, reduced access to the street, and an area that's overrun with graffiti and homelessness. I work in the Westshore, and it's an increasingly inconvenient commute. A little discouraging to be a Victoria resident lately.

S. 22

---

**From:** Engagement <engage@victoria.ca>  
**Sent:** March 9, 2021 7:59 AM  
**To:** S. 22  
**Subject:** RE: Proposed Changes to Government Street

Dear S. 22

Thank you for taking the time to review the concept designs and provide your feedback on future AAA cycling infrastructure in James Bay.

We note your comments include:

- Concern about shifts in on-street parking from the east side to the west side between Dallas Road and Niagra Street. The image below shows proposed parking zones in yellow, designed to create chicane effect to achieve target speeds of 30km/hr.

- Support for maintaining a passenger loading zone on the east side of the street, near #25 Government
- Concern about general traffic movements and local access to Government by restricting right turns off Dallas Road
- Concern about existing tourism related vehicles in James Bay and general impacts to travel time

The City has a comprehensive graffiti removal program in place. The goal is to reduce and prevent graffiti in order to promote safer and cleaner communities. This program does require active participation from residents, property owners and business owners so we appreciate you alerting staff to this location. We have shared your note with our team in public works as they do coordinate regularly with utility providers to address unsightly tags.

Your email and specific suggestions for this corridor will be reviewed by staff and agency partners as a part of all feedback collected during the design consultation. A copy of this email will also be attached a part of the package provided to Mayor and Council later this spring with design recommendations.



Kind regards,

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



**From:** S. 22

**Sent:** March 7, 2021 3:54 PM

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

**Subject:** Proposed Changes to Government Street

Viewing the proposed changes, and as a resident at 25 Government Street, I'd like to register some concerns. First, removing parking in front of our side of the street will inconvenience the building's residents, particularly the elderly. A substantial number of residents here depend on transportation from relatives, friends, and taxis, and the loading zone directly in front of the building is something of a necessity for those with limited mobility. Those residents also require deliveries of groceries, or restaurant order deliveries.

Removing a right turn onto Government from Dallas is another inconvenience. James Bay already suffers from obstacles in navigation. This will complicate traffic again. The poorly designed left turn from Wharf onto Fort is an example of a change that has slowed and clogged traffic. (Why is that still there? I'm in favour of bike lanes, but Wharf Street at Fort is a significant impediment to the flow of traffic.) Government will suffer the same fate. The innumerable carriages already slow traffic. I'm supportive of tourism, but we shouldn't have to endure further slowdowns.

In treating upon tourism, I'm stymied as to the necessity of these proposed changes with the city's finances at a premium. Tourism will need to be encouraged and supported in a substantial fashion if the city's fortunes are to



recover. If we're to spend tax dollars, Beacon Hill Park's homeless population must be addressed. The growing population there will negatively impact tourism, and the city will need every advantage available to attract tourists again. Additionally, many tourists walk or take carriages up Government Street, and they'll note that several blocks are awash with graffiti. I have contacted the city, BC Hydro, and Shaw, with no remedy. From Dallas to Emily Carr House and beyond, every pole, box, and sign are covered. Why isn't there a central authority that is charged with this? No follow-up, and graffiti is exploding.

I appreciate the work that city employees do, and I recognize that no proposal or solution will win universal support. But I implore you to consider my points, and attempt to remedy the problems that are currently afflicting our neighbourhood instead of instituting changes that at best are an inconvenience to residents who live and work here.

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 15, 2021 8:03 AM  
**To:** Sarah Webb  
**Subject:** Fw: Proposed Changes to Government Street

**Categories:** Tracked To Dynamics 365 (Undeliverable)

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**From:** S. 22  
**Sent:** March 14, 2021 2:25 PM  
**To:** Engagement <engage@victoria.ca>  
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S. 22

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- Concern about shifts in on-street parking from the east side to the west side between Dallas Road and Niagra Street. The image below shows proposed parking zones in yellow, designed to create chicane effect to achieve target speeds of 30km/hr.
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Kind regards,

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



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I appreciate the work that city employees do, and I recognize that no proposal or solution will win universal support. But I implore you to consider my points, and attempt to remedy the problems that are currently afflicting our neighbourhood instead of instituting changes that at best are an inconvenience to residents who live and work here.

S. 22

## Dale Vanelli

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**From:** S. 22  
**Sent:** March 14, 2021 6:34 PM  
**To:** Engagement  
**Subject:** James Bay - Proposed Cycling Network  
  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

To: Mayor Helps, City Councillors, Amelia Potvin, Council Liaison Stephen Andrew, Neighbour Liaison Kimberley Stratford, Sarah Webb, Tim Hewett, Pam Lloyd, and all staff at the City of Victoria

I am writing to express my utter dismay and disgust at the notification that *I only just received in my mailbox on Thursday, February 25, 2021* regarding the destruction of our beautiful community of James Bay by the City of Victoria and it's cronies. The notification I received is regarding the cycling network that is being forced upon the citizens of the City of Victoria, this so called 'all ages cycling network' that is costing the overburdened taxpayers BILLIONS of dollars and that is feeding the corporate greed and nepotism that is alive and well within the dimly lit hallways of the City of Victoria.

The feedback dates on the letter are February 5 – March 28, 2021, yet I only received the notice on February 25, that is 21 days, count them, 21 days, after the start of the "invitation to share your feedback" which ends on March 28, 2021. I am extremely concerned that the citizens of James Bay are once again being forced and subjected to submit to more changes in our community. It's bad enough with the tourists that descend on James Bay en-masse for eight months of year, since you started allowing cruise ships to dock at Ogden Point starting in 2001. These disgusting, polluting, spewing cruise ships, bike doping cyclists and cycling races, charity runs, and numerous festivals, kabuki cabs, horse drawn carriages and the massive Tally Ho carriages, tour buses, taxis, barges full of drunken idiots with music blaring out until midnight, cruise ships blasting their horns at midnight as they pull out/in at Ogden Point and their blasting, blaring music, the sound of the cruise ships thrumming engines, thrumming, and thrumming and thrumming, the stench of toxic fumes spewing from the engine stacks of these floating, un-environmentally floating cities, we the citizens of James Bay have to endure this for eight months of year, count them eight months of the year! I would rather have COVID-19 for infinity, than have to endure all of the afore mentioned ever again. We have so enjoyed our James Bay since COVID-19 started, we got our community back for the past year, it's been lovely!

Sooke, Sidney, Langford, Colwood, Oak Bay, don't have to endure this indignity and I can tell you if Stu Young was the Mayor of Victoria, he would never allow any bike lanes to take over the City. Yet, the lobotomized zombies that control our Victoria municipality are yet again, foisting another indignity upon the citizens of Victoria and James Bay. This idiotic idea that cyclists needs protection because someone has agitated and convinced idiotic Mayor Helps and the idiots on city council and the idiots like Sarah Webb, Tim Hewett, and Pam Lloyd, that cyclists are a special group and privy to special interests that will cost the regular, hard working people of James Bay BILLIONS of dollars in our hard-earned, sweated, tax payer dollars to feed the cycling community and a handful of agitators that somehow have infiltrated the dimly lit hallways of the city and convinced the dim-wits within that they need protection from the menace and threat of a few hundred vehicles. Of course, Sarah Webb is an avid cyclist, so it's not small wonder that she's enforcing her own agenda, just like Helps, and ramming it down the throats of James Bay citizens that don't want the bike lanes. Well, Sarah Webb, to you I say, come walk in our shoes for day in the height of summer on a hot, airless James Bay evening when the cruise ships are stinking up the sky and we can't have our windows open because the stench of diesel fuel is overwhelming. But, no Sarah Webb, of course you do not live in James Bay, you're a government clerk that doesn't even live in our community! And, so the war on vehicles was begun over 25 years ago by a handful of haters, namely leading this charge is a smirking, Mayor Helps who has ruled our community for far too long, a woman that is completely out of touch with reality. But, I digress.

My point is that many of my neighbours have no idea of the planned DESTRUCTION of our beautiful neighbourhood with these bike lanes, I have phoned over 30 neighbours and not one of them has heard of the changes proposed for our James Bay community. I am appalled and dismayed that these proposed changes have not been put to a community vote – instead, they are being forced down our throats – sneakily – and as I said, none of my neighbours have heard of the cycling network and all were shocked and appalled when I told them about it. You should be knocking door-to-door and consulting people face-to-face with this proposed plan. I would love to see Lisa Helps knocking on doors, I'm sure many people would love to tell her exactly what they think of her and her bike lanes! Better yet, why not put it to a vote? We got a massive advertising campaign when you changed over our garbage cans and told us we had to 'go green' and we got numerous flyers in our mailboxes explaining to us (as if we were idiot children) how these garbage cans were so much better for us, ok great – so now we're paying more money for the garbage to be hauled away. And, now one of the biggest changes to impact James Bay since the white man arrived and drove out the First Nations, is these cycling lanes and what do I get, one piece of white paper with some typing on it unceremoniously stuffed into my mailbox. To see the proposed changes one needs a laptop or large-sized tablet, which 80% of the senior citizens in James Bay do not have and do not know how to use!

You need, you MUST do a better job of informing the citizens of James of these proposed bike lanes, speed bumps, so called traffic calming circles, which by the way were tried here over 30 years ago and didn't work and had to be removed at great expense because the buses could not go around them, city memories are short indeed! So, how about extending the deadline for feedback to at least March 2022???? Why the rush to ram this down our throats and only give residents less than two months to provide feedback? Why not have several town hall meetings, socially distanced so people can see the changes in-person? But, no, of course, not, because you want to sneak this past the citizens during the worst epidemic since the Black Plague, when we are all distressed and distracted by other worries and concerns. Extend the deadline for feedback – until at least the spring of 2022. Tell the citizens exactly how much this will cost us. We already pay enough in taxes for that damn sewer pipeline, now we have to pay more as part of the "priority investments", what is a priority investment? Why the hurry? Consult, consult and consult and listen to people, don't ram this down our throats without a vote or without hearing from every single citizen in James Bay. Phone us and invite us all to an over the phone town hall meeting, invite everyone to a Zoom meeting, get creative about getting the message out if you're afraid of coming to people's doors and too cheap to spend money on advertising. A lot of people don't subscribe the newspaper anymore, so "placing advertisements in newspapers" is an out-dated and not very creative way of trying to reach people. Think outside the box, that's what you're supposed to be paid to do! Reaching out to community organizations also has it's limitations, I was on the Zoom call with the JBNA on March 10, and the turnout was abysmal, only 125 people were on the call, yes, that's right, only 125!! How many residents are there in James Bay, surely there's more than 125?

Now right in front of our house we have a proposed bike lane – which I know will be rammed down our throats regardless of what we say and furthermore, to leave feedback we have to "create an account" and "sign in" just to leave a PIN on map and to give feedback or do a survey. What idiot came up with this idea? Why do we have to create an account on a website to give our feedback? What happened to a good old paper survey that people can mail out or what happened to some good old leg-work, get out on foot, knock on doors, wear a mask if you must, but talk to people, face-to-face, what a novel concept, But, no we have create yet another account and another password and furthermore, if we want to add more comments to the account, we cannot do so. Well, I am not creating an account to leave feedback or do your survey. Please print out the survey and mail it to residents, many of whom do not have a computer and do want to have to create an account so the city can "track them". Have you ever read Hitchhikers Guide to the Galaxy? We are all starting to feel like poor Ford Dent, his house is being destroyed for a freeway and he's told the plans have "been on file" at city hall for months, yet he was never notified.

So here's our feedback – do not destroy Michigan Street or Superior St, or Government St. or any other street in James Bay with yet another unwanted bike lane and traffic speed bumps that are directly outside people's driveways so that every time people want to leave their home they have to drive over a speed bump and this affects many neighbours.

If you want to slow traffic, instead of putting in unnecessary speed bumps, why don't you stop the cruise ships, the taxis, the buses, the bikes, the joggers, the horses, the buggies, the endless music festivals, the car shows and rallies,

etc., etc., and move all this chaos to Fairfield and plunk it directly outside of Mayor Helps' home, so she can have the fun and enjoyment of having to endure what the citizens of James Bay get to endure year in and year out and past 150 decades!

Better yet, instead of focusing on bike lanes, why don't you put a proper traffic light at the corner of Superior and Quebec Streets (by the entrance to Fisherman's Wharf) to stop all the cyclists, the MAIN OFFENDERS (GASP!!!), taxis and buses carrying shiploads of tourists from blowing through the 3-way stop and revving their engines as speed down St. Lawrence Street?

Here's another even cheaper solution, put a cross walk at the end of St Lawrence Street and Quebec, at the corner and connect it to Fisherman's Wharf park where the herb garden is located. There is much need for a cross walk on the corner of this busy street as packs of bicycle rides come SPEEDING around the corner on Dallas Road and fly past the Reef. I can't tell you how many times I've almost been knocked to the ground by these cyclists that have no regard for local citizens that are trying to cross a street that has no crosswalks!. This area is ripe for an accident and a very costly civil law suit!

Here's another suggestion, why not spend a bit of time maintaining and cleaning up the park you created at Fisherman's Wharf Park. It's become an overgrown mess! Trim back the shrubs and clean up the garbage in the lower holding pool or whatever it's called, that swampy area in the bottom of the park that is now full of weeds, stagnant water and is a breeding ground in the summer for mosquitos. I see homeless people now camped out in the overgrown shrubbery and they leave their liquor bottles behind and garbage, it's an eye sore and I'm sure the tourists that you so love, all take note if the mess and take photos to show people at home just how dirty Canadians are tossing their garbage in the bushes and parks. Clean up this park – and maintain it! Don't waste our taxpayer money on bike lanes!

And here's another solution – stop the cruise ships running their engines, make them plug into the electric grid so they don't have to run their diesel engines day and night, eight (8) months of the year when they berth at Ogden Point. Run a study to measure the reduction in carbon and toxins that are eradicated as a result of the cruise ships having to plug into an electric grid, which is supposedly 'clean energy'. I do believe that 100% of James Bay residents would rather see their tax payer dollars invested in this type of infrastructure than some painted bike lanes, speed bumps, and traffic circles.

And, speaking of painted bike lanes, it's interesting that that city is using paint on the streets, when I contacted the city about the yellow curb lanes that needed painting, I was told by some minion clerk, that the city was no longer painting the curb lanes as it was not environmentally friendly as it chipped off and flowed down storm drains and then fish and other sea creatures ate the toxic paint thinking it was food. So, please explain to me how painted bike lanes are environmentally friendly? Even funnier, about two years ago, the city went around James Bay and painted all of the curb lanes with yellow paint, that same paint that I was told is not environmentally friendly! So, please explain to me exactly how are painted bike lanes with paint will chip away in a few years environmentally friendly?

So in response to your notification – I say – NO, NO, NO, NO, NO, NO!!!!!! We the residents of James Bay are vehemently opposed to ANY bike lanes, traffic calming, cloverleaf devices or any changes or modifications to our street.

Finally, I think it's HUGE mistake to put any traffic calming devices on the Michigan Street as there's clearly something you people have completely forgotten about and that is that Michigan Street is a fire, ambulance, police, emergency vehicle main thoroughfare. Residents would rather have an ambulance siren blaring down their streets than to see packs of drug-fuelled cyclists marauding down our streets.

Bicycles are not environment friendly – they use precious metal resources to make them and they need oil to maintain them and bicycle helmets are made of plastic (landfill waste) and Styrofoam (more landfill waste and ozone killer) and have parts that cannot be recycled or re-used! So exactly how are bikes, helmets, the clothes that riders wear environmentally friendly? Well, they're not! The ONLY environmentally friendly mode of transportation is walking barefoot!

So to close, I am vehemently against the 32km All Ages and Abilities (DDD) cycling network and against having any cycling network, speed bumps, traffic circles, calming or any changes that have to do with cycling done to our roads in James Bay.

Finally, please don't reply to my email, I actually do not want a response as anything you say will be just be evasive, bureaucratic double-speak.



## Dale Vanelli

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**From:** Pam Lloyd  
**Sent:** March 11, 2021 3:18 PM  
**To:** Barbara Michel  
**Subject:** notes from JBNA meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Barbara,  
As promised, here are my rough notes of the comments from last night's meeting.  
Thanks,

**Pam Lloyd**  
Technologist – Transportation Design  
Engineering and Public Works  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0503 F 250.361.0311



*Please consider the environment before printing this email.*



## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 11, 2021 12:39 PM  
**To:** Engagement  
**Subject:** RE: Bike lanes in James Bay. From S. 22  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

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PLEASE REPLY WITH BELOW AND FILE:

Dear S. 22

Thank you for taking the time to reach out to the City of Victoria with your observations, experiences, and ideas regarding cycling infrastructure in James Bay.

All comments will be reviewed as a part of the next stage in the design process and will be shared with Mayor and Council.

We hope you will continue to stay connected with the City by signing up for monthly e-news alerts at: [e-Newsletter | Victoria](#)

Kind regards  
City of Victoria

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**From:** S. 22  
**Sent:** March 11, 2021 12:03 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Bike lanes in James Bay. From S. 22

Attention Sarah Webb

I was part of the JBNA meeting Wednesday evening, 10 March. There were many comments, concerns and suggestions about James Bay bike lanes. Thank for a good presentation.

My husband and I live on Montreal Street 2 houses from the corner of Michigan. We are eager for any calming improvements to Montreal. A roundabout at the corner would slow traffic as well and I think there is plenty of space to accommodate trucks that NEED to be on our street.

We have a narrow lot and back uphill to drive out of our driveway. More bikes are another hazard but slower speeds should balance that out.

My main concerns are Michigan between Oswego and Menzies and the intersection of Michigan and Menzies. The long narrow street between Oswego and Michigan usually has cars parked on both sides with few empty spots. Cars can only drive in one direction at a time and it would be hard to pass a bicycle. I think parking on one side would have to be

eliminated. Not sure where all those cars will go.

The Michigan/Menzies intersection is a very busy one and I have had concerns about pedestrians there for some years. Limiting the turning might make it safer for pedestrians but.....Where will the cars go who can't turn left but need to get to that part of Michigan Street. If they turn left at the next intersection they are at 5 corners which is already congested and a difficult left turn.

The Michigan/Menzies intersection has 2 drive through - Discovery Coffee and the gas station which is not open now but I'm assuming it will be soon. And the James Bay United Church, next to Discovery Coffee has its Thrift shop open (when no Covid) on Friday 10-2 and in summers also Saturday 10-1. No turns off Menzies might cause problems for volunteers and customers trying to park but might be a benefit for the outdoor sales area.

There are so many people in James Bay with different needs in a very congested area. I heard the concerns Wednesday night about bike routes making it more difficult for some to get around. I think this is a very important consideration. I walk mainly and would like to see improvements to the pedestrian infrastructure. Happy to see what is coming for Simco off Oswego.

The bike routes in James Bay seem to be needed for 2 groups. Those wanting to bike the 32km network and those wanting to more safely get around JB. I think there are challenges satisfying both groups. And any changes will impact everyone in James Bay not just the cyclists. I'm all for safer biking (I will bike myself when it is safer) but not by creating challenges and less safety for others.

I think all the traffic calming measures especially 30km speed limits with occasional enforcement will go a long way to making biking enjoyable on all James Bay streets.

S. 22

Sent from S. 22 iPad

**Dale Vanelli**

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**From:** S. 22  
**Sent:** March 10, 2021 8:46 PM  
**To:** Engagement  
**Subject:** James Bay Bike Lanes / Recent Meeting  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

Have lived in James Bay around twenty five years, both as a renter and an owner. I am male and S. 22

Use the downtown bike lanes and they are appropriate for that demographic.

That being said, I am a bit confused how this whole plan meets the needs of the residents of James Bay, most of whom are older and walk.

Would those who live in James Bay perhaps not be better served by widened sidewalks with no obstructing utility poles on Toronto / Simcoe, which lead to 'five corners' the major destination for most residents?

Bike lanes for the visiting 'spandex set' could be achieved at the same time, for minimal cost by blocking off Toronto / Simcoe every few blocks. This would mean residential road use only, accessed by side streets, as through traffic would be impossible.

Essentially what has / is being done with Vancouver in the downtown area.

People who live here need to get to five corners for essentials on a regular basis.

Most people walk and many use mobility devices.

Why is this not the focus of the city?

Government street makes sense as a bike lane route, as it will continue the existing downtown network that currently 'disappears' near the Empress. This would allow those able / wanting to cycle to access Dallas and the new path over the sewer line. This route makes sense, although residential parking will be an issue.

Michigan is probabilistic. It is narrow and congested to the point vehicles have to pull aside to allow oncoming traffic. Midweek, after dark, it is parked out with residential parking on both sides of the street. Where are displaced residents supposed to park, if parking is eliminated on one side? What about parents dropping young children off at South Park school? Does the fire hall want to have to deal with cyclists in an emergency? Michigan does not connect directly to five corners, the major destination of most James Bay residents.

Positive aspects of Michigan is it would meet an existing access to Beacon Hill and would provide convenient access to the new medical centre.

Superior has more going for it than Michigan, but also problematic aspects. It already has bike lanes on it near the legislator and would connect well with the downtown bike lanes. Superior has far less residential parking than Michigan, so there would be less impact on those who live in James Bay.

It is also significantly wider than Michigan and could better accommodate a dedicated bike lane for this reason.

Downsides compared to Michigan is that it currently has no direct access to Beacon Hill. It also is further away from five corners and therefore would be of less use to James Bay residents.

The major problem I see with Simcoe is that it is now the major arterial route for accessing hotels and condo's on top of cruise traffic. This traffic is likely to increase over time, not decrease. Putting a 'strangle hold' aka 'traffic calming' on Simcoe is simply going to push traffic from this primarily non-residential street onto other residential streets in James Bay. Streets that are less wide and were never built for the level of traffic that Simcoe is able to handle in it's current form.

I would like to see more focus by the city on the needs of James Bay residents, not visitors or those in James Bay for recreation.

There should be more focus on five corners as that is the main destination of those who actually live here.

Toronto / Simcoe would provide an east / west route directly to five corners, while still providing the same access to Fisherman's Wharf area.

Residents who mostly walk and would benefit greatly from wider, non-obstructed sidewalks that could accommodate mobility devices.

Please give the needs of those who walk and want access to five corners more consideration.

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 4, 2021 8:19 AM  
**To:** Engagement  
**Subject:** RE: Comments on James Bay Cycling Routes Survey

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Great, if you can keep this feedback with any others, we will come and compile once I get someone into this position

Cheers  
Sarah

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**From:** Engagement <engage@victoria.ca>  
**Sent:** March 4, 2021 8:08 AM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Subject:** FW: Comments on James Bay Cycling Routes Survey

Morning,

I've forwarded the feedback about the registration to our contact at Bang the Table. Here are some comments on the James Bay Cycling route survey.

Barbara

**From:** S. 22  
**Sent:** March 4, 2021 7:55 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Comments on James Bay Cycling Routes Survey

1. Despite repeated attempts the site would not let me register - it kept rejecting postal code and passwords.
2. I did see the presentation and I studied the plans/alternatives.
3. Overall comments are:
  - Cyclists will continue to use the "scenic route" - Belleville, St. Lawrence, Erie Street, Dallas Road. Put the cycling routes where they "de-facto" are and will be used - don't try to change behaviour.
  - Accept that there will be traffic congestion on Dallas Road - especially with cruise ships returning. Limit cruise ships as necessary and use electrified buses so cyclists don't have to follow diesel buses.
  - Use Menzies as a route - it is where the town centre is and none of the other routes provide a connection to five corners.
  - Use Superior as the alternative east-west route - the design is good.



## Dale Vanelli

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**From:** Engagement  
**Sent:** March 1, 2021 9:14 AM  
**To:** S. 22  
**Subject:** RE: James Bay Bike Lanes and Traffic Calming

Dear S. 22 ,

Thank you for getting in touch with the City of Victoria.

Your email has been received and will be added to all feedback that we collect during the engagement process.

We appreciate your feedback and preference for no additional infrastructure on Government Street to connect James Bay to the downtown cycling network in order to maintain vehicle traffic flow.

To clarify, the proposal for Michigan (one of two options for east-west routes) is not to add bike lanes. The design approach is a shared road design – this means that it focuses on traffic calming to create a more comfortable shared road environment. On-street parking would remain in place, posted speed would be lowered and speed humps added. A west-bound traffic diverter is proposed at Menzies and Michigan.

The other option is for all circulation to remain as is and protected bike lanes to be added on Superior Street.

Should you wish to weigh in on a preference for one of these east-west routes, we encourage you to fill out the survey at:

[All Ages and Abilities Cycling Network | Have Your Say \(victoria.ca\)](#)

Otherwise, your correspondence will be shared with Mayor and Council later this spring,

Kind regards,  
City of Victoria

**From:** S. 22  
**Sent:** February 23, 2021 11:10 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Bike Lanes and Traffic Calming

Hello,

I recently received a letter asking for input on proposed bike lanes for James Bay.

I live on Michigan St. Were you to live on Michigan St. it would be apparent every day that it is too narrow as it is. Adding a bike lane to it just doesn't make sense. Superior St already has bike lanes near the library, why not continue those?

If you live in James Bay you know the biggest traffic problem we have is getting in and out of James Bay and getting through downtown. Taking lanes away from Wharf St, and Government St in front of the Empress Hotel have only made matters worse. Crippling whole streets like Vancouver St., Government St., and Humboldt St. have also added to the problem. The less ways there are to get in and out of James Bay/downtown the more we sit idling in our cars, creating more greenhouse gases.

My brother from out of town was beside himself 2 summers ago trying to drive through downtown on Douglas St. I also had no relief from the congestion from 3-5pm that summer even going all the way over to Cook St. to try and get into James Bay.

James Bay is primarily a residence for the over 65 crowd. You're not going to get a lot of health compromised 80 year olds out on bikes by making things more congested to provide bike lanes.

We have had some traffic relief with covid, but cutting off through ways and reducing lanes at a time when density is rapidly increasing makes for more congestion and more wasteful emissions.

I say this as someone who was hit by a car on my bike: when you are doing this planning an important question to ask yourselves is, "Does this proposal create more congestion and less traffic flow?" Unless creating more emissions is the price you want to pay for your bike lanes.

S. 22

## Dale Vanelli

---

**From:** Sarah Webb  
**Sent:** February 26, 2021 4:20 PM  
**To:** Engagement  
**Subject:** RE: Please phone this person re: Government Street

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Taken care of  
SW

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

From: Engagement <engage@victoria.ca>  
Sent: February 23, 2021 12:40 PM  
To: Sarah Webb <swebb@victoria.ca>  
Cc: Engineering Email inquiry <eng@victoria.ca>  
Subject: Please phone this person re: Government Street

Hi Sarah,

I just spoke to <sup>22</sup>S. and she was able to access the Engagement portal, but would like someone to call her to address specific questions she has. Her questions are related to Government Street and include street parking, traffic calming, whether the street will be one way and if the street will be widened (she was clear that she did not want this to happen). I told her someone would call her in the next day or so.

S. 22

Thanks,  
Barbara

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

From: Engineering Email inquiry <eng@victoria.ca>  
Sent: February 22, 2021 1:59 PM  
To: Engagement <engage@victoria.ca>  
Cc: Engineering Email inquiry <eng@victoria.ca>  
Subject: FW: S. 22

S. 22

Lives on government Street in James Bay - just received letter. The engagement portal doesn't work for her, but anyway - she would like to speak with someone about this.

S. 22

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

From: UnifiedMessaging@victoria.ca <UnifiedMessaging@victoria.ca>  
Sent: February 22, 2021 1:53 PM  
To: Engineering Email inquiry <eng@victoria.ca>  
Subject: S. 22

Please see the file attached.

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** February 26, 2021 1:29 PM  
**To:** Engagement  
**Subject:** FW: Letter response: 2021-02-22 S. 22 - James Bay Cycling

**Categories:** Tracked To Dynamics 365 (Undeliverable)

For our records

No action required just save for purposes of document collection for the engagement process.

Sarah

---

**From:** Lucas De Amaral <LDeAmaral@victoria.ca>  
**Sent:** February 26, 2021 1:26 PM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Cc:** Julie Robson <jrobson@victoria.ca>  
**Subject:** Letter response: 2021-02-22 J Jones - James Bay Cycling

Hi Sarah,

Please see the attached letter. Let me know if you think a response is needed or if me sharing this feedback with you is sufficient. If you would like to send a response, I will coordinate getting it out I just need some suggested wording.

Thanks!

Lucas de Amaral  
Correspondence Coordinator

Mayor's Office

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



## Dale Vanelli

---

**From:** Engagement  
**Sent:** February 25, 2021 2:42 PM  
**To:** S. 22  
**Subject:** FW: Feed back on bicycle lanes

Hello S. 22

Thank you for getting in touch with the City of Victoria.

Newspaper ads have been placed in the Times Colonist (publication date: Feb. 20), Victoria News (publication dates: Feb. 18 and March 11) and Monday Magazine (March edition).

COVID-19 has certainly changed the way that municipalities collect feedback from the public. Instead of walking tours, community meetings and open house events, we are increasingly relying on tools like digital surveys and on-line forums. Having said that, we have received your email and will add this to all feedback we are collecting.

We appreciate that as someone who has been cycling for several years you do not see a need for infrastructure investments in James Bay.

If you would also like to speak to a staff person on the phone with any additional comments, we can arrange for this.

Kind regards,

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



**From:** S. 22  
**Sent:** February 25, 2021 12:25 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Feed back on bicycle lanes

I filled out your survey. Not easy to get to as you have to register and then go find the survey. Not really designed for seniors, many of whom do not have computers. I have looked for your promised ad in the paper and have not seen it. I assume you are planning to publish a phone number.....Have you monitored the traffic in James BAY? Does it really necessitate protected bike lanes. Not from where I sit. I live on the 17th floor and I watch the traffic in James Bay. Never seen a problem with too much traffic or a problem with bicycles. I have ridden a bicycle in James

BAy for 60 years. Never a problem. You will create a problem for parking and businesses that rely on parking. You will create congestion and contribute to anxiety in a population that already has enough to worry about. Give your head a shake. Go do something useful.

S. 22

## **JBNA March 10, 2021, ZOOM MEETING: Cycle Lanes**

Notes taken by Trevor Moat

173 registered, 137 attended (78%) with a peak attendance of 126

- Marg reviewed announcements covering various topics of City interests. The focus of this meeting concerns feedback to the City regarding proposed bicycle paths in James Bay.

Marg reviewed transportation history in James Bay concerning bicycles. Biketoria proposal from 2016 was mentioned. JBNA opposed that proposal due to potential obstructions with commercial activity. In 2016-17, JBNA was contacted by James Bay residents and responded to direction from City Council to consult and make recommendations to the City from a residents' perspective of modes of transportation. Over 500 people responded to JBNA's Getting Around James Bay survey.

Study confirmed that people in James Bay walk, primarily, within their community. In and out of the community, people drive, bike, walk, or take transit, in that order.

A second JBNA project was "Live on Douglas", an initiative to connect the waterfront with downtown for alternate modes of transportation (and reflective of the DVBA Douglas visioning initiative). Part of this initiative included the realignment of Mile Zero. This was supported (funded) by 8 other JB organizations. Capital Park improvements resulted in a number of changes mandated by the City. The City also asked BC Transit to place their downtown hub in James Bay, on Government.

Oswego was JBNA's preferred NS route, however, this street switches widths three times over its length, and is therefore unsuitable for protected bike lane the whole way. JBNA realized it did not have the technical information to make recommendations. Since 2018, however, many changes have taken place.

Vancouver Street will now be a major bike lane feeder to James Bay. Superior Street has dedicated bike lanes in front of Capital Park. The Urgent Care Centre was completed on Michigan Street, amongst other changes. South Park School is now a catchment area for downtown children. Developments (high-rise) on Michigan west of Menzies are more than 100 parking spots light of Schedule C.

Sarah Webb Manager of Transportation Planning and Development for City of Victoria, joined by Tim Hewett, Pam Lloyd, Nick Armstrong. Presentation given (no notes taken during presentation).



## Dialog portion

**S. 22** : It will be hard for JBI to carry on business they have a lot of seniors who use walkers. Many guests used the hotel zone parking to unload their baggage. Our parking lot is often full, making food deliveries difficult those trucks use our hotel zone. This feels like a difficult change to incorporate bike lanes in front of JBI. I think it should be open, perhaps with traffic calming and speed reduction tools like speed humps.

SW: There is no dedicated bike lane proposed in front of JBI shared road design here. I hear your concerns about passenger loading areas. I heard the importance of retaining service vehicles and passenger access.

**S. 22** : Are we looking at a one-way street on Government between Michigan and Superior?

SW: Yes, between Michigan and Superior would be one way, Northbound.

**S. 22** Have the needs of kids at Michigan School been considered? Regarding the traffic circles great for cars. I live on Toronto Street major through-road. People speed on this one-way street, and there seems to be no enforcement. I am worried about spillover from traffic-calmed roads. We need calming measures on Toronto too.

SW: I spoke with South Park Schools we are consulting with them. We are also proposing traffic circles at Michigan/Montreal. We need to look at other streets too for traffic calming I agree with your concerns regarding spillover.

David Booth (owner of Birdcage Confectionary for 4.5 years) We live here; our children attended South Park school. We are concerned with traffic changes from Michigan to Superior on Government. We receive large truck deliveries Monday to Friday. Will our commercial loading zone be preserved? If all the trucks driving South on Government where parking will no longer be allowed, these trucks will be forced to go through the school zone to get to our commercial property. I am concerned about that. I appreciate some of the design elements, I'm not opposed to bike lanes, but this is a big change on this block.

SW: Under the current plan, yes, the commercial loading zone would stay. I heard your concerns about truck traffic.

SW: We recognize that some people like traffic circles and others don't. Horses, pedestrians, bikes, cars have different needs and we need to address those.

**S. 22** : I live on Michigan Street. Even without bike lanes, it's a disaster. We have parking both sides of the street and two-way traffic. It is hard to understand how you can propose Michigan be used for bike lanes. I know people on Superior think the same. The

most interesting route to me is along Belleville, past the legislature to Fisherman's Wharf. This seems like a good option to me. Neither option is a good one to me Belleville would be my choice.

Marg: On Michigan we have much construction and several locations with parking that does not meet Schedule C parking minimum requirements.

S. 22 : I am a reborn cyclist because I feel safe using bike lanes. I don't see Government Street as a place where I would feel comfortable riding. None of these options connect the five corners area. Why was Menzies not considered?

SW: Menzies was identified as a key opportunity by the JBNA, but not seen as a near-term priority. We are working on a priority basis. Menzies did not have the same support due to commercial vehicles needs and on-street parking.

S. 22 : There have been calls or traffic calming for a long time. It seems South Park will be served by a bike lane, but not Oswego Street School. Why?

SW: Oswego didn't work because we would need to remove almost all on-street parking. Montreal is still adjacent to the schools, and that provides a bike route to it from the North and South. I hear you would rather there be bike options on Oswego I heard you.

S. 22 : Traffic circles are a great idea it calms traffic. We need to re-examine the Belleville connection. I cycle or walk everywhere. I don't feel safe using the Dallas Road cycle path because there are too many mixed modes of transportation. It is dominated by certain groups I feel safer on the road. I am concerned about cycle paths in front of the Empress with all the tour buses unloading. I have had close calls on Wharf Street. Over the bridge I am fine, not Dallas, not Wharf, not Humboldt. We have many cyclists in James Bay. Government is great as is I don't want to see any changes here.

SW: The Dallas Multi-Use path was a decision of council. It is multiuse for 18 months due to demands for access to waterfront by different modes. It's temporary we will solicit public input in 18 months. The driver for two-way traffic in front of the Empress was to support buses and tourists on Government. I see much support for Belleville Street, and concerns over business complexities.

S. 22 : I think traffic calming is a neighbourhood-wide issue. I see traffic moving at high speeds. This is a separate issue. We live in the central East part of James Bay. I thought Oswego would have been a good option it seems wider to accommodate bike lanes. When we cycle, we leave James Bay via Government. We like it as it is now. We find that with all the smaller streets quite reasonable for biking. I echo Linda's comments we need a route into the Five Corners. There is a not a lot of need for parking on the West side of Menzies. It's also wide could be a good option for two-way cycling.

SW: I hear your thoughts. Five corners is feedback we have heard very clearly. Protected bike lanes on Menzies was not shortlisted for consideration. Menzies is a higher volume street. I heard your request for traffic calming.

S. 22

I live at Dallas and Boyd. I have a problem with the one-way portion of Government in front of the Legion between Superior and Menzies. You will create confusion because there are multiple one-way streets here Toronto, Simcoe. One way on Government is not a great idea. The traffic circles are not suitable for buses you need space for them. It's hard for trucks and buses otherwise. Please pay attention to this. I need to drive now not able to walk. I find it frustrating, but I love it here. I am retired and I can take my time, but some of us can't walk.

SW: I am seeing lots of comments in the chat too. I am hearing your remarks about traffic circles. Some of the comments I have heard indicate we might not need to make changes to Government Street. I hear also that you need to use your vehicle.

Marg: On Superior, there was a conversation with BC Transit to move bus stops. There seems to be more living on the South side than the North. BC Transit should be consulted.

SW: We will be exploring bus stop consolidation with BC Transit. Our decision North/South was based on numbers of driveways primarily. We would also like feedback on how parking is managed residential only, time-limited, how is it best allocated?

S. 22

: I bike in and out of James Bay I've been doing that for 25 years. I am not seeing many problems. Can you tell us what evidence there is that an additional E-W corridor is needed?

SW: Biketoria nominated Belleville as an E-W route, but the neighbourhood and businesses did not support that option. We were asked to look at other E-W routes. We wanted to provide connections through the network.

Marg: The provincial Government also concerned about Belleville by the COHO/Clipper.

S. 22 : Do you have evidence that biking on these streets is dangerous?

SW: We have heard from people that there is a desire for biking for all ages. We are consulting you for this now. We are building 32km of cycling infrastructure and want your input.

Marg: There are comments in the chat that traffic problems have occurred because City has not responded to demands placed on streets by Cruise Tourism both smaller and larger streets. Our data show that Oswego and Superior are the worst, followed by Douglas and Dallas.

S. 22 I don't really understand what problem we are trying to fix. What's the problem in James Bay?

Marg: This City-driven initiative is part of Council's Strategic Plan. Council wants 32km of bike lanes in their strategic plan by the end of 2022.

SW: That is correct. We are early on in the design stage and no final decisions have been made. There is still time to change.

SW: I want to speak about horse and carriage too. Menzies, for example there are zones at the foot of Menzies already. We have a template at the city to look at these vehicles and model them for access. We have approved routes. We will meet with operators and gather their feedback. We will review the entire chat in this meeting as well.

Marg: I hope you will come back Sarah we can arrange another meeting.

SW: We have a formal on-line survey.

S. 22 I want you to reconsider Oswego I think you gave it short shrift. Now Michigan do you intend to close Eastbound traffic at Menzies? At present trucks deliver to Red Barn turn left onto Michigan from Menzies. How will they make their deliveries? From down Michigan through the school zone?

SW: We are asking for your feedback on that. That is one option.

S. 22 There is a bus stop outside the Red barn, so they would have to come west along Michigan from Douglas. Government and Belleville the proposal is to lose the slip lane, to make it a bike lane to go right. That creates a bottleneck for people going south on Government one lane for left and straight-through. This will create a serious problem.

Marg: People west of Menzies how will they get to the urgent care centre? Blocking access to Life Labs from Menzies is a serious problem. Our population will continue aging for the next 20 years. Access to Life Labs will be critical in these times. My concern is we are trying to fix some problems that doesn't exist, at the cost of the residents who live here.

S. 22 : There is also the fire station on Michigan how will this street be navigated by all these complex needs?

S. 22 : I am multi-modal. I will speak as a driver. Closing Government South bound and Michigan Eastbound makes the only access Douglas, past the school zone, onto Toronto, and onto smaller streets like Parry and Heather. I have a major issue with that. I am all in favour of bike lanes, but those are my major complaints. The only trouble I have is Government in the transit zones. I support the Belleville option as well.

S. 22

Government, between Niagara and Battery what is the rationale for removing parking on one side.

SW: It helps create traffic calming. We are following Engineering standards to slow traffic.

Marg: We have had much feedback from Lower Government. Seniors don't want to have to cross the road to pick up transit.

SW: I am aware that people have written in requesting a passenger zone on East side at #25 Government.

Marg: Is there a problem with the left turn off Government at Dallas?

SW: The intent is to make the target of 1000 vehicles per day. We collect data at various points and times.

S. 22

Can you give us the email address again please?

SW: [engage@victoria.ca](mailto:engage@victoria.ca). The survey is at [engage.victoria.ca](http://engage.victoria.ca).

S. 22

Be cautious and move prudently. How much really needs to change? What we have now is working well. Less would do fine paint preferred over concrete. Let's not overdo it. I am a cyclist and I think Wharf is one of the worst areas for cyclists.

SW: We are not in any rush this is a new process. We have a few more weeks for consultation. Someone brought up the 4-way stop at Montreal/Niagara and at Michigan/Menzies, regardless of bike lanes. We have heard those concerns. We have 350 responses so far, and this dialogue tonight has generated some new ideas. This is what we are looking for.

Marg: Thanks to City Staff tonight.

S. 22

We do have traffic counts 2250 vehicles for Government north of Simcoe, but we don't know if that is on a cruise day or not.

Marg: The count for of traffic on Government from Dallas to Simcoe would be very different much lower.

SW: We are using new traffic measurement technologies now.

Feb 22, 2021

MAYOR'S OFFICE

FEB 26 2021

VICTORIA, B.C.

Mayor & Council

Re: James Bay Bicycle Paths

I understand that feedback via taking a survey is forbidden to all persons who decline to register online. Therefore I am writing to provide feedback on the planned bicycle routes in James Bay specifically. Government, Michigan Superior & Memorial Streets.

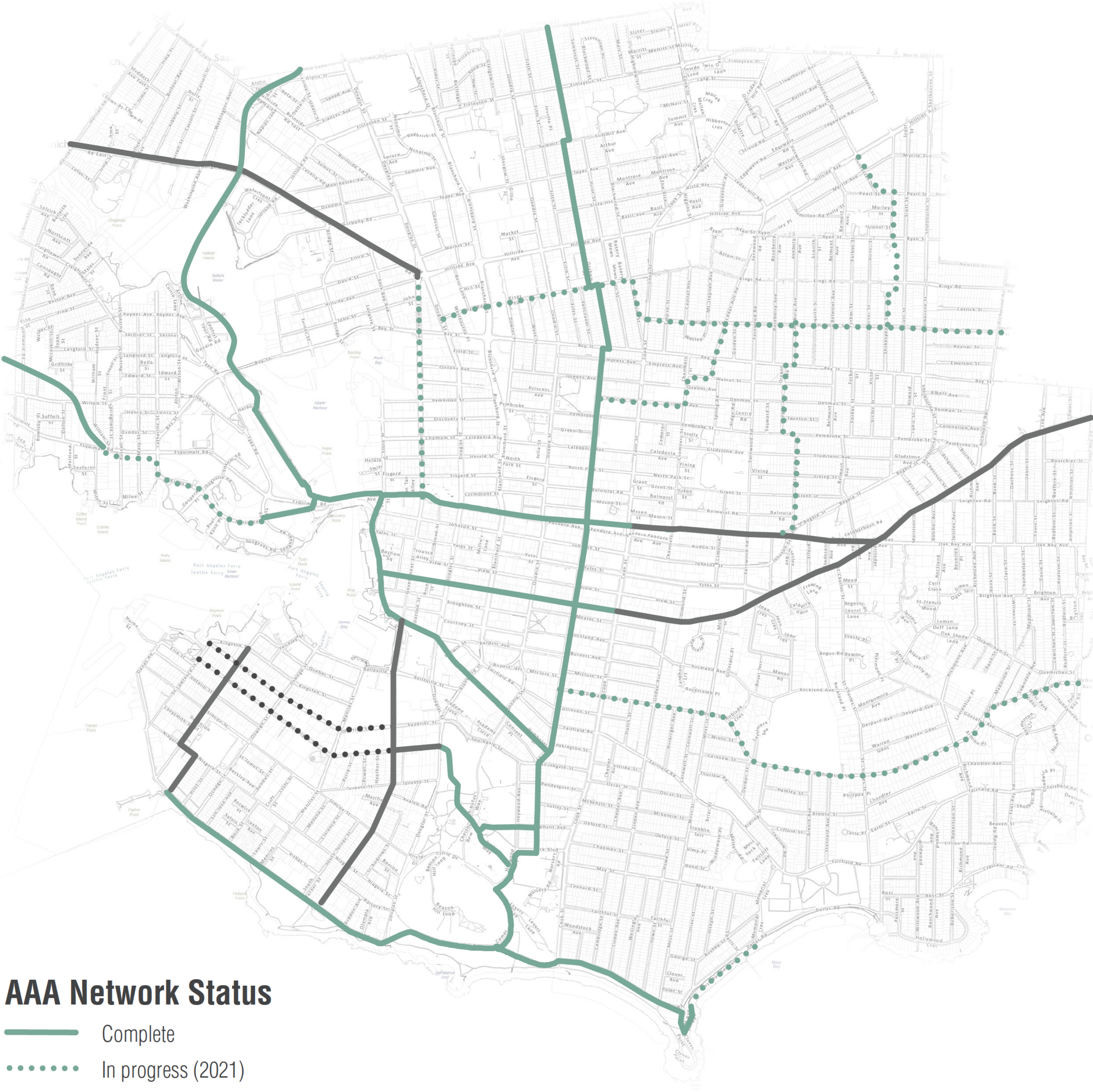
As a regular cyclist I find these streets safe and feel quite comfortable cycling these streets at all times. I have noticed, as a cyclist, how concrete dividers and other separation methods cause congestion and hazards to cycling & driving & walking. There is no necessity to add barriers & further congestion on neighbourhood. Please do not proceed with this project.

The funds saved could be used to assist the homeless camped across the street (Michigan).

Sincerely

S. 22





# AAA Network Status

- Complete
- In progress (2021)
- 2022 Project Corridors
- Alignment Considerations



**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** Bike lane on Michigan. St.  
**Date:** June 3, 2021 9:08:00 AM

---

Hi S. 22

*Thanks for providing feedback regarding investments in Michigan Street. Your email has been received and will be included in the staff report to Council this summer.*

*Please note that Michigan street is one of two east-west candidates. The designs do not include protected bicycle lanes. The concept is painted advisory bike lanes from Douglas Street to Menzies Street and a shared-use neighbourhood bikeway from Menzies Street to St Lawrence Street. In terms of parking, 92% of the on-street parking supply will remain.*

*The plans for All Ages and Abilities cycling routes in James Bay are part of the larger 32km network the City is aiming to complete by the end of 2022 as per Council direction, and align with the City's Official Community Plan, Sustainable Mobility Strategy and Climate Leadership Plan. The City has one of the fastest growing populations of people who ride bicycles.*

*We encourage you to review the revised designs and watch the corridor video at [engage.victoria.ca/aaa-cycling-network](https://engage.victoria.ca/aaa-cycling-network). You can also fill out the survey to register your preference for Superior Street if so desired.*

*Thanks*

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** June 1, 2021 5:42 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Bike lane on Michigan. St.

In James bay the lots are very small and many have no place for parking so street parking is necessary to many residents. Michigan street is a vary residential street and there is parking on both sides of the street which is heavily used rendering the street to basically a one lane street which we residents manage without much difficulty. Motorists yield to on coming traffic, horse buggies and bicycle riders. We have been doing it for years. Constructing a dedicated bicycle lane is going to inconvenience most of the residents. In the block of Michigan St. between government and Menzies, There is already a bicycle lane on Superior St. one block up. Why create another bike lane on this



section of Michigan St. And then we we get back to more normal times and summer events are re started like bicycle races and running races around the legislature which entail the closure of bellview St, Government St., Menzies St., and Superior St. and all traffic trying to exit JMes bay comes up Michigan St, and turns onto Douglass to go north, a dedicated bike lane on Michigan St. will be a disaster. In past summers there have been many weekends when this traffic problem has occurred. Why does the city of Victoria feel so obligated to give preference to the relatively small population of people who use bicycled over the majority of Victorians who use cars, and try to make the lives of the majority miserable. There is something wrong with the concept that bicycle riders should not have to be competent. I am S. 22 and have no problem riding my bicycle up and down Michigan St the way it is now. The traffic on the street is not an issue. Your planed for a bike lane on Michigan St is totally unnecessary and a waste of money.,

S. 22

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S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** BIKE LANES JAMES BAY  
**Date:** May 27, 2021 12:45:00 PM

---

Hi S. 22

Thank you for sharing your feedback and comments regarding cycling routes in James Bay. Please note that the designs for Montreal Street is not bike lanes per se- the current design is for a shared use neighbourhood bikeway.

Your comments have been received and the email will be included with the staff report to Council this summer.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** May 25, 2021 12:11 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>; Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** BIKE LANES JAMES BAY

Good day!

First off, I'd like to say I'm a huge supporter of the bike lane network in place and indeed for the future plans however, I have one strong recommendation for the James Bay plan.

It appears the city intends on putting the lane down Montreal Street off Superior. I believe that is a huge mistake. Montreal Street is much too narrow and quite frankly, nondescript in terms of aesthetics compared to the other option that really should be considered. Know that I do not live on Montreal street, however I walk there daily and just think it's the wrong street to put the southbound section in the area.

I highly recommend you look at the "natural flow" of cyclists on a daily basis. I live on the junction of Erie and Dallas and have, through pure visual assessment and as a cyclist myself, determined that this is by far the better choice to put in the future bike lane.

Please consider it is much more scenic, literally ALL cyclists travel this route for its scenery and again, "natural flow" from the west terminus of Superior at St. Lawrence right at the highly popular tourist and local attractions at Fisherman's Wharf. The vast majority of cyclists ride here for the park, the

gastronomic offerings, and the wharf community itself so it stands to reason to put the lane through Superior-St-Lawrence-Erie-Dallas. The section of Erie and Dallas is wide enough and can even support further widening to support comfortable lanes for cyclists and vehicles alike. The west side of this section of Dallas has plenty of room between the established trees and the road itself to add as a minimum another two-to three feet of width. In fact, you may even consider widening the sidewalk itself, doubling or tripling the width to accommodate cycles. There are definitely options.

But Montreal is probably the worst option to consider. I very seldom observe cyclists traveling down Montreal (save for the locals who live on it) I would bet the cycling traffic would be minimal since, again, most if not all cycling traffic WILL want to pass Fisherman's Wharf with its park and restaurants and all around pleasant scenery.

I strongly urge you and your council/thinktank to do another walkabout in the area and see for yourself. I should mention, in closing, that I am not alone in this recommendation. In fact I would also recommend doing a "door to door" presenting both options.

Thank you for your time.

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
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Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
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**From:** S. 22  
**Sent:** May 25, 2021 12:11 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>; Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** BIKE LANES JAMES BAY

Good day!

First off, I'd like to say I'm a huge supporter of the bike lane network in place and indeed for the future plans however, I have one strong recommendation for the James Bay plan.

It appears the city intends on putting the lane down Montreal Street off Superior. I believe that is a huge mistake. Montreal Street is much too narrow and quite frankly, nondescript in terms of aesthetics compared to the other option that really should be considered. Know that I do not live on Montreal street, however I walk there daily and just think it's the wrong street to put the southbound section in the area.

I highly recommend you look at the "natural flow" of cyclists on a daily basis. I live on the junction of Erie and Dallas and have, through pure visual assessment and as a cyclist myself, determined that this is by far the better choice to put in the future bike lane.

Please consider it is much more scenic, literally ALL cyclists travel this route for its scenery and again, "natural flow" from the west terminus of Superior at St. Lawrence right at the highly popular tourist and local attractions at Fisherman's Wharf. The vast majority of cyclists ride here for the park, the

gastronomic offerings, and the wharf community itself so it stands to reason to put the lane through Superior-St-Lawrence-Erie-Dallas. The section of Erie and Dallas is wide enough and can even support further widening to support comfortable lanes for cyclists and vehicles alike. The west side of this section of Dallas has plenty of room between the established trees and the road itself to add as a minimum another two-to three feet of width. In fact, you may even consider widening the sidewalk itself, doubling or tripling the width to accommodate cycles. There are definitely options.

But Montreal is probably the worst option to consider. I very seldom observe cyclists traveling down Montreal (save for the locals who live on it) I would bet the cycling traffic would be minimal since, again, most if not all cycling traffic WILL want to pass Fisherman's Wharf with its park and restaurants and all around pleasant scenery.

I strongly urge you and your council/thinktank to do another walkabout in the area and see for yourself. I should mention, in closing, that I am not alone in this recommendation. In fact I would also recommend doing a "door to door" presenting both options.

Thank you for your time.

March 11, 2021

To Sarah Webb, and her team,

I was not able to get on the chat line last night or speak at the meeting because of a technical difficulty and would like to be counted in the chat.

There were a couple of comments on Michigan street and the one way that need clarification.

The space with the white line in front of the church across from the Red Barn is marked loading for the United Church. There is loading for the Red Barn complex in the complex. Suggest you instruct your ticket people to start monitoring.

If I am not mistaken the fire trucks come out of Michigan turn left go to Douglas and start their trip from there. That is why the big flashing lights are on Douglas/Michigan to warn motorists fire trucks are coming and as a crosswalk This keeps the trucks out of the residential street.

I am very worried about all these traffic controls how are people going to get out with all the concrete and circles and bumps in an emergency I live on Superior and we will be one the busiest streets to try to get out if there were an earthquake, a major fire or some other major problem like a gas leak.

I in the 100 block of Superior and I wanted to open a discussion regarding Superior I would have liked some input.

I have some questions and comments:

When and where were the traffic counts done for Superior that show on your presentation?

In my opinion as a person who walks and drives extensively in James Bay, there is no reason that a protected bike line is necessary on Superior past Menzies. At good portion of the traffic goes left or right at Menzies. The unprotected bike lane from Government to Menzies on the Parliament Building side seems to work and a lot of the cyclists turn left there.

The majority of cycling is done on weekends at least pre COVID and there is not the amount of trucks, vans on Superior on weekend as on weekdays. In 2019 I saw many times two or three cyclists riding side by side up Superior with no problems. A bike club used to ride down the street every Saturday and one night a week side by side with no trouble with traffic.

I firmly believe this protected lane is an overkill. I drove in Vancouver at least monthly prior to COVID and they have many streets there with far more traffic with marked bike lanes and no problems. Superior Street is not taking the congestion or the traffic that Hornby St is in Vancouver and I don't think you can compare. West 8<sup>th</sup> Avenue in Vancouver which is designated a bike lane is the size of Michigan and has lots of bike riders on it all the time with cars parked on both sides. Vehicles do not use the Street unless they are going home because there are so many bikes. I am not sure the street even has markings.

In the 100 Superior we have a major parking problem. We are losing a big number of spaces and being reduced to I believe 7 at the corner 2 in two locations. On the map where they show some parking is the loading zone for the store.



117 Superior has 3 on street spaces # 128 has 1; that leaves few spaces for visitors or people with 2 cars. There are 3 major businesses and 1 minor on our block. The Little Gem Grocery (lots of car traffic) Il Cova Restaurant (extremely popular lots of car parking) The Church of Truth which is actually a rental hall (every Tues/Thurs am and pm rental to choirs a lot of whom come in cars, Saturday night reception rentals mean more cars). Small retail in Il Cove complex. All wanting to use the few non-residential spaces around here. All summer we are the overflow parking for Fisherman's Wharf. Most of the Streets around us have *resident only* 24/7. There are, within a block, about 14 spaces with no restrictions. These will be used all the time by business parking. Will the city give us permits to give to our visitors or to residents who have 2 cars and no room in their driveways because of tenants etc? Or a better idea, reduce the amount of residential only parking. Also, in my block you are going to have more open space in your protected lane on the 117 side than closed because of driveways etc. How is the City going to solve all this? I am suspicious the 200 block has all the same problems.

**I would appreciate receiving responses to my questions, and the opportunity to talk to you directly,**

S. 22

## Comments on Cycling from e-mails etc:

I would like to see a traffic data report. When traffic taken off Government, or Michigan, or Montreal, what would be impact on near-by streets?

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Would net impact of driving time be increased or decreased for people having to get from one part of James Bay to another. For example, someone living on St James or Simcoe who needs to get to the Urgent Care on Michigan (set to be closed at Menzies)

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Took a quick look at the material. Seems like they are putting "traffic calming where it is not needed to accommodate bicyclists that will continue to use the roadways along Belleville, St Lawrence, Erie, and Dallas Road (where they put in bicycle dedicated pavement that is not used by the lycra road racer crowd). All of this without traffic calming from cruise tourism buses.

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I heard about this proposal and am not happy with it, as it will continue to increase the limitations of routes for cars, that has already been greatly altered in our town.

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we live on Michigan Street and have huge concerns about the plan. I have a few questions:

1/ On what dates were the traffic studies conducted?

2/ Residential traffic patterns in James Bay are wildly distorted due to street closures for special events (parades, bike races, marathons, festivals) and even more so by the arrival of hundred of thousands of cruise passengers. Cruises bring heavy traffic in the form of pedestrians, shuttle and tour buses, taxis and limos, pedicabs, and horse carriages through our residential area. What specific remedies are planned to integrate these heavy-users into the traffic flow of James Bay, particularly on Montreal and Government streets, which become veritable freeways from April through October every year.

3/ Was this bike lane proposal developed in conjunction with the Go Victoria Pedestrian Master Plan? If so, what specific recommendations were made to ensure pedestrian safety and are they reflected in the bike lane proposal? If the Pedestrian Master Plan was not considered, why not?

4/ What is the budget and plan for traffic law enforcement by vehicles (primarily speeding), bicycles (primarily not stopping at stop signs and riding on sidewalks and pedestrian-only paths), and pedestrians (primarily jaywalking.)

5/ What is the budget and plan for shared-road user education and signage? Rules of

the road and speed limits are not posted in a way and frequency that inform users of the safety requirements (no bikes on sidewalks, no pedestrians in bike lanes, etc.)

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People who live in James Bay do not have to be discouraged from driving, they already walk when possible. Driving within the neighbourhood occurs on a “need” basis.

I want to cycle easily, with minimum of hassle, to the university from 5-corners. Heading to Capital Park then east along Superior, then the cycle way ends. How will I connect to the new Vancouver route and NE from there?

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I am a homeowner on Montreal St. between Michigan & Ontario Streets. I am sure that the planners realize that there is no access from Quebec to Montreal, and we suspect that a resident outcry would ensue should the street be opened up. Speed bumps were installed a year ago in response to community outcry about taxis speeding towards Ogden Point. As an old area, the street itself is narrow, there is a mix of single family and multiple family dwellings, a dearth of private driveways with a consequent need of street parking. The age range of residents varies from seniors requiring access to their vehicles parked on the street and two neighbourhood day care centres. There are also 2 parks close-by. In my observation, cyclists seem to prefer the outside, more scenic and far less crowded outside route which takes them to Dallas Road. Traversing Montreal St. is frustrating for drivers; it would be no less so for cyclists and would add one additional safety hazard for residents of all ages.

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I would like to see a 4-way stop on Menzies, at Michigan. That would be much better than blocking Michigan eastbound.

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On days with parades or special events, it can take me 20-40 minutes to leave James Bay by car. Please please do not block off any streets.

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At JBNA meetings a few years ago I saw the traffic counts on streets. Oswego gets more speeding than most streets. Why is there no traffic calming along all of Oswego? Over the past few years there have been too many heavy truck vehicles barreling down the street.

Please leave Michigan alone. CRD housing to be replaced by a tower with over 100 apartments. The tall buildings by Irving don't supply parking. The only gas station for miles is a gas station on corner of Menzies and Michigan.

Can you do something about Oswego and Ontario. It is a T-intersection. I cross Oswego there to get to the parking area of the apartments on the east side. Cars on Oswego don't stop. Put speed bumps on Oswego to stop the speeding taxis.

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Where are scooters going to go. They shouldn't be zipping down the sidewalks. Will they be able to use any cycle lanes?

Why does West Song way say no skateboards or bikes but skateboards are permitted on sidewalks in James Bay where we have so many elderly people?

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1. Why is it necessary to have pull out for bikes at bus stops on Superior from Govt to St Lawrence Buses run during rush hour every 15 minutes after that every half hour if I am correct on weekends it runs every half hour . . . Surely riders can wait same as cars
  2. My neighbour and I have driveways right together and my parking place is right next to the driveway parallel to the drive will there be no barriers all this way for the bike riders or will I not be able to use my parking space which was okayed by the city
  3. What sort of preparedness does the city propose if we have to evacuate using Superior with all the bike lanes in the way and their pull outs for buses. Seems to me it would be easier to get out with out concrete barriers
  4. Why concrete barriers on Superior street not that busy
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Could you not put the Superior parking on the north side and relocate the bus stops, to St Lawrence and Oswego?

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I have watched the city video 3 times I think it is a time a drastic change at City Hall for staff and council U wud think after the parks mess they would learn something I remember going to the open house u had at JBNH lots of bike people and the girl presenting knew how to present. If they are doing all these things to Government St most of which are not well thought out they may as well just continue the lane down it to the water. They have made a huge mess on Wharf - someone is going to get hurt a biker almost hit me the other day going really fast around the turn and I was in crosswalk across bike lane

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My concern for James Bay is the increasing amount of graffiti, crime and personal safety concerns, especially with dangerous criminals and mentally ill occupying Beacon Hill Park. City won't clean up graffiti, says it's too expensive 😞 . What happens to residents and home values? Many of my friends are leaving. Tired of constant sirens and being afraid.

Bike lanes on too narrow streets are another punch in the gut. How will emergency vehicles be able to get safely to their destination?

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Is the City really going to place a bike lane in the way of the only gas station for miles around at Menzies/Michigan corner?

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1. Most people who live in James Bay travel either on foot, by scooter or by car, so the

proposed AAA cycle routes through our community are not intended to help us. Improving sidewalks (narrow, cracked, uneven, blocked by hydro poles/signage) in James Bay for people who live here and use them every day, is more important than adding kilometers to the city cycling network.

2. James Bay has limited access to Greater Victoria because it has water or parkland on 3.5 sides. At present, Government Street and Douglas Street offer direct north/south access, while Superior Street and Dallas Road offer direct east/west access into/out of our community. We can't afford to lose functionality on any of these routes, because ...

3. Blockage or obstruction of the main roads will divert traffic to smaller side roads that are even less able to handle it.

4. Many homes in James Bay don't have off street parking, so road constrictions will worsen the problem of finding room for service vehicles.

5. Most parades, protests at the legislature, ship and ferry arrivals, festivals, road races, and other special events held in Victoria not only increase traffic in our neighbourhood, but also make it very challenging for people who live in James Bay to get in/out when they need to.

6. Realistically speaking, how can emergency access and public transit be maintained where parking on both sides of the street is permitted? On Government Street for example, cars have to pull over now to let service and emergency vehicles go by, and parking is currently permitted on one side of the street.

This plan offers nothing but aggravation to residents of James Bay. The JBNA and the people of James Bay need to reject it.

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I'm a cyclist and generally support bike lanes, but I have some questions for the bike lane proposal presenters tonight.

1. I recall that one of the purposes set out for neighbourhood bike routes was to provide safe connections to our two schools on Michigan and Oswego. Additionally, there have been calls to reduce traffic speed on Oswego for as long as anyone can remember. One way or another it seems South Park will be served by a bike route, but The Community School and Centre not. Why was Oswego rejected for a shared road style bike route? Can this be reconsidered?

2. As I understand the scenario for Michigan St. it is to be closed to east bound traffic at Menzies. Presently trucks delivering to the Red Barn turn onto Michigan from Menzies to use the loading zone in front of the United Church. How will deliveries be made if the intersection is closed? With south bound traffic halted on Government it seems the only access would be from Douglas through the South Park School zone. Can this be the intention?

3. There is a bottle neck for south bound traffic on Government at Bellville due to vehicles turning east. How will this be addressed in the reconfiguration?

Thanks for your continuing work for James Bay.

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1. Please speak to what consideration has been given to the increased traffic that is to be expected on Paddon Avenue, and vehicles maneuvering through the T- intersection on Battery Street, when turns onto Government Street are no longer permitted off of Dallas Road and what modelling has been done.

2. What consideration has been given to the loss of visibility for the Bird Cage Grocery on Government Street when southbound through traffic is no longer permitted. In addition, the impact of diverted traffic on the South Park School Zone on Douglas Street. Also Superior Street traffic moving east already experiences significant backups at Douglas Street. What consideration has been given to the routes that homebound residents of east James Bay will have available to them when they are returning from Victoria West or the Old Town area.

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My question: how are the new bike lanes going to impact parking for James Bay residents, and for their guests and service people who come to our homes and apartments? We cannot afford to lose parking.

Parking is already at a premium here, in this densely populated part of Victoria. My street (Michigan) is always crowded with cars, so clearly the people need the parking. The people on Simcoe lost parking with the addition of "walking lanes." Further encroachment on the convenience and ability of people to live in and commute from James Bay needs to be prevented. Many more people drive than use bicycles. Many of us simply cannot use bicycles due to physical, age, or health limitations.

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One concern is 25 Government st (40 suites) has a 3 minute zone greatly used by our aging residences some with mobility issues.

How will they be included in this plan, if the parking is moved to the other side of the street ?

Not being able to turn off Dallas on to Government, restrict residents access to their street and will put more traffic on Niagara and Battery street, which are very congested already.

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As a cyclist, I do not feel safe in the cycle path along the waterfront, east of Ogden Point. There are too many non-cycle users. We compete with in line skaters, scooters, one-wheel thingies, electric bikes, joggers, and many others. Do other cyclists feel safe?

I find it is better and safer in the car lanes.

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I'd like to know/see the results of any over-all traffic flow studies that were carried out that determined that the main access corridor, Government Street, is best suited for vehicle restrictions and conversion for primary use as a bike lane corridor? Were these studies done during both tourist and non-tourist season? Weekdays vs. weekends?

I's like to know how traffic patterns are expected to shift and to which roads and how emergency service vehicles will be effected for emergency calls? Are there expected extended response times to access areas normally using the proposed bike lanes that will then be impeded by infrastructure additions in combination with traffic restrictions?

I'd like to know what consultation was done with directly effected residences and the results of that polling. (Not polling of non-effected non-residences and pro-bike activists, but the neighbours and commuters whom will be directly impacted by these changes,)

I'd like to know how businesses that will suffer due to restricted/loss of parking and tourist business related road access loss along proposed corridors will be compensated if at all?

I'd like to know what other options were considered and rejected including a "do nothing" approach?

I'd like to know the historical stats on bike related injuries in the JB corridors that are a result of motorized vehicle/bike conflict that warrants this expenditure?

I'd like to know how the changes to the intersection of Government Street and Dallas Road will affect side streets?

I'd like to know how removal of the sweeping curve of Douglas to access Dallas road will affect traffic patterns and side streets?

I'd like know the results of any studies on bike riders and traffic law compliance especially obeying stop signs, one ways, street vs. sidewalk usage and wearing of helmets?

I'd like to know what number and what percentage that number reflects of JB residences, that are expected to use the bike lanes for daily commuting to work? and/or use for recreation and how often?

I'd like to know how many non-JB residences are anticipated to utilize these bike lanes and how often?

I'd like to know how the areas school zones will be affected by increased traffic due to further congestion on side roads due to main corridor restrictions? South Park school for example?

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I am a bit confused how this whole plan meets the needs of the residents of James Bay, most of whom are older and walk.

Would those who live in James Bay perhaps not be better served by widened sidewalks with no obstructing utility poles on Toronto / Simcoe, which lead to 'five corners' the major destination for most residents?

Bike lanes for the visiting 'spandex set' could be achieved at minimal cost by blocking off Toronto / Simcoe every few blocks. This would mean residential road use only, accessed by side streets, as through traffic would be impossible.

Essentially what has / is being done with Vancouver in the downtown area.

People who live here need to get to five corners for essentials on a regular basis.

Why is this not the focus of the city?

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Have you conducted a survey to learn how many people actually own bikes in James Bay and would use the lanes? As opposed to the number of senior people who use electric wheelchairs and are in constant danger of being run down by the cars that speed through our neighborhood? My guess is that the need to protect the wheelchairs is the greater one.

## Website:

The problem is not bikes or cars it is the dogmatic AAA drive by Council which forces staff to over design cycling infrastructure. Just look at the disaster unfolding on Vancouver Street — AAA design has killed a natural bike route. JB does not need AAA bike paths. Road humps and slower speed limits OK but closing Government at Michigan to through vehicle traffic for example is ludicrous. Anyone remember a few years ago? — a climate change protest at the legislature and the police incident on Dallas Road in BHP caused a horrific traffic nightmare. I was trying to get out of JB but was stuck in traffic as ALL traffic was funnelled through a choke point at Superior and Douglas! JB is an “island” with only a few vehicle routes out — putting in AAA bike lanes into JB will be a disaster. And I’m an avid cyclist! Council needs to drop the AAA dogma for JB and direct staff to rethink this matter.

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Have lived in James Bay around twenty-five years, both as a renter and an owner. I am male and **S. 22**

Use the downtown bike lanes and they are appropriate for that demographic.

That being said, I am a bit confused how this whole plan meets the needs of the residents of James Bay, most of whom are older and walk.

Would those who live in James Bay perhaps not be better served by widened sidewalks with no obstructing utility poles on Toronto / Simcoe, which lead to ‘five corners’ the major destination for most residents?

Bike lanes for the visiting ‘spandex set’ could be achieved at the same time, for minimal cost by blocking off Toronto / Simcoe every few blocks. This would mean residential road use only, accessed by side streets, as through traffic would be impossible.

Essentially what has / is being done with Vancouver in the downtown area.

People who live here need to get to five corners for essentials on a regular basis.

Most people walk and many use mobility devices.

Why is this not the focus of the city?

Government street makes sense as a bike lane route, as it will continue the existing downtown network that currently ‘disappears’ near the Empress. This would allow those able / wanting to cycle to access Dallas and the new path over the sewer line. This route makes sense, although residential parking will be an issue.

Michigan is probabilistic. It is narrow and congested to the point vehicles have to pull aside to allow oncoming traffic. Midweek, after dark, it is parked out with residential parking on both sides of the street. Where are displaced residents supposed to park, if parking is eliminated on one side? What about parents dropping young children off at South Park school? Does the fire hall want to have to deal with cyclists in an emergency? Michigan does not connect directly to five corners, the major destination of most James Bay residents.



Positive aspects of Michigan is it would meet an existing access to Beacon Hill and would provide convenient access to the new medical centre.

Superior has more going for it than Michigan, but also problematic aspects. It already has bike lanes on it near the legislator and would connect well with the downtown bike lanes. Superior has far less residential parking than Michigan, so there would be less impact on those who live in James Bay.

It is also significantly wider than Michigan and could better accommodate a dedicated bike lane for this reason.

Downsides compared to Michigan is that it currently has no direct access to Beacon Hill. It also is further away from five corners and therefore would be of less use to James Bay residents.

The major problem I see with Simcoe is that it is now the major arterial route for accessing hotels and condo's on top of cruise traffic. This traffic is likely to increase over time, not decrease. Putting a strangle hold' aka 'traffic calming' on Simcoe is simply going to push traffic from this primarily non-residential street onto other residential streets in James Bay. Streets that are less wide and were never built for the level of traffic that Simcoe is able to handle in it's current form.

I would like to see more focus by the city on the needs of James Bay residents, not visitors or those in James Bay for recreation.

There should be more focus on five corners as that is the main destination of those who actually live here.

Toronto / Simcoe would provide an east / west route directly to five corners, while still providing the same access to Fisherman's Wharf area.

Residents who mostly walk and would benefit greatly from wider, non-obstructed sidewalks that could accommodate mobility devices.

Please give the needs of those who walk and want access to five corners more consideration.

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I am a resident of James Bay So many of the comments already submitted have voiced my concerns. Increased congestion, complicated traffic flow, reduced residential parking, unnecessary expenditure at a time when, due to Covid, City Council should be careful with our money. I can't help feeling that at the root of all this is the complicated mathematics of perceived Carbon reduction at the expense of common sense.

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Calming circles on all cross streets of the bike path system are preferred. These provide for slower traffic and more orderly crossing than the stop sign system

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Government Street is such a wide street for vehicles and bicycles, why waste the money?????? In fact James Bay neighborhood is already a great area for cyclists, it is superfluous to put any bicycle lanes!

Put the funding where is needed!

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I live in the condo building at <sup>S.</sup> Government. I am a cyclist and never have any issues with cycling in either direction on Government St. It is a quiet street and there is no need for a separate bike lane! This would only create congestion for cars by making the street narrower. Any emergency vehicles would have a problem accessing the street and there is a space outside our building for drop-off/emergency parking that would make it difficult for deliveries and

handicapped people. I have no idea where this plan is coming from, but it is a total waste of funds and time!

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Why spend money fixing something that is not broken. Seem it it just to satisfy those councilors who want to boast that , no matter how much it inconveniences other road users, that they have built a `great`cycle network.

What is the existing relevant percentage of cars and cyclists on these routes? I have cycled around James Bay for 50 years and never had a problem How about making the roads and sidewalks safer by enforcing the excising cycling laws?

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What is the rationale for moving half the parking on Government St., between Niagara and Battery, from the east side to the west side? There is insufficient parking spaces at present – will this result in an increase or decrease? Do cyclists/motorists find this safer or confusing? With the closure of Government to northbound traffic from Dallas this section of Government will only service residential traffic and I don't believe additional traffic calming measures will be required

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Changing the parking in the block between Niagara and Dallas on Government st, will impact many residents at <sup>S.</sup> Government st, who rely on the 3 minute parking spot that has been there for almost 40 years! <sup>??</sup> Many rely on Taxis, several with mobility issues...

What is the plan to include them ??

Vehicles not being able to access Gov from Dallas.....?? Yet we can make a left to exit our street on to Dallas which at the best of times right now is a darn nightmare!!

Re think the whole thing Better yet leave it like it is!!

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If this goes through it will lead to further balkanization of James Bay

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I live in the <sup>S.</sup> block of Government and can't believe the proposal to put parking on both sides of the street in this block! <sup>??</sup> There's barely enough room for parking on one side now with two way vehicle traffic as long as one of the parked vehicles isn't a big truck! Also note, Emily Carr House is located in this block and we get lots and lots of horse drawn carriages and pedicabs, (no need for speed bumps) can't see where a bike lane would fit! And making it northbound only from Michigan to Superior makes no sense, there actually is room for parking on both sides now, why not put bike lane in one of the parking lanes?

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I live near the south end of Government street. The very last thing we need is more impediments to traffic. Bikes using Government are not a problem for traffic and visa versa, a disruption to the current flow of traffic is not warranted. JB population is stable with little room for growth and bike lanes would be an overall waste of money. Where are the traffic volume studies that support this expenditure?

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I would much rather see the city spend some money to promote safety for the motorized wheel chairs in this part of the city. The residents in James Bay are on the older side and I have several times witnessed cars nearly colliding with them. There are enough bike lanes for the more athletic types who probably have fairly good reflexes and vision. Let's think about the older generation in this neighborhood. What would be better for them?

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With businesses having to close due to COVID, people losing their jobs because of COVID, AND no major tourism dollars coming in, where the hell is the money coming from to fund this project?

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I agree with S. 22 (above). Infuriating! Getting in and out of James Bay is already difficult, and this plan won't help. It is way too complicated. I live on Government Street, and I've printed out the description so I can puzzle out what hopefully will never happen. I'm glad the JBNA is letting us know about this. Thank you.

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I cycle daily in James Bay on all the aforementioned streets. I never feel the need for separated bike lanes. I think this plan will eliminate much needed parking on the streets to service residents. If any cycle lanes just a painted line please.

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Access to the James Bay Urgent Primary Care Centre on Michigan St. needs review. If Michigan eastbound is blocked at Menzies the only vehicle route to the centre will be a circuitous one via Government St. (via Niagara or Simcoe if travelling from the west) In an emergency vehicles will find routes to the centre blocked 1) At Superior, if attempting to access Government from the north 2) At Dallas if attempting to access Government from the South 3) At Menzies, if attempting direct access to the centre.

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I'm so excited for this! I live in North Park and would love some safe routes to be able to get to and around James Bay. I'd visit shops there a lot more often. I have several friends who would like to bike but are too nervous sharing lanes with cars and this would help them bike to James Bay too.

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Any cycle route should include the entire periphery road system. The route is already well established and by providing cycle lanes safety would be improved. One concern might be the loss of parking on part of the route. It seems odd to have a fragmented cycle lane. It disappears on Belleville and cyclists have to merge with traffic after having had a designated cycle lane from the Blue Bridge to the Legislature. The bicycle route only resumes at Ogden Point. Having cycled for twenty plus years in James Bay I was aware that the periphery route was well used so if we are to encourage people to take up cycling we needed to provide as safe a route as possible. The chief concern will be whether there is sufficient off street parking to allow for the cycle lanes. One lane in each direction for vehicles would continue as before but the reduction in street parking could prevent uninterrupted bicycle lanes becoming a reality. However as part of a green initiative encouraging pedal power is the right approach.

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I live on Dock St. and can state that in two years here I have never seen any speeding. There is no need whatsoever for speed humps on Dock St.. Let's save the money. And as an avid cyclist, I can say with some authority that speed humps are a hazard to cycling if you aren't paying attention or catch it at an angle. Let's stick with just signage and "sharrows". Likewise for Montreal St. I think, though I am less familiar with traffic volume there.

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If I understand correctly, Government heading into James Bay at Belleville will have one lane that will serve as a left turn lane and a straight forward lane which it is now (which is not good). Pedestrians crossing Belleville from the Museum towards the Empress essentially prevent

anyone from making a left turn except on a yellow. Folks trying to go straight through are bottled necked often for several light cycles before getting through. A left turn lane and a straight through lane are required. A long advanced green might be a compromise.

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This is infuriating. It is already hard enough to get in and out of the James Bay area without all of these extra barriers. I live on Michigan Street and we are so packed for parking space as it is. Thank you for this opportunity for people to share.

## CHAT: JBNA ZOOM Meeting – March 10, 2021

19:19:51 From S. 22 : Capital Park cycle lane completed?

19:21:12 From S. 22 : Are we going to hear from Sarah, Tim and Pam?

19:30:17 From S. 22 to Marg Gardiner, JBNA(Direct Message) : Please post the city presentation. Thank you.

19:30:35 From Marg Gardiner, JBNA to S. 22 Direct Message) : we asked Sarah to give us her slides for posting

19:31:39 S. 22 : Since James Bay is the gateway to the waterfront for residents of the CRD and tourists. Did the data gathering methods consider their needs and transportation modes as well as locals?

19:32:43 From S. 22 : That's an excellent question, Diane

19:33:36 From S. 22 : Why was Bellville rejected as a bike route?

19:34:24 From S. 22 : I think it was related to the Coho, but I could be wrong.

19:34:49 From S. 22 : Hi David, I think Bellville was rejected because of the access to the Coho and many hotels.

19:34:50 From S. 22 : Will you be putting in a traffic controlled light at the 3-way stop at Superior St , Quebec, and St. Lawrence? I see a lot of cyclists ignoring the stop signs and running through them and cars too.

19:35:11 From S. 22 : I think that we need to re-examine the rationale around Belleville. A much better route in my opinion

19:35:48 From S. 22 : It seems to me that a natural would be Bellville to Fisherman's Wharf, around the park to Dallas Road then on to Oswego back to Belleville.

19:39:18 From S. 22 : Dallas Road cycle path east of Ogden Point is incredibly un-safe. too many conflicting users

19:39:47 From S. 22 : Wharf Street is dangerous too, as is Humbolt and Vancouver Street

19:40:43 From S. 22 : I don't believe Wharf Street is not James Bay, it is downtown

19:41:17 From Marg Gardiner, JBNA : Major Belleville issue was the COHO; in addition to tourists there are many trucks bringing goods form the US. with the hill down to the COHO from Belleville, that was a major problem. Also "tripping' hazards which may exist during events.

19:41:36 From S. 22 : Have either Wharf or Humboldt been reviewed by an independent safety engineer?

19:42:45 From S. 22 : Oswego will attract fast moving traffic. Tree canopy being affected by over height trucks. James Bay is a peninsular so we are alone in our geographic locations. Narrowing, slowing down access to Johnson St Bridge, which still paying for.

19:43:55 From S. 22 : What happens to my street front parking, my front door faces Superior vaster s of all needs , need parking.

19:44:21 From S. 22 : Please don't remove trees like the city did on Fort St.

19:44:40 From Marg Gardiner, JBNA : S. 22 pls clarify your first sentence. Do you think the City's current proposal will attract moe or less fast moving traffic than now?

19:45:03 From S. 22 : Thank you Sarah super clear!

19:45:29 From S. 22 : Do we really have any say in all this? Or is this just presented as a done thing?

19:46:04 From S. 22 : They're interested in our reasonable input

19:46:17 From S. 22 : Street trees!!

19:47:04 From S. 22 : Love it!

19:47:20 From S. 22 : How do the horse and carriages in James Bay especially on Government factor into this?

19:47:40 From S. 22 : Agency partners being - The Museum, the legislature, BC Transit?

19:48:10 From S. 22 : I am concerned about how bikes will navigate around the Government/Superior bus layovers. Is BCTransit part of this discussion?

19:48:41 From S. 22 : The plans for Government Street in front of Empress Hotel will be incredibly dangerous. Tourists plus parking plus buses plus multi use of cycle lanes ...

19:48:48 From S. 22 : It seems that the local people that live in James Bay are being punished for owning vehicles.

19:48:52 From S. 22 : Very good.

19:49:11 From S. 22 : where do the cars go that have been discouraged to travel along the streets that have been narrowed?

19:49:24 From S. 21 : Will vehicles be able to turn right onto Belleville from Government?

19:49:30 From S. 22 : why was Oswego St. rejected as a bike route. traffic calming is needed, community school/ centre on Oswego.

19:49:34 From S. 22 : how do residents of James Bay leave the neighbourhood without north bound access to downtown?

19:49:42 From S. 22 : can u move the chat out of the way of the drawings please

19:49:58 From S. 22 : Really, I think we are being encouraged to drive slower and make the streets safer for all abilities.

19:50:08 From S. 22 : Agreed S. 22

19:50:15 From S. 22 : Where is all the cruise ship transportation going to go: buses, taxis, horse drawn carriages, pedicabs, etc.?

19:50:35 From S. 22 : Why do we need dedicated bike lanes in a reduced speed limit zone?

19:50:41 From S. 22 : are the speed bumps designed for horses and carriages?

19:50:44 From S. 22 : What about traffic congestion from narrowing lanes. It produces more carbon from cars idling. Has anyone considered how many cars virus how many bikes are in use?

19:51:13 From S. 22 speed bumps will also be challenging for pedicabs unless design is a key component

19:51:20 From S. 22 : the traffic bumps, speed calming == great to reduce speeding taxis, but what happens in the case of an emergency such as an earthquake or tsunami warning how are people supposed to get out quickly? it seem all of our routes out of James Bay are being blocked so the people that live in the community continue to be inconvenienced when they want to leave their community. we continue to be prisoners. +

19:51:27 From S. 22 : need crosswalk at Simcoe and Govt.

19:51:32 From S. 22 : I believe that Douglas is the main connector for vehicles... leaving our interior streets for "locals". Bike infrastructure improves the streets for pedestrians, residents and everyone.

19:52:21 From S. 22 : We all seem to consist now

19:52:35 From S. 22 : Because of the traffic changes is the very busy Douglas St going to take even more traffic?

19:52:55 From S. 22 : Worried these changes will lead to an high-risk driving environment for older drivers. Too many lane shifts, visual clutter and "gotcha" road situations.

19:53:15 From S. 22 : So leaving my Home at 285 Superior St , at Oswego to travel to my work by car, needing to access Johnson St Bridge, I am going to have my options narrowed to nothing.

19:53:19 From S. 22 If it's not broken, why fix it?

19:53:30 From S. 22 : Bike infrastructure is a hindrance to the local people that live in this community and want to get around with their vehicles. Is anyone taking notes or writing down these comments?

19:53:34 From S. 22 : Isn't the point to get more cars off the road though? Are we thinking about sustainability for the future, not next week?

19:53:37 From S. 22 : So cyclists have to cross the street with busy traffic?

19:53:50 From S. 22 : Oh, it needs fixing.

19:53:55 From S. 22 : Please don't block Government at Dallas

19:53:59 From S. 22 : seems the southbound vehicle barrier on Government will make it more difficult for residents to get into James Bay -- as well as create problems for access for emergency vehicles, and also make it difficult for visitors to get to Rosewood and James Bay Inns.

19:54:09 From S. 22 : How many bike accidents to date on Superior St

19:54:18 From S. 22 : I'd like to know that answer too?

19:54:42 From S. 22 : I feel we don't have any say, the city just does it

19:54:47 From S. 22 : I've had a number of near misses on Superior as a cyclist nearly being hit by a car.

19:54:47 From S. 22 : Why make all the changes when the sharing of the roads has worked for such a long time. ?

19:54:47 From S. 22 : Michigan Street is almost impossible for 2-way traffic now.

19:54:50 From S. 22 : Could we have some input from emergency services as part of this consultation please

19:54:50 From S. 22 : Not a single consideration for the carriages or pedicabs that make up the character of the neighbourhood

19:54:54 From S. 22 : So the goal is to punish cars and vehicle owners by removing parking. James Bay is old many people do not have driveways...where are people supposed to park - in Esquimalt?

19:55:13 From S. 22 : Has the Fire Dept on Michigan Street been consulted?

19:55:20 From S. 22 : Seriously, how many James Bayers really cycle often?

19:55:21 From S. 22 : How are you going to maintain parking, two way traffic and bikes on Michigan?

19:55:33 From S. 22 : Horse carriages seem to have no problem with the speed humps near my house on Montreal

19:55:44 From S. 22 : Why do anything to Michigan Street, it is a perfect residential street that is safe for cycling. It is not a much-used cycle route now, most people use Superior or Belleville. Leave Michigan alone

19:55:49 From S. 22 : If parking is removed in front of my house, where do I park to unload my groceries...I'm not riding my bike to get 5 bags of groceries every week...I have a family to consider.

19:55:52 From S. 22 : I cycle every day and live in James Bay

19:55:52 From S. 22 Maryam, many James Bay residents have to use their cars.

19:55:56 From S. 22 : Cyclists should bike on the road. We don't need infrastructure for it.



19:56:15 From S. 22 : Cycled 20 years in JB, only issues is when cruise ships are in. Also, don't like the narrow bike lanes with all ages all abilities, too narrow for the monster new speedy electric bikes to overtake etc

19:56:24 From S. 22 : James Bay is one of the most dense capacity, where are all the cars going to park?

19:56:45 From S. 22 : Speed limits are slower than average bike speeds, we should just use the roads.

19:56:47 From S. 22 : yes

19:57:02 From S. 22 : I am completely against any and all proposed changes on Michigan street - putting speed humps in front of people's driveways needs to be reconsidered.

19:57:10 From S. 22 : Has the city studied other large cities around the world that have been successful in managing the coexisting of bikes and cars? Or are they reinventing the wheel yet again?

19:57:12 From S. 22 : It is difficult to support more protected cycle lanes when there are still so many cyclists using the main traffic lanes on Dallas - right beside the new "improvements". If cyclists won't use the protected lanes, why should non cyclists support them?

19:57:24 From S. 22 : Do ANY of the people that have designed these changes actually LIVE in JB?

19:57:25 From S. 22 : What about bike speeds, e-bikes, and ignoring stop signs by bikes?

19:57:37 From S. 22 : Not going to work on Michigan!

19:57:39 From S. 22 : And what about when the tourist s return: pedibikes, buses, horse carriages shuttle buses, etc?

19:57:45 From S. 22 : Really appreciating this S. 22 !

19:57:47 From S. 22 : traffic in front of South Park school will be vastly increased and cause bottle necking and backing up into other streets during commute hours/school times.

19:57:52 From S. 22 : It will be a nightmare with cruise ships.

19:58:01 From S. 21 : How do pedestrians gain protection from a traffic circle?

19:58:04 From S. 22 : Access to the Urgent Care Centre on Michigan by those with mobility difficulties is critical. I don't think Michigan is a good option for dedicated bike lanes and traffic restrictions.

19:58:23 From S. 22 : Thank you Gilbert, yes please look to other cities for solutions, City of Victoria.

19:58:27 From S. 22 : Speed Limits?

19:58:34 From S. 21 : Sounds like a nightmare to me even without the cruise ships.

19:58:38 From S. 22 : Has city staff discussed their proposals with bikers?

19:58:41 From S. 22 : Creating the Island of James Bay Leave your car and walk. This is a listen to what we are doing. Taking you right to use your car for work.

19:59:10 From S. 22 : a good way to reduce traffic is to reduce the Cruise ships and the traffic that it creates - this is the real issue - and the city needs to address this

19:59:17 From S. 22 : speed limits mean zero

19:59:41 From S. 22 : I drive, walk and bike regularly. I really appreciate the new bike lanes and look forward to more. Yes, it's a big change, but largely serves to slow down cars (not eliminate them) and make biking safer.

19:59:43 From S. 22 : Right on S. 22

19:59:45 From S. 22 : no enforcement

19:59:53 From S. 22 : What is the GVHA contribution to this? What are their plans to control traffic, since they are the source of most vehicular traffic, especially speeding?

20:00:00 From S. 22 : bike are supposed to follow the same laws as motorists - per the Motor Vehicle Act - speed limits for them need to be enforced

20:00:06 From S. 22 : S. 22 I agree!

20:00:15 From S. 22 : Where are the stats of the incidents of conflict and accidents between bike and vehicles anywhere in JB??

20:00:16 From S. 22 : Re Superior St option, we cannot afford to lose 75 parking spaces

20:00:20 From S. 22 : I am really looking forward to more speed humps on Montreal which is where I live. My partner was almost seriously hit by a car at Montreal and Michigan

20:00:21 From S. 22 : Cyclist, cyclist, cyclist, cyclist, no cars, no pedestrians

20:00:27 From S. 22 : How much will these projects cost?

20:00:27 From S. 22 : Traffic circles are deadly for pedestrians.

20:01:00 From S. 22 : tax payers are tired of paying for these cycling lanes that are not necessary.

20:01:01 From S. 22 : What about drop off parking area in front James Bay Inn for seniors to access Restaurant as well as tourists and visitors to access the stairs to lobby of Hotel? Food and beverage delivery as well as all the laundry for hotel operation is done in the Hotel zone in front of the inn. I think bike lane on government could end at Superior or Michigan. The street beyond is typically quiet, bicycles seem to travel easily.

20:01:07 From S. 22 : With the traffic calming, the bikes will be travelling faster than the cars!

20:01:10 From S. 22 : this design for Montreal only reflects reality

20:01:11 From S. 22 : Hey S. 22 ..don't walk , take a bike!

20:01:12 From S. 22 : 'Great planning; much appreciated, city folks.

20:01:36 From S. 22 : I'm sick of the city cramming bike lanes down my throat. James Bay doesn't need them. Think long term. Phase out cars in this neighborhood. Increase horse carriages. Use golf carts, walking, biking. Create a charming neighborhood with a classic feeling all of its own.

20:01:41 From S. 22 : That's right, S. 22 Makes no sense for them to have a dedicated lane.

20:02:02 From S. 22 : most of the young children live west of Oswego

20:02:03 From S. 22 : Question to our presenters - Can we look at a traffic-calming round about at Superior and Montreal? This would slow the speeders who pick up speed and tear down Superior. Thanks for your presentations!

20:02:03 From S. 22 : Rather than "jog" from Montreal - Niagara - Dock to get to Dallas Rd., consider expanding the Dallas Road shared use path from Dock to the intersection at Montreal? There would be fewer turning movement conflicts.

20:02:04 From S. 22 : What we want to do. Just sit back pay your taxes whilst we move access.

20:02:05 From S. 22 : 30 km speed zones throughout James Bay would make cycling safe on the streets IF the speed zones were enforced

20:02:44 From S. 22 : I think we need a 4 way stop sign at Superior & Mtl St as a traffic calming issue... some vehicles use Superior as a drag strip

20:02:56 From S. 22 : I've got my hand up for a couple of questions.

20:03:13 From S. 22 : What would be the overall parking loss per each proposed option?

20:03:17 From S. 22 : When putting in speed bumps, could you please not have them in front of driveways as it encourages vehicles to veer into driveways to bypass the speed bumps

20:04:09 From S. 22 : On Government Street, what about room for double decker buses? How about horse drawn carriages? What do you mean street trees/parklets? How do James Bay residents drive north into downtown? Where do moving vans park? What about e bikes?

20:04:19 From S. 22 : The presentation does not address handicap access or James Bay's aging population. I suspect more people here use walkers and mobility scooters than bicycles.

20:04:22 From S. 22 : Very good points made by S. 22 !!

20:04:32 From S. 22 : many families are now buying townhouses West of Oswego as this what they can afford

20:05:14 From S. 22 : I agree the bike lane should end at Superior and Michigan. carrying the bike lane on makes the road too congested and unsafe.

20:05:14 From S. 22 : I'd prefer instead of Superior or Michigan ... use Kingston west to Mtl St ... its a fairly quiet street and lanes would not be needed going east or west Oswego to Mtl

20:05:29 From S. 22 : We are the owner's operators of the Birdcage on Government & Michigan. We 'd like to comment

20:05:29 From S. 22 : I would like to see the addition of "Stop for Bikes" at all Stop signs, today at Niagria and government a cyclist blew through just as I was about to turn, shaking her head at me, did not even slow down.

20:05:51 From S. 22 : I would like to ask a question please Marg

20:06:21 From S. 22 : do the demographic of where the young children are and where they are likely to continue to be

20:06:36 From S. 22 : Please no bike lanes on Michigan the street is already too narrow and is used by emergency vehicles and ambulances and police so if you remove lanes and parking it will be impossible and put in bike lanes on either side. where are cars supposed to pull over. Also Michigan street is a quiet street and doesn't need any speed bumps or traffic calming. Has anyone from the city actually sat for a few hours/day on Michigan st. to observe the traffic and flow?

20:07:22 From S. 22 : I agree with S. 22 from the James Bay Inn and his comments, I commute by cycle daily and travel up and down Government Street and have never had issues with vehicle traffic -- I don't understand the need to shut off South Traffic onto Government Street.

20:07:26 From S. 22 to Marg Gardiner, JBNA(Direct Message) : Since u sent me the message I can't get thru on chat I live on S. 22 block of Superior we have a store with a loading zone, a church that rents out their facility every Tues/Thursday am and pm and most Saturdays most whom park and a very busy restaurant and a retail area in the same building Where will their patrons and user all park most drive I live at S. 22 Superior next door has 3 street parking stalls and across the street has 1 permit Leaves very little parking for the rest of us on the block we In the summer all the parking is taken up by visitors to Fisherman's There is little non-resident parking near us

20:08:11 From S. 22 : I agree with S. 22 also from JBI

20:10:12 From S. 22 : Traffic circles are beneficial and should be utilized wherever possible.

20:10:17 From S. 22 : Agreed

20:10:21 From S. 22 : Are we following hands up?

20:10:23 From S. 22 : No please, NO traffic circles, they are a nightmare for cyclists AND cars!

20:10:38 From S. 22 : They're better than stopping.

20:10:48 From S. 22 : AND pedestrians!

20:11:16 From S. 22 : ... totally agree. No bike lanes on Michigan.

20:11:22 From S. 22 : James Bay tried traffic circles 30 years ago and they didn't work and were removed

20:11:50 From S. 22 : Interesting that there seems to have been no consultation with effected businesses prior to this

20:11:54 From S. 22 : For traffic circles or 4 way stops to work, you need to start with education and enforcement. Are cyclists ever ticketed?

20:12:06 From S. 22 : Agree with Rick and David. I live Government and Simcoe and have never seen issues with cyclists, drivers, etc. they seem to share well already so why change that?

20:12:22 From S. 22 : Bicycle traffic enforcement is zero.

20:12:30 From S. 22 : I have a comment

20:13:00 From S. 22 : Traffic circles reduce traffic noise, reduce fuel consumption, optimize traffic volumes and calm traffic!

20:13:15 From S. 22 : Agreed S. 22

20:13:23 From S. 22 : Thank you S. 22 from the Bird Cage corner store for your comments and concerns - agree the impacts are significant and need to be reconsidered.

20:13:23 From S. 22 : Parking removal for the Government option?

20:13:30 From S. 22 : What is the actual data on traffic circles, never mind personal preferences

20:13:33 From S. 22 : I agree 100% with S. 22 about parking on Superior. I live next to the Church of Truth. We need the current parking on Superior

20:13:41 From S. 22 : Once understood, people will appreciate them.

20:13:43 From S. 22 : please no more parking removal

20:13:51 From S. 22 : We have a parking crisis in JB already due to Council's approving densification projects without sufficient parking. Also, inadequate parking downtown means more workers parking in JB. Loss of parking is going to make an already serious problem much worse. Can we get a real and actual number for the total parking spaces that will be lost as a result of this project?

20:14:27 From S. 22 : Why do we need bike lanes on either Michigan or Superior?

20:14:36 From S. 22 : 100% agree with you S. 22

20:14:40 From S. 22 : We probably don't

20:14:43 From S. 22 : I would like to mention that we have created a custom autocad horse and carriage turning template using the local horse and carriage for 'vehicle' aka carriage and horse turning movements.

20:14:58 From S. 22 : Absolutely right. Forget the bike lanes in James Bay....Please!

20:15:08 From S. 22 : I think Transportation has done an amazing job with all of this. I've revisited their proposed changes a few times and each time I see and appreciate more the changes they suggesting we implement. Living on Superior St. I feel the changes would have a significant calming effect on what now feels like a small highway. The trade-off is we will lose some on street parking but our street will be more people friendly and safer for bicyclists young and old alike.

20:15:42 From S. 22 Superior St would lose 75 parking spots!

20:16:08 From S. 22 : What about e bikes? they have speed.

20:16:11 From S. 22 : Getting a rough construction cost would be really useful in making a judgement for the future.

20:16:16 From S. 22 : I live on Superior as well... and the parking is only 1 hour... so hardly anyone parks on it.

20:16:33 From S. 22 : i thought Michigan was a shared street not a separate lane

20:16:34 From S. 22 : I live on Superior and like the Superior proposal - but couldn't we also do Michigan? It would be Humboldt valley.

20:17:06 From S. 22 : I live on Michigan street and visitors need to park on the street and some people live here with two cars and only allowed to park one car at the apartment or condo. as a cyclist I bicycle Michigan street all the time and find it to be safe right now. There is no problem bicycling down Michigan street. Do not reduce any parking on Michigan Street.

20:17:14 From S. 22 When we're thinking of cycling... we need to consider the people who currently aren't cycling because they aren't confident with traffic.

20:18:13 From S. 22 correct! Michigan St is proposed as a shared street. NO bike lane. Parking retained. Just slowed down speeds so it becomes more safe for cyclists.

20:18:24 From S. 22 Menzies make sense

20:18:26 From S. 22 : I agree with S. 22 None of these bike lanes take users to do their shopping or banking etc.

20:18:45 From S. 22 : I'd like to echo Linda's comment! I'd really like to see a safe route for cyclists connecting to the five corners in some capacity

20:18:58 From S. 22 - 100% agree with your comments - I also live on Michigan street and there are no cycling issues currently and no one speeds on Michigan as it is too narrow - I find that people respect the speed limit on this street.

20:18:58 From S. 22 It's the heart of the neighbourhood and a key place to connect

20:19:12 From S. 22 : Me too! We are a cycling family... but I wouldn't let my kids cycle to Thrifty's.

20:19:15 From S. 22 : Nor do the proposed roads get kids to schools on Douglas and Oswego.

20:19:16 From S. 22 : Agreed entirely with S. 22 remark!

20:19:25 From S. 22 : Excited about bike lanes on Superior - which I live on- Montreal and Superior will need some work as it is sketchy for everyone (walkers, cyclists, drivers). I hope the bike lanes would slow Superior Traffic. Hi neighbours!

20:19:27 From S. 22 Sarah didn't answer the horse carriage question.

20:19:40 From S. 22 : Why not simple to 5 corners and toronto to 5 corners

20:19:49 From S. 22 : I would love to see 5-corners redesigned and made safer for pedestrians

20:20:15 From S. 22 : oops simcoe to 5 corners and toronto to 5 corners

20:20:55 From S. 22 : Can someone explain why we are making this project a priority at this time? I would feel so much more comfortable if we took the time to evaluate recent models like Vancouver Street to find out what is working well and what needs to be improved. What is the cost of this project and would this \$ not be better served on other more pressing matters like housing for the homeless, especially during COVID?

20:21:20 From S. 22 : I second that

20:21:21 From S. 22 : I echo your statement S. 22

20:21:46 From S. 22 to Marg Gardiner, JBNA(Direct Message) : Thank you for all the work that you have put in to this meeting. I'm learning a lot.

20:21:48 From S. 22 : Agree with your comments S. 22 . This is a waste of tax payer \$\$

20:21:55 From S. 22 : I agree with S. 22 . Please support the homeless. We don't need cycling infrastructure in James Bay

20:22:07 From S. 22 : I agree with Maryam

20:22:19 From S. 22 : I agree S. 22

20:22:35 From S. 22 : I'm a longtime cyclist comfortable on most roads. the problem is the AAA design. Vancouver Street is a natural bikeway but it's now a disaster for bicycles and cars. sadly I have no confidence in the city design team based on the AAA albatross council has handed them.

20:22:46 From S. 22 : I think Oswego needs to have traffic calming as well. we need to not have this to not become winners and losers

20:23:11 From S. 22 : This is pushing in an expensive project that I feel I have not input , so leaving this zoom.

20:23:13 From S. 22 : Roundabouts are dangerous for horse drawn carriages and pedestrians.

20:23:17 From S. 22 : Do we really need an east-west route?

20:23:32 From S. 22 : Agree S. 22

20:23:39 From S. 22 : I agree with S. 22

20:24:03 From S. 22 : Absolutely

20:24:04 From S. 22 : Roads are where we should be cycling!! Thank you S. 22

20:24:26 From S. 22 : I would like to ask Sarah to provide the background information that demonstrate that the east west bike lane is necessary. There appears to be no problem moving on bike east west in and out of James bay.

20:24:28 From S. 22 : The funds spent on cycling structure in James bay are frivolously spent as the city has far greater priorities such as supporting the homeless eliminating the need for park tenting and improving out parks. as it is cycling paths are awkward and difficult for everyone. I am speaking as a cyclist

20:24:38 From S. 22 : Agree with S. 22 , Dallas bike path potentially dangerous with very fast electric bikes and cyclists not using a bell ... very close call this afternoon.

20:24:56 From S. 22 is right about how dangerous the new Dallas Road 'bike path' is...too many pedestrians and too many of them are totally oblivious of bikes

20:25:06 From S. 22 : Totally agree with S. 22 on the Dallas Road path. It is a failure as a cycling path.

20:25:17 From S. 22 : Question - if cyclists go vehicle speed are they not still allowed to us the roads? Leave the bike lanes for slower/safer travellers. I bike them and on busy days slow my ride to be respectful of all users.

20:25:28 From S. 22 : Government is great I agree!

20:25:33 From S. 22 : Exactly! leave government street as is!

20:25:41 From S. 22 : totally agree the new pathway on Dallas is a danger! too many modes of movements! You cannot relax on a walk, roller bladders, boarders, cyclist.

20:25:55 From S. 22 : This entire project, including the design phase, should be on hold until we have a solution for the other much higher priority issues that were mentioned already, i.e. homelessness drug addiction etc. Redirect resources to tackle high priority issues first.

20:26:03 From S. 22 : Temporary Good it is not working!

20:26:07 From S. 22 : Totally agree with S. 22 There are 10 x pedestrians than bikes, and the pedestrians use the bike path because of congestion on the very narrow walkway now

20:26:14 From S. 22 : agree with Dallas road changes - it's a mess and unsafe

20:26:17 From S. 22 : I too am a cyclist, and I agree that Gov't St does not need to be changed

20:26:32 From S. 22 : The chairs on Dallas are beautiful though



20:26:35 From S. 22 : In the end we don't need to focus on the competent users. We need to focus on the lowest common denominator - the kids. Think no more or fewer JB kids going to South Park

20:26:43 From S. 22 : Government is safe to cycle on now.

20:26:49 From S. 22 : I think that on-street parking should be removed at the harbour. Give pedestrians the extra space and plant some more trees

20:26:54 From S. 22 : Making any street 1 way for 1 block or more must cause major headaches for emergency vehicles looping around the block to get to their destination.

20:30:12 From S. 22 : Developing cycling facilities on Michigan or Superior will not shift the majority of cycling traffic off the Bellville link to Dallas.

20:31:20 From S. 22 : What are you proposing to do with horse drawn vehicles?

20:31:26 From S. 22 : Sarah, there are a lot of comments suggesting Government should be left alone. You're not commenting on this, why?

20:31:54 From S. 22 : There are several priorities that the city needs to take of before we further make getting in and out of James Bay more difficult. Please put the brakes on bike lanes in JB for a few years; we don't need them at this time. for a few years

20:32:31 From S. 22 : Agree with S. 22

20:33:10 From S. 22 : Is this design for the AAA bike path for James Bay residents or to encourage all CRD bikers to come here too? Same with vehicles. Residents from all over CRD come and visit James Bay so traffic volume isn't just James Bay residents.

20:33:12 From S. 22 : I also agree.

20:33:34 From S. 22 : Please address the change of parking in front of 25 Government..... works for me, but what about the mobility issues with our many owners using the 3-minute parking?

20:33:37 From S. 22 : is correct

20:33:39 From S. 22 : I agree S. 22 as cycling safety throughout James Bay is not a major issue at this point.

20:33:46 From S. 22 : Speaking as a cyclist, I find ingress and egress to James Bay already quite safe, along multiple routes. This project feels like it is trying to fix something that isn't broken.

20:34:21 From S. 22 : Could traffic circles be traffic ovals - designed to fit the space but still slow traffic?

20:34:38 From S. 22 : I love James Bay too - thanks S. 22

20:34:43 From S. 22 : I am adding my voice to those who say that Government is working fine right now for cyclists. And I would also like to see evaluation of some of the work that has been done (eg Vancouver) so that issues can be identified before more substantial investment is made

20:34:48 From S. 22 : Yes they can be built to fit the space.

20:35:15 From S. 22 : Lots of care workers service the 37% seniors and they come by car so removing significant parking is an issue for many reasons including increasing density without parking spaces build in.

20:36:07 From S. 22 : Sarah you spoke wonderfully thank you for your efforts tonight. Really articulate, could be politician. But could you please give us cost estimates to help in judging the proposed projects

20:36:21 From S. 22 : Great point to consider, S. 22

20:36:27 From S. 22 : The best proposal on the table here is the two way cycling lanes along Government in front of the Empress!!

20:36:33 From S. 22 : Yes, I also agree with S. 22 and related comments. I have never had a problem cycling in James Bay. There are lots of issues to be addressed in this congested neighbourhood but making cycling lanes does not solve any of them.

20:36:53 From S. 22 : In many jurisdictions, they find that traffic circles reduce higher speed / higher consequence accidents but increase the frequency of low speed / lower consequence accidents. Pedestrian and cyclist injuries & fatalities can increase with traffic circles.

20:37:08 From S. 22 : Agreed Government Street is just fine - please do not change it.

20:37:34 From S. 22 : Agreed re Government street

20:37:58 From S. 22 : Superior is our main access to James Bay and I would hate to see it impeded by more infrastructure.

20:38:03 From S. 22 : curious about the city's budget for cycling infrastructure. Also, with the constant push for densification how can we possibly take any more parking spaces? People are already switching to electric and hydrogen vehicles so cars are not disappearing any time soon. Shared roads are already happening and more traffic calming measure could help to create the safe streets you are seeking.

20:38:09 From S. 22 : I am multi-modal (walk, cycle, drive and bus). Closures on Government southbound and Michigan eastbound will have an Impact to vehicle access to Toronto for the 60+ commercial and residential parking at the Vicino, causing vehicles to disperse to other streets.

20:38:18 From S. 22 : Sarah, you are ignoring the horse and carriage usage. Not one mention of any considerations for this important element of our neighbourhood.

20:39:22 From S. 22 : Sarah... not one mention of the horses...Why?

20:39:24 From S. 22 : I feel this is designed for cyclists from out of town, I would not use them for getting around James Bay

20:39:29 From S. 22 : I do not think that Government is currently safe for AAA. I do not feel comfortable having my kids ride to South Park from Dallas.

20:40:33 From S. 22 : Safer routes to schools and safe routes for younger cyclists and families is a priority for me. I don't think families or young people are well represented tonight but I think this is an important group to consider particularly as we develop infrastructure and patterns of movement that support active lifestyles that also avoid emissions that contribute to climate change. James Bay is a great community for walking and cycling though I think these changes will make it better.

20:40:38 From S. 22 : I wish there was a Like option on these comments!

20:40:39 From S. 22 : @S. 22 thanks for saying

20:40:50 From S. 22 : I think the city should reconsider Bellville.

20:40:58 From S. 22 : Sorry Sarah, but cyclists will not migrate to Superior from Belleville, as that is the route most will continue to use!!

20:41:26 From S. 22 : Sarah, the question was specific to JB

20:41:46 From S. 22 : agree with S. 22

20:41:46 From S. 22 : I bike from my place on Montreal to downtown and my work and I'd say there's a few places where my partner and I have had close calls with cars

20:42:14 From S. 22 : one on Montreal and Michigan from a driver ripping down Montreal. Another couple on Superior

20:42:45 From S. 22 : I find riding down Michigan street to reach my house on Michigan street perfectly right now. No safety issues the street is quiet and the cars drive slow and are mindful of bikes.

20:43:04 From S. 22 : To Sarah Webb - City of Victoria - I only got the notice/letter in the mail about these changes a couple of weeks ago, at least 3 weeks after the these proposed changes were already posted on the City's website. So, two weeks ago was the first I've heard of these changes and talking to my neighbours many of them know nothing of these proposed changes. I would like to the City to Victoria to give the people in James Bay more time to respond to these significant changes in the neighbourhood. Right now the deadline for responding is March 26 which is not enough time for everyone to respond. As I said many of my neighbours have not heard of these changes and the City has done a very poor job of ensuring that ALL residents of James Bay are advised in a timely manner and that everyone in this community is given an adequate amount of time to respond. The City if rushing these changes through during the time of COVID when people do not have the opportunity to talk to neighbours face-to-face.

20:43:19 From S. 22 : I think the city should reconsider Belleville as well.

20:43:43 From S. 22 : Why not more focus on five corners; the major destination for those who actually live here? Toronto/Simcoe aren't on the table?

20:43:50 From S. 22 : Please all of you as mature adults think about younger and less competent users.

20:43:55 From S. 22 : I cycle Michigan every day with my child (to school)... and about once a week we have an interaction with a car that is going to fast on a narrow street.

20:44:03 From S. 22 : This is a solution in search of a problem.

20:44:24 From S. 22 : Oh so there it is..... Mayor and council wants 32 K of cycling

20:44:30 From S. 22 I ride east to rest within JB often. I find that I'm scared of being doored from the parked cars, and being squeezed by the traffic. Superior is already my preferred route, as it feels more spacious. It would be marvelous to have a dedicated bike lane

20:44:41 From S. 22 : I agree with S. 22 comment re: lack of young family representation; and the potential for reduced emissions. As an elder cyclist I feel safer with a bike lane system as do many of my friends. I really support the consultation and work leading to the best system we can develop.

20:45:05 From S. 22 : James Bay is relatively flat but you don't see many youth riding their bikes independently. A real limiting factor is safety. Kids cycling down Michigan between parked cars are hard to see and this is a real safety issue; I would like to see a community where young and old can walk and cycle around the community safely.

20:45:08 From S. 22 : Government Street is one of the few direct routes into and out of JB. Blocking access at both ends and diverting traffic will create traffic jams and bottlenecks on a daily basis let alone during special events like Symphony Splash to create even greater chaos. Heaven forbid if we have a tsunami warning or other emergency where we need to exit quickly! Ward system - yeah!

20:45:16 From S. 22 : Some of JB residents also want cycling infrastructure in the neighbourhood. Some people want safe ways to cycle with their children. Some people commute.

20:45:21 From S. 22 : Thank you S. 21 Can we all remember that ALL the middle school and high school children in James Bay need safe routes to Fort/Fernwood?

20:45:38 From S. 22 : Agree with you S. 22 - it is Mayor Helps and council that are pushing their own agenda and the majority of them don't live and work in James Bay. Sarah Webb did not answer the questions ... she evaded them.

20:45:40 From S. 22 : If we make safer bike lanes, there are a number of people who will get back on their bikes. This isn't a plan for super-competent cyclists

20:46:02 From liam snowdon : Yesssss - S. 22

20:46:16 From S. 22 : Seems like Council has already decided. Is this just for show???

20:46:27 From S. 21 : I feel sorry for the city workers who have to go through the chat! ;)

20:46:33 From S. 22 : About half of Council doesn't even live in Victoria Municipality. Think about that the next time you vote.

20:46:38 From S. 22 : Sarah's just trying to do her job, city needs to say they've conducted thorough stakeholder analysis through outreach

20:46:49 From S. 22 : After hearing and seeing all the comments, I support using Superior as the main connector.

20:46:53 From S. 22 : Thank you City folks!

20:46:58 From S. 22 : The City Workers are well paid to do their jobs - so they should be going through the chat and considering all of the comments before proceeding.

20:47:10 From S. 22 : Thank you Sarah, et all.

20:47:11 From S. 22 : Brass tacks with S. 22 comment. Why are we trying

20:47:15 From S. 22 Isitt has publicly said the changes due to the addition of bike lanes will take care of the horse and carriage problem

20:47:18 From S. 22 : Good job with consultation City reps.

20:47:20 From S. 22 : CAN We complete the survey more than once ... I would hate to miss anything the first time round

20:48:06 From S. 22 : Generally, I really like the proposals (thank you Sarah and team!) but I'd like to see connections from govt to five corners but doing a similar treatment to block one way traffic at govt and Toronto and then again at Simcoe at five corners. That way, cyclists will have a safer route connection and drivers can still access houses along those two routes, but in a slightly more circuitous route

20:48:16 From S. 22 : You didn't mention the improved crossing of Dallas at Government ??? That I saw on the city video !!!

20:48:21 From S. 22 All the city people on this call are just doing their job. Lots of great comments, but let's also realize they are just doing their job.

20:48:25 From S. 22 I discovered that one is forbidden to do the survey without registering. There should be a survey that goes not require a person to register. Registering prevents many of us from feeling comfortable doing the survey

20:48:41 From S. 22 : to fix many of the problems. It's a council decision to make this change. Sarah has done a great job eng ]]]

20:49:14 From S. 22 : thank you James I didn't know that

20:49:22 From S. 22 : Good point S. 22

20:49:33 From S. 22 : James, how do you limit the survey to James Bay residents without registration?

20:49:51 From S. 22 : Jawl should have planned better delivery zones around Capital Park. When they presented their proposal, they promised dedicated delivery zone, and even underground delivery area. Didn't happen. Now somehow their tenant (Red Barn) has priority? Those delivery trucks are extremely loud: loud compressors that stay on (refrigerant). Parked and idling in front of the poor residents that live there

20:49:55 From S. 22 : Yes Sarah is doing well in getting engagement

20:50:08 From S. 22 : As owners of the Birdcage Confectionary (corner of Government & Michigan) we haven't heard from anyone at the city as of yet.

20:51:37 From S. 22 : I can't help but feel sad that people stopped the city's plan to do the bike route on Belleville - I do hope we can revisit that.

20:51:56 From S. 22 : @S. 22 I agree.

20:52:02 From S. 22 : Yes. S. 22

20:52:04 From S. 22 : good points re urgent care centre MARG

20:52:07 From S. 22 , I agree 100% with you comment. Registration is required to do the online survey. Many people do not feel comfortable with their personal information being collected in this manner. The city must send mail out surveys to all residents of James Bay. Also, many seniors in JB do not have/use computers so they are unable to respond to an online survey, this discriminates against people that are unable to respond to an online survey. City of Victoria you need to give people more time to respond to these major changes and you need to mail out a survey to ALL residents and also do a better job of advising residents of these significant changes.

20:52:09 From S. 22 : I'll support you S. 22 . I'm ok with much of this plan, but not really with the one-way on Govt.

20:52:39 From S. 22 : Maybe all of the created confusion will actual increase the amount of accidents in the neighbourhood

20:53:02 From S. 22 : Thank you S. 22 bringing up the issue of the corner of Government & Belleville. We need an advance left turn light & left turn lane going East on Belleville so you don't get the bottleneck at the lights. We need that today without the planned changes.

20:53:13 From S. 22 : They don't control it so JB residents are stuck with being overwhelmed by regional interests

20:53:54 From S. 22 : Share S. 22 concerns

20:54:27 From S. 22 : We (City of Victoria Transportation) will be keeping a close eye on the Belleville/Government - we added the hatched area a few years ago, because 2x vehicles would try to go through the intersection into a single lane. We will be looking at opportunities to improve how this signal operates regardless of bike infrastructure. We will also be looking at the signal at Superior and Douglas for folks driving out of James bay. Marg has let me know about concerns about a short left turn light and we will re-visit the signal operations.

20:56:15 From S. 22 are you talking about turning on and off of Belleville to Government? This is always the scariest part of my ride

20:56:47 From S. 22 : The fire trucks more often than not go east bound on Michigan to Douglas. Now they will have to go several blocks, loosing valuable time in an emergency. Please don't make Michigan one way!!!!

20:57:01 From S. 22 : - I was talking southbound Government at Belleville - but we will look at the whole intersection and all approaches. this is good info for us to hear about. thank you

20:58:17 From S. 22 : please don't block Government at Dallas

20:58:21 From S. 22 : Government between Michigan and Superior is good the way it is. Please don't change it to one-way

20:59:20 From S. 22 : we would need speed bumps on Battery if you close Government to North bound

20:59:26 From S. 22 : Safety on our streets seems to be the fundamental issue, whatever mode you travel by. Frustrated drivers won't help the issue. Lowering speeds help ALL users. Posted speed limits, however, are not the answer as they can't/won't be enforced. I'd like to see significant changes/additions to stop signs, speed bumps (with consideration to pedicabs and horse carriage routes) and the possibility of other speed/traffic calming options for a period of time before bike lanes are considered.

20:59:35 From S. 22 : good comment

20:59:58 From S. 21 : re cruise ship traffic

21:00:44 From S. 22 : Bottom Line I am thinking Government from Michigan should just be left alone!

21:00:59 From S. 22 : I agree

21:01:07 From S. 22 : Superior is a better choice for bike traffic

21:01:20 From S. 22 : I agree

21:01:23 From S. 22 : agree with S. 22

21:02:10 From S. 22 : we have asked for a 4 way stop at Montreal and Niagara for many years now but were told that changes to the flow of traffic was not a good idea and could cause accidents. So, this whole conversation is in complete contradiction of that.

21:02:33 From S. 22 : Bike lanes are part of the holistic traffic calming solution.

21:03:11 From S. 22 : Just an observation if any road needs calming in James Bay it is the length of Dallas road !

21:03:25 From S. 22 : I think Sarah has done a fantastic job fielding the questions tonight. Kudos.

21:03:42 From S. 22 : If Superior is chosen - let's do everything we can to not have more frustrated drivers on Superior from Oswego to St. Lawrence

21:03:47 From S. 22 : Question for Sarah - how many speeding tickets were issued in the last few years in James Bay - is this information available

21:03:55 From S. 22 : yes, Sarah is doing an amazing job!



21:04:12 From S. 22 : Thanks very much to Sarah Webb, we have given you lots of info tonight and a lot of opinions

21:04:17 From S. 22 : Kudos Sarah!

21:04:22 From S. 22 : do you have the number of vehicles for government

21:04:31 From S. 22 : I appreciate Sarah and CoV folks seeking out our voices

21:05:07 From S. 22 : Many questions inquired whether they had asked residents about changes - that's what they're doing now

21:05:18 From S. 22 : Thank you Sarah, Marg and everyone participating.

21:05:18 From S. 22 : What about the environmental cost of using so much concrete. it is one of the highest CO2 emission materials that we must stop using so much of.

21:05:19 From S. 22 : Not Michigan...not workable.

21:05:44 From S. 22 : engage@victoria.ca in case anyone wants to copy it down

21:06:11 From S. 22 : Yes S. 22 !!

21:06:14 From S. 22 : Agree with all concerns over use of Michigan Street for dedicated lanes and traffic obstructions. Thanks very much Sarah for great presentation and hearing our concerns.

21:06:35 From S. 22 : Concrete ... environmentally one of the worst ... surely there's an alternative ... keep the way we've been for years

21:07:25 From S. 22 : Concrete would only be used if there was a 'protected' bike lane. Most of what's being proposed here is just shared lanes .... paint on street. Don't see the huge concrete use you are worried about

21:07:37 From S. 22 : And 4 way at Superior and Mtl is needed

21:07:39 From S. 22 : Sarah/Marg - We may have to come back next meeting, or report back through JBNA with traffic counts at Government and Dallas.

21:07:41 From S. 22 : Enforcement of stop signs is also important, vehicles and bikes.

21:07:46 From S. 22 we need ways to turn from streets north on to Douglas

21:07:52 From S. 22 : What are street trees?

21:08:40 From S. 22 Steen : please talk to emergency services

21:08:43 From S. 22 : Great job City folks- thank you!

21:08:54 From S. 22 : street trees are boulevard or tree's on city right of way....or areas that are bulbed out - where they don't impede sight lines to pedestrians, or other users.

21:08:57 From S. 22 : an endangered species ( street trees that is)

21:09:52 From S. 22 : Please not Michigan, it would create many problems, School zone there, Fire department, Gas station, Market etc.



21:10:03 From S. 22 : thank you City folks! Your work is wonderful! Not easy.

21:10:56 From S. 22 : It would be good to have a commitment from the City to the effect that no trees will be removed for the purpose of this project. We have seen far too many trees removed for implementation of the AAA Network.

21:11:05 From S. 22 : The city needs to keep in mind many of the parking spaces in residential areas are taken up all day by Government workers who park and walk downtown daily.

21:11:19 From S. 22 : wow that is way high for government as a local local street

21:11:23 From S. 22 : We need a crosswalk at Toronto and Government.  
Government Street has a curve at that point. Visibility is dangerous.

21:12:29 From S. 22 : I live on Michigan St., and I would love your proposed east-west route to be Michigan St. The city is not proposing a separated bike lane, so no loss in parking. Traffic calmed. Connects beautifully to Beacon Hill Park (and therefore Cook St village and Fairfield), SouthPark school, James Bay Urgent Care, James Bay project, Lifelabs, Red Barn, 190+ new residents at Capital Park residences, Irving Park, and all the way to Fisherman's park. This will keep Michigan St. a 'local road' as it is designated now by the City..... NOT a secondary arterial road, which is what Superior St is. By making Superior the east-west choice, narrowing it, slowing it, etc., cars/trucks etc will go around it ..... and go on Michigan. That is not what should be intended. For those who find Michigan an acceptable route now, I suspect that will change if Superior becomes the east-west route. I would anticipate that trucks and vehicles will avoid Superior, and find their little shortcuts which would mostly be Michigan

21:12:54 From S. 22 : Thanks everyone!

21:12:59 From S. 22 : Thank you

21:13:00 From S. 22 : thanks very much to the team overall for your effort. It is tough balance

21:13:17 From S. 22 : thanks very much to CofV and JBNA

21:13:26 From S. 22 : Thanks JBNA!



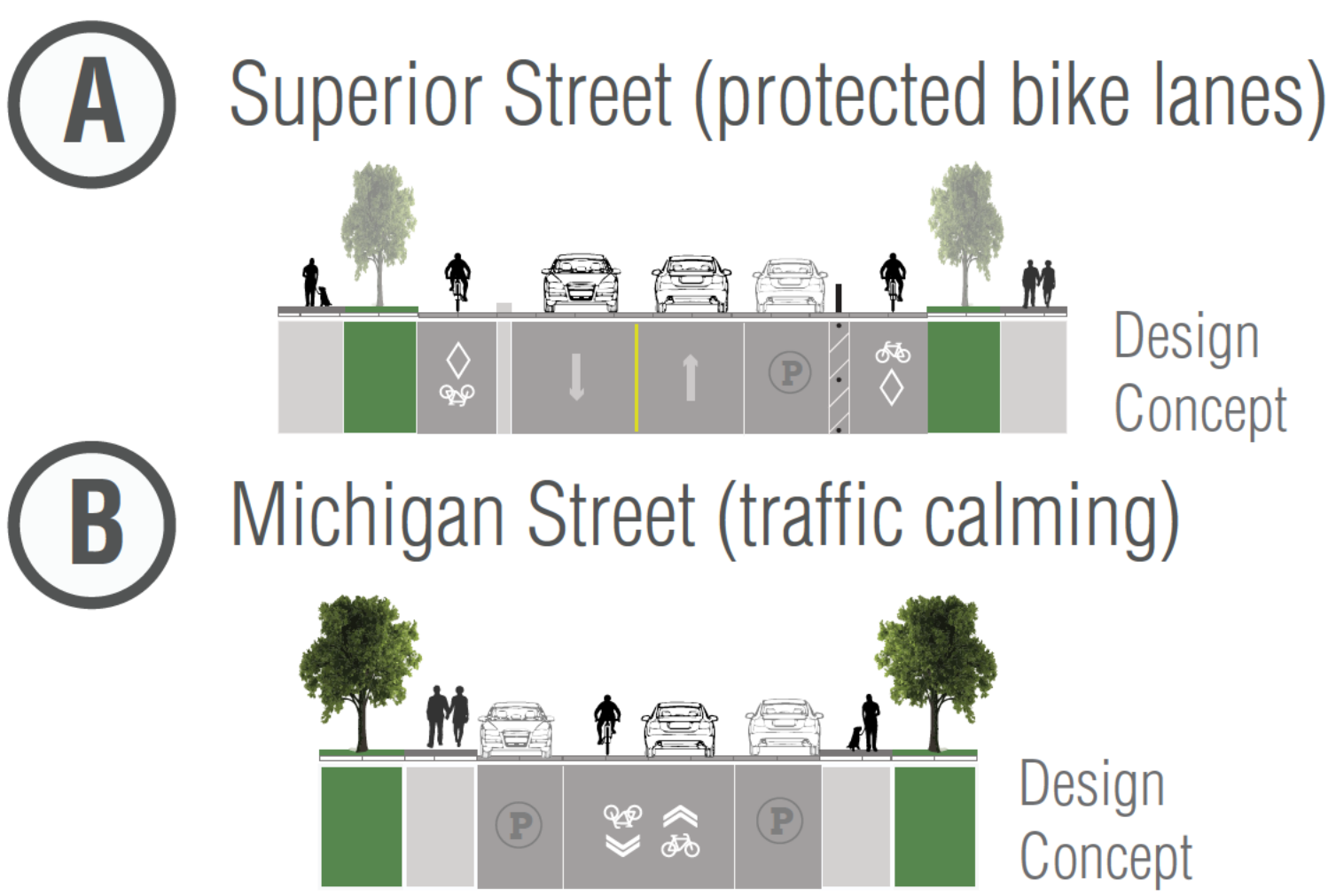
# JAMES BAY AAA NETWORK | DESIGN DIALOGUE

## James Bay AAA Network & East West Alignment Options

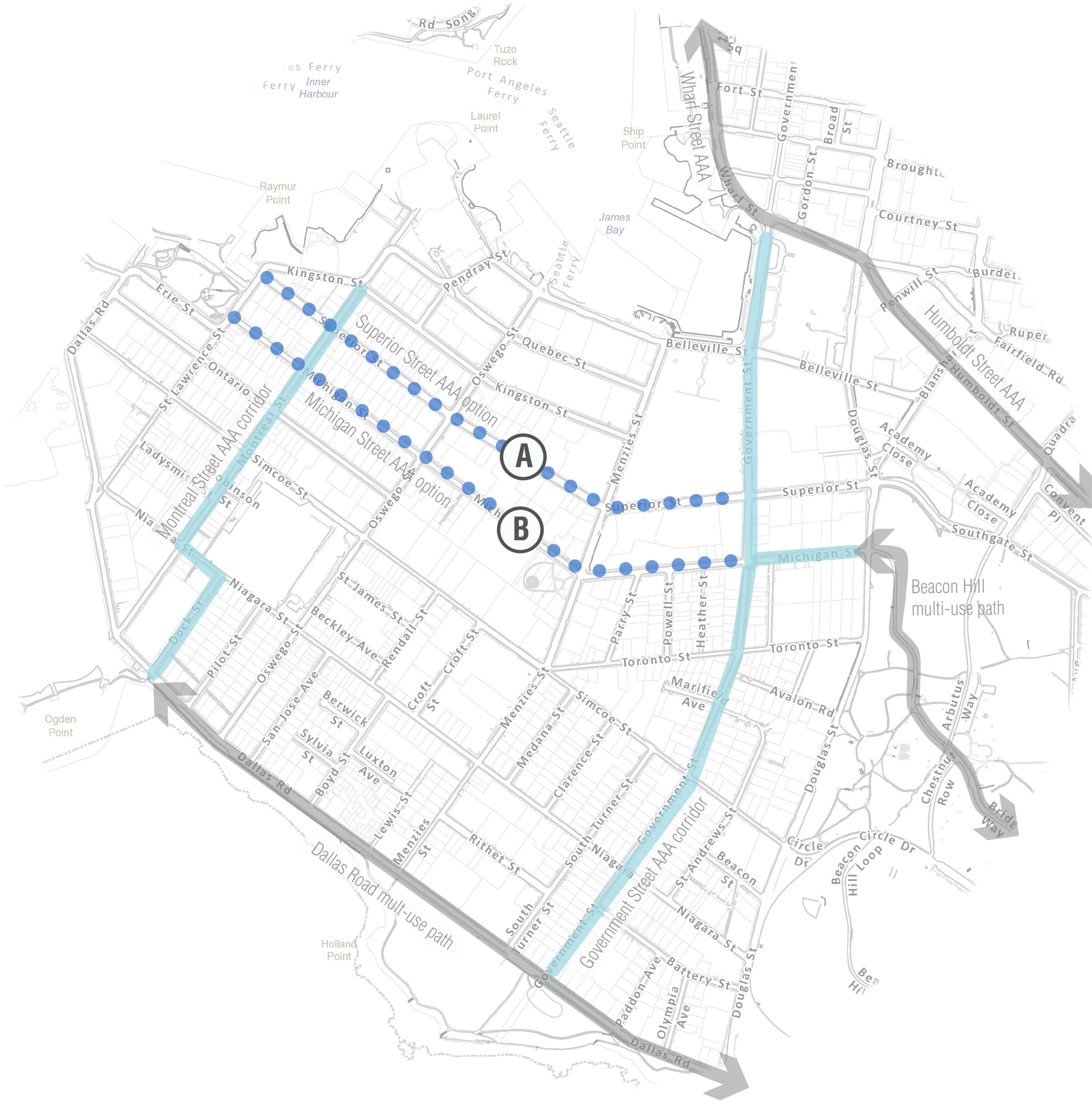


AAA Cycling Network

James Bay Study Area



East-West Alignment Options



For more information see design boards



**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: east-west bike lanes  
**Date:** May 25, 2021 9:18:09 AM

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**From:** S. 22  
**Sent:** May 23, 2021 4:53 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** east-west bike lanes

Please use Superior Street. Michigan Street is narrow, and parking on both sides makes it already overcrowded. With 24 new homes slated for 415-435 Michigan, with no parking provisions, this road is becoming a nightmare.

Please don't make it any worse!

S. 22

**PLEASE NOTE MY NEW EMAIL ADDRESS:**

S. 22

Please update your contact info for me!

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** east-west bike lanes  
**Date:** May 27, 2021 10:34:00 AM

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Hi S. 22

Thank you for sharing your feedback and comments regarding your preference for Superior over Michigan St.

Your email has been received and will be included with the staff report to Council this summer.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22

**Sent:** April 6, 2021 6:23 PM

**To:** Stephen Andrew (Councillor) <[stephen.andrew@victoria.ca](mailto:stephen.andrew@victoria.ca)>

**Subject:** Bike Lanes on Superior

Hello,

I hope this email finds you well. I am a property owner at S. Superior Street in James Bay. Today at my strata meeting I was made aware of a potential plan to install bike lanes on our street. It is my understanding that this would eliminate the parking on one side of a residential street that is already quite crowded due to the multiple commercial properties in the area. If this project is going to proceed I urge City Council to consider the impact it will have on the businesses and residents of Superior Street. Not to mention the disruption that will be caused by the months of construction we have seen on similar projects throughout our city.

I trust you will lead us in the right direction going forward.

Regards,

S. 22

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

> From: S. 22

> Sent: March 31, 2021 11:29 AM

> To: Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>

> Subject: James Bay Cycling Routes

>

> Hello,

>

> I'm sorry I missed the deadline for the on-line survey. I hope you can add my comments below to your collected input.

>

> Thank you for all the hard work you have done on implementing bike routes into the city. You obviously have put a lot of thought and effort into these new proposed additions and given your knowledge and overview of the city and traffic concerns as a whole I support these new plans as laid out.

>

> As an older cyclist and home owner in the S. block Superior St. I strongly support your proposed plans for Superior just as they exist in your present drawings even though there will be a significant reduction in street parking.

>

> The changes you are proposing would help change Superior St. from a "dusty highway" to a MUCH more attractive and calmer environment. The safety for cyclists (and children!) would be significantly improved.

>

> It makes total sense to me to choose Superior St. as your main east west cycle route.

>

> I'm against choosing Michigan St. as a main cycling corridor. Parts of it are routinely fully parked up on both sides of the street. It already feels constricted and being so narrow a street any oncoming auto traffic forces cyclists up against the sides of parked cars. I rarely see it being used as a cycling route and don't feel the proposed changes to Michigan St. would do much to change that.

>

> Keep up the good work. :)

>

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

From: S. 22

Sent: May 11, 2021 2:03 PM

To: Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>

Subject: Cycle routes

Keep up the great work you guys:))

S. 22

<https://can01.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.commondawg.com%2F&am p;data=04%7C01%7Cswilliams%40victoria.ca%7C6a070daa04124ae5751408d914c1b2ad%7Cd7098116c 6e84d2a89eedb15b6c23375%7C0%7C0%7C637563644419093065%7CUnknown%7CTWFpbGZsb3d8eyJ WljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&amp;sdata=7SI7SG u7EU%2BarnMNFZFi%2FPoXGpQEO6o2sEhfDmnKSGI%3D&amp;reserved=0>

**From:** [Monica Dhawan](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: 1. Michigan Street Starlight project, now approved. 2. The Michigan or Superior Streets bicycle corridor plan.  
**Date:** June 17, 2021 8:47:44 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Hi Stephanie,

How would you like us to handle JB Bike Lanes now? I will always share with Mayor and Council. But I could also respond by outlining next steps in the project, if you provide me with wording – or I can send them to you?

Thanks,

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



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**From:** S. 22  
**Sent:** June 16, 2021 6:05 PM  
**To:** [letters@timescolonist.com](mailto:letters@timescolonist.com)  
**Subject:** 1. Michigan Street Starlight project, now approved. 2. The Michigan or Superior Streets bicycle corridor plan.

Dear Editor,

Please consider two (marked in **RED** below) of our (my wife's and mine) comments for placement in Times Colonist's Comments section :

1. Our "Thank You" email to Mayor and Council re the now approved somewhat controversial Michigan Street Starlight project.
2. Our observations and recommendation for the local area Michigan or Superior Streets bicycle corridor plan.

Cordially,

S. 22



S. 22

□ **THANK YOU NOTE TO LISA HELPS AND COUNCIL RE 415 - 435 MICHIGAN STREET**

Dear Mayor and Council,

Thank you and council for so well considering and appreciating my wife's and my telephone contribution and emails.

True, the two of us had differing positions on the project, but the way you and council came to your well balanced decision, compassionate even towards an, one time at least, problematic developer, was heartening...

Both of us are happy with the vote's outcome and don't mind the work that will be done on that grassy, at times doggydoo deposited area. It now, instead of "going to the dogs" (with apologies to all our lovely dog-friends and the dogs' friends), will soon go to new residents, who if they have dogs, can have them play with the dogs of the other dog-owning Regent Tower and Charter House residents in that gem of a park - Irving Park - with its huge trees, its great green canopy, its green space, it's so well maintained playground, its labyrinth and its little (too little perhaps) James Bay New Horizons Community Center's garden, all on that corner of Menzies/Michigan.

Again, thank you all,

Cordially,

S. 22

□ **NOTE TO LISA HELPS AND COUNCIL BICYCLE CORRIDOR SUPERIOR OR MICHIGAN STREET**

Dear Mayor and Council,

Please consider the following remarks as our (my wife's and mine) contribution to the discussion on the bicycle corridor in Superior or Michigan Street, with various points with which my wife and myself argue that NOT Michigan, but Superior will be selected:

1. Michigan's narrowness and its much needed residential car parking on both sides,
2. The swinging doors of parked cars when automobilists are exiting (and even entering) their vehicles, much too often, if not hitting, than certainly "surprising" cyclists passing by.
3. The maneuvering of the necessarily backing-in parking vehicles,
4. The zigzagging meandering cars entering and passing through Michigan Street from both

directions.

5. The probably year long construction activities on 415 - 435 Menzies...

6. There is more, but for now this is enough....

My wife and I are both avid cyclists here in Greater Victoria since 1971 when we immigrated from Holland... We both happily agree Superior Street to be the... er... superior bike path solution...

Oh, and, we are on our third pair of electric-assist bikes, the first pair of which we had to buy in Seattle as they were, decades ago, not available in Victoria nor Vancouver.

Cordially,

S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** FW: cycling route design in James Bay  
**Date:** June 8, 2021 4:06:00 PM

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Hi S. 22 ,

Thanks for your participation in the James Bay cycling routes engagement process. The City has a team of people who work on sharing information and gathering public feedback on a variety of different City projects – from park planning and design to new bylaws to transportation projects. When you submit a question through this forum for the AAA cycling network, it is shared with staff in the Transportation Division of the Engineering & Public Works Department

We appreciate your suggestions for road paving on Blanshard Street- this is scheduled for 2022.

We understand that you do not see a need for any cycling infrastructure in James Bay. One of the goals of the All Ages and Abilities cycling network is to encourage those who do not currently feel comfortable riding, such as younger children or older adults, to ride more often. The Motor Vehicle Act dictates where people can ride – with the exception of designated freeways, people riding bicycles are able to choose any road they feel comfortable on. You can find more information [here](#).

Your email will be shared with Mayor and Council in full and be included as a part of the staff report this summer. If you are interested in staying involved in the 2022 budget process to weigh in on capital investment priorities, we encourage you to sign up for our monthly e-newsletter [here](#).

Thanks

*Stephanie Williams*  
*Outreach Coordinator- Bicycle Master Plan*  
*Engagement and Engineering & Public Works*  
*City of Victoria*  
*250-858-8746*

**From:** S. 22  
**Sent:** June 8, 2021 1:41 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** cycling route design in James Bay

I have two questions I would like a response to:

1. Who is on the Engagement Team?
2. Why are you spending so much money on bike lanes in James Bay?

I have lived in James Bay for 9 years and have cycled through the neighbourhood myself.

There is no need for bike infrastructure in this neighbourhood. If you can't cycle safely through James Bay, then you seriously should not be on the roads.

The money going into this and the other unnecessary bike infrastructure should be used to fix the horrendous conditions of major streets with heavy traffic - Blanchard Street (embarrassing and dangerous) and Douglas Street.

I drive/walk down Dallas Road on a regular basis and the arrogant cyclists still hold up traffic by cycling on the road even though there is a bike lane right next to them.

Your so-called attempt at public engagement is an insult to the citizens of this city. We know there is no public consultation, you are simply paying lip service to the initiative so that you can say you did. Shame on you and members of Council who have ruined a once beautiful city with your wasteful, pet projects that only benefit a small minority.

S. 22

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: east-west bike lanes  
**Date:** May 25, 2021 9:18:09 AM

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**From:** S. 22  
**Sent:** May 23, 2021 4:53 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** east-west bike lanes

Please use Superior Street. Michigan Street is narrow, and parking on both sides makes it already overcrowded. With 24 new homes slated for 415-435 Michigan, with no parking provisions, this road is becoming a nightmare.

Please don't make it any worse!

S. 22

**PLEASE NOTE MY NEW EMAIL ADDRESS:**

S. 22

Please update your contact info for me!

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** FW: Government st. bike lanes  
**Date:** May 13, 2021 12:27:00 PM

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Hi S. 22

Thanks for the follow up. The final question in the survey was intended to provide an opportunity to add in any extra comments, but this works too! I have noted your comment regarding the landscaping/greenery in front of the Empress hotel and will add it to the survey results.

Thanks!

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** May 12, 2021 4:58 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Government st. bike lanes

Hello,

I have already submitted my answers to the survey but I just wish to add an extra comment and can't seem to find a way to do it. That's why I am sending this email. I hope it is ok.

In the previous version of the plan, with a two-way protected bike lane on Government between Wharf and Belleville, there was an opportunity to add landscaping, including new trees, in front of the Empress hotel. I really liked that idea and I am very sad to see that in the new, revised, plans, those trees are gone. Please do reconsider.

Thank you,

S. 22

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: Have Your Say - No Bike Lanes In James Bay  
**Date:** June 10, 2021 2:22:09 PM

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**From:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Sent:** June 10, 2021 2:10 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** FW: Have Your Say - No Bike Lanes In James Bay

For your records.

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**From:** S. 22  
**Sent:** June 8, 2021 7:26 PM  
**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** Have Your Say - No Bike Lanes In James Bay

To Mayor and Council,

No bike lanes in James Bay!

I have been a resident of James Bay since 2003 and I drive more now because of Ms. Helps bike lanes. No bike lanes in James Bay! Retrofitting roads to use for bicycle lanes is not an effective idea. It simply diverts traffic toward other streets increasing traffic and sends speeding motorists on what were once quiet streets. Bike lanes interrupt the flow of traffic causing more drivers to drive faster and idle longer. James Bay's residents are mature adults that rely on their vehicles and are not accustomed to the overwhelming cycling lanes, ugly signage, and road disfunction that is a part of Ms. Helps useless cycle lanes.

James Bay is doing fine without Ms. Helps dangerous vanity projects. The changes to Dallas road, although visually appealing, are going to be a dangerous place in the summer months with the crowds of tourists, cyclists, walkers cars, sightseers all competing for space along a narrow street and walking/AAA path. Real cyclists do not use the AAA path, and a very busy Dallas Road with limited space is an accident waiting to happen.

Bicycles are great, I have two, but putting impractical bike lanes in a already congested neighborhood is a bad idea and will have negative consequences for many James Bay residents. Ms. Helps and her council have already made egregious errors, such as letting homeless people camp in Beacon Hill Park, retrofitting the roads of James Bay into bike lanes will be another error of similar magnitude!

P.S. I believe the people do not want your bike lanes in Fairfield's Richardson Street either!



**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: James Bay Bicycle routes  
**Date:** May 17, 2021 2:50:45 PM

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**From:** S. 22  
**Sent:** May 17, 2021 2:49 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Bicycle routes

Hello

We would like to make a few comments on your proposed plan. We have lived at Harbourside, next to the Coast Hotel for five years now and love Victoria and in particular, James Bay as we feel it has such a wonderful mix of residents of various ages, income levels and interests. We could not be happier.

1. First of all, we would like to say that we have no overall concerns with the plan except the possible congestion when cruise ship season is in full swing. But, we think that you have done good job of incorporating various suggestions.
2. You have stated that your revised plan has an upgraded pedestrian crossing where Montreal and Kingston merge. Does this mean a pedestrian flashing light? This intersection is very dangerous when you are walking towards Dallas Road, as you have to step out into the street and look towards Laurel Point to see if there are any cars, taxis, busses or bikes coming. For many of us walkers and dog owners, we cross there several times a day and I personally have had two close calls; one from a Vic PD officer who apologized profusely!! Also, cars, bicycles and motor bikes love to speed around the corner at Laurel Point, then at Kingston and then at Worldmark—especially now during COVID when people just want to let loose. So, please try and work a flashing light into your plans; one that we could push when we cross the street. Coming from Dallas Road, it is not an issue as you see clearly, but the reverse direction is dangerous.
3. The other place that the level of pedestrian safety could easily be improved is a cross walk at the corner of Superior and Montreal. Again, people tear down this little straight stretch on Superior and it would be an inexpensive way to improve safety. Besides being a popular route to the ocean for locals, during the cruise ship season, most people return to their ships at night by taking Montreal Street as it leads right to their ship. We know; we walk our dog for his last watering of hydro poles around 10:00 at night and there are always a ton of people out there with their maps and they always ask if that is Montreal street as they want the fastest way to their ship. Possibly, a sign on the corner pointing to the cruise ships would also be a good idea as the city has done such a great job improving the signage recently.

So, those are our suggestions. We would like to compliment you on the beauty of the Dallas Road walkway—glad you persevered during all the negative comments about taking the old wall down. It

is such an improvement and we use it practically every day as we make a long loop around Dallas Road, Belleville and through Peter Pollen Park and home. What a great idea to include seating.

Thanks for the consultation on this project,

S. 22

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: James Bay Bicycle Routes  
**Date:** May 17, 2021 9:53:19 AM

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

From: **S. 22**  
Sent: May 17, 2021 9:18 AM  
To: Engagement <engage@victoria.ca>  
Subject: James Bay Bicycle Routes

Hello:

You are proposing an east/west bicycling route along Michigan Street or Superior Street.

Let me protest the Michigan Street proposal. Our apartment buildings (Marifield Park Apts), where I live, have a parking lot with two exits onto Toronto Street. No other way to exit. About 60 to 75 cars park in the lot. Toronto Street is one-way west. Presently, if we wish to head east, we have to go north on Powell Street to Michigan, turn right on Michigan and drive east to Government Street and onward to our destination. If bicycle lanes are built on Michigan, to avoid the congestion created by the proposed bicycle lane, we would have to drive west on Toronto Street to the Five Corners, turn right or north on Menzies to Superior, then turn right or east. Additional vehicles meeting at Five Corners will be dangerous and add to the existing congestion. Pedestrians, buses, and trucks are plentiful at that busy intersection, they don't need more vehicle traffic!

At present, Michigan Street has on-street parking for several homes, (without drive-ways), the James Bay Urgent & Primary Care Centre is on the corner of Powell and Michigan. Bicycle lanes would create havoc for patients, police, ambulance and fire trucks trying to access the Care Centre. Once the Concert property is occupied (110 units) that will create more congestion on Michigan. It will be a nightmare, in a vehicle, trying to maneuver around the bicycle lanes, parked cars, etc.

Don't consider using Michigan Street for an east/west bicycle lane. I'm happy to discuss this further with you.

Regards

**S. 22**

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: James Bay Bike Lanes  
**Date:** June 11, 2021 1:15:25 PM

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**From:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Sent:** June 11, 2021 12:54 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** FW: James Bay Bike Lanes

Please see below. Thanks.

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**From:** S. 22  
**Sent:** June 11, 2021 10:19 AM  
**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** James Bay Bike Lanes

Mayor Helps and council,

I understand that today is last day for input on the James Bay bike lane proposal.

PLEASE choose the Michigan Street route, as Superior is used SO MUCH by motor vehicles, not all electric!, and it is not healthy for cyclists to breathe vehicle exhaust fumes. Michigan street will be much more pleasant for both cyclists and pedestrians , and auto access for residents will still be there.

As an aside, so delighted that you, Mayor Helps, and council have decided to restore Beacon Hill Park, as it is so important for tourists, as well as residents of our city, when so many are living in condos.

Sincerely,  
S. 22

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: James Bay Bike Lanes  
**Date:** June 10, 2021 2:21:46 PM

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**From:** Victoria Mayor and Council <mayorandcouncil@victoria.ca>  
**Sent:** June 10, 2021 2:06 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** FW: James Bay Bike Lanes

For your records. Thanks.

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**From:** S. 22  
**Sent:** June 10, 2021 11:01 AM  
**To:** Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** James Bay Bike Lanes

Hello,

As a resident of James Bay, I wish to comment on the proposed routes for Bike Lanes. In general, I support the development of Bike Lanes and am please that the Council is proceeding with more carbon neutral modes of transport.

Having seen the video of the proposed options, I prefer the route along Michigan Street. It will be safer, less intrusive and a much more pleasant ride.

I thank you for considering my concerns.

S. 22

Sent from [Mail](#) for Windows 10

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: JBNA Directors' Report: March 11th, 2021 (bike lanes)  
**Date:** April 8, 2021 7:36:33 AM

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Stephanie – this one should have been included in the emails I added to SP for you.

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**From:** Sarah Webb <[swebb@victoria.ca](mailto:swebb@victoria.ca)>  
**Sent:** March 22, 2021 9:41 PM  
**To:** Marg Gardiner <[marg.jbna@telus.net](mailto:marg.jbna@telus.net)>  
**Cc:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: JBNA Directors' Report: March 11th, 2021 (bike lanes)

Thanks Marg!

Feel free to forward on any emails as they are important for this phase of design consultation.

We have over 400 surveys completed and some really fantastic ideas, observations and comments to work from. There is no rush on our end - a first phase of engagement to get feedback on key issues.

Cc- for record keeping

Best  
Sarah

Sent from my mobile - let's stay connected

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**From:** Marg Gardiner <[marg.jbna@telus.net](mailto:marg.jbna@telus.net)>  
**Sent:** Monday, March 22, 2021 4:12:42 PM  
**To:** Sarah Webb <[swebb@victoria.ca](mailto:swebb@victoria.ca)>  
**Subject:** Fwd: JBNA Directors' Report: March 11th, 2021 (bike lanes)

Hi Sarah,

We are still getting comments etc.  
Not all worth sending on as they repeat what many others have said.

See one below which is very considerate.

I do not pass on names/addresses as that would take too many more emails to seek permission; however, the person may have already sent same message to you.

Marg Gardiner,  
President, JBNA  
[marg.jbna@telus.net](mailto:marg.jbna@telus.net)

Begin forwarded message:

**From:**

**Subject: Re: JBNA Directors' Report: March 11th, 2021 (bike lanes)**

**Date:** March 22, 2021 at 11:50:04 AM PDT

**To:** JBNA <[jbna@jbna.org](mailto:jbna@jbna.org)>

***RE: Additional Cycling Routes in James Bay:***

The City is planning for the next phase of the 32km cycling network. Comment is being sought on the proposed east-west routing of either Superior or Michigan (although consultation has not been requested on the north-south routing, you may provide comments on the City survey). The City plans contain several changes to intersections on Government at Belleville and Dallas, on Michigan, and on Montreal: visit the JBNA [webpage](#) for details and [engage@victoria.ca](mailto:engage@victoria.ca) for the City survey.

Hello JBNA,

I do not have a car and either walk, take the bus or ride a bicycle wherever I go. So for me, it's welcome to see bike routes developed further in the city of Victoria. However, I am concerned that the City of Victoria is moving too fast installing complicated routes in many neighbourhoods, some of which really might not need complex street/traffic rearrangement and expensive barriers (Richardson/Haultain and Vancouver streets come to mind). Some of which, perhaps, only need painted lines to separate bikes from vehicular traffic.

I have looked at the plans for James Bay on the City of Victoria video. The idea to add traffic diversions and rerouting is concerning. The James Bay neighbourhood has so many seasonal events that attract huge crowds and so much extra traffic that, if streets are changed, there may be even crazier traffic bottlenecks and longer delays than in the past. Think TC Run, Symphony Splash, Canada Day and the annual bike race for examples. Add increased summer cruise ship traffic from taxis and buses and the traffic situation in the neighbourhood will likely be chaotic.

I think painting bike lane lines as a test for whichever streets are chosen is a good first start. Test it out and see how it goes. It works well on some main streets like Foul Bay road leading up to UVic. Perhaps it would work well in James Bay. Massive infrastructure change is expensive for taxpayers and cannot be undone so easily once implemented.

Time should be taken to evaluate how the changes (already in progress in other districts) will play out on streets like Vancouver, Haultain and Richardson. If those, or some of them, are failures then the City of Victoria will be enlightened and with that new knowledge be able to improve future bike lanes.

I support bike lanes, but I also support planning with patience and well thought-out decisions based on a lot of public input, and with no obsessive rush to blast things in, which is what I believe is happening at this time.

Thank you for this opportunity to give feedback.

Best regards,

(Simcoe Street in James Bay)



**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: Michigan corridor question  
**Date:** May 17, 2021 12:28:22 PM

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

From: **S. 22**  
Sent: May 14, 2021 9:22 PM  
To: Engagement <engage@victoria.ca>  
Subject: Michigan corridor question

Hello,

I just wanted to highlight that safety at the four-way stop at Government and Michigan needs to be improved. Cars are constantly running the stop signs there. If the Michigan corridor is selected, I hope there can be something done to improve the safety of this intersection.

**S. 22**

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** FW: Proposed bike lane on Dock St James Bay!  
**Date:** June 10, 2021 3:15:00 PM

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Hi S. 22

Thanks for the message. The concept for Dock Street is not a physical bike lane- rather, it is a shared-use neighbourhood bikeway- this means there will only be the addition of speed humps and some paint markings on the roadway indicating a shared use street.

We encourage you to take the survey before it closes tomorrow (at 11:59pm) at [All Ages and Abilities Cycling Network | Have Your Say \(victoria.ca\)](#).

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

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

From: S. 22  
Sent: June 10, 2021 10:49 AM  
To: Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
Subject: Proposed bike lane on Dock St James Bay!

As a resident of Dock Street, and a home owner. I strongly disagree with the proposed Bike lane. The Road is too narrow, to safely accommodate this! Its a very dangerous idea! Also where exactly will the bike lane or lanes be placed?We have a huge amount of pedestrian traffic, that includes many groups of very small children, from James Bay Elementary,and The Daycare!

It is already difficult and hazardous for many residents to get out of their driveways as it is, because of skateboarders, bikes, buses, cars, pedestrians!

The best place for this Bike lane is Pilot Street!A very under used street! in James Bay, that does not have the existing pressures that Dock Street has!

Yours Sincerely.

S. 22

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: RE:changing James Bay  
**Date:** May 17, 2021 8:09:19 AM

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**From:** S. 22  
**Sent:** May 15, 2021 1:23 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** RE:changing James Bay

I am screaming this at the top of my lungs. Do not change anything!!!! I'm tired of you young squirts coming up with these bright ideas to help you get to your 'work out' gym. There are a majority of us who are seniors and I for one don't get around as well as I used to. The only options I have are walking or driving. You idiots who want to change; divert; revert; pervert are way out of line. I am going to expand my comments by saying that it seems to me that society is geared to help those who least need it and funneled to make society more convenient for those who can afford it. Do you know how much a bike costs? Of course you do! I bet there is a bike lobby in there somewhere. You people make me sick. Be very careful. I might become so angry that you will motivate me to run for office. concerned and disgusted

Sent from Windows Mail

**From:** [Engagement](#)  
**To:** [Stephanie Williams](#)  
**Subject:** FW: Safety at Mile Zero, and Belleville riders  
**Date:** July 5, 2021 8:38:40 AM

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

From: **S. 22**  
Sent: July 3, 2021 9:29 AM  
To: Engagement <engage@victoria.ca>  
Subject: Safety at Mile Zero, and Belleville riders

I live in James Bay and took part in the AAA cycling engagement process, favouring Michigan as the east-west connection over Superior.

In my rides, however, I have observed most riders coming from the Wharf Street-Government network turn right on Belleville. The natural tendency for recreational riders appears to favour a route along or close to the water. I question whether riders will want to use Michigan or Superior regardless of infrastructure changes.

Unrelated to the design options proposed, I have observed an unsafe situation at Mile Zero, where Douglas intersects the blind curve on Dallas. Cyclists coming out of Beacon Hill Park and travelling south on Douglas rarely dismount and use the crosswalk at Dallas to access the Dallas Road bicycle lane. Instead they will enter Dallas and attempt to use the crosswalk to access the bike lane while mounted, creating a conflict with motorists travelling west along Dallas. Is there a design option or signage that could improve this?

Sincerely,

**S. 22**

James Bay



**March 15, 2021**

**Dear Mayor Helps and Victoria City Council Members,**

**Re. Support for James Bay Cycling+ Routes & re-allocating space for walking, transit and cycling**

Greater Victoria Acting Together (GVAT) is an umbrella organization of 33 diverse member organizations representing about 70,000 local people and including faith groups, post-secondary student societies, unions, frontline service organizations and more.

We work to create positive change on issues of shared concern among our members. We currently have Action Research Teams (ARTs) focused on Affordable Housing, access to Mental Health and Addictions care, and Climate Justice.

We applaud your leadership in declaring a climate emergency as a city, and contributing to the unanimous CRD climate emergency declaration.

*We support re-allocating road and parking space to bus lanes and other complementary uses such as wider sidewalks, pedestrian priority streets, and All Ages and Abilities (AAA) bike and roll routes. And, specifically we support the James Bay Cycling Routes proposal. We urge you to proceed without delay, and ensure these routes are truly All Ages and Abilities (AAA) by designing and designating all AAA bike and roll routes for use by people riding power wheelchairs and mobility scooters (as well as bicycles and skateboards).*

Re-allocating road space to transit and active transportation has been shown to reduce traffic volumes and GHG pollution without changing traffic speeds much.<sup>1</sup> In addition to climate benefits, more AAA bike and roll routes, bus lanes, and pedestrian priority streets (as is proposed for Government Street) would make our transportation system more equitable and socially just.

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<sup>1</sup> E.g. TransLink (2020) *Future of Urban Space and Streets: Bikes, Buses, Pedestrians*. <https://youtu.be/5vec1KH-a3M>; ITF (2021), *Reversing Car Dependency: Summary and Conclusions*, ITF Roundtable Reports, No. 181, OECD Publishing, Paris. [www.itf-oecd.org/reversing-car-dependency](http://www.itf-oecd.org/reversing-car-dependency); Darío Hidalgo (2021) *Traffic Evaporation: What Really Happens When Road Space is Reallocated from Cars?* <https://thecityfix.com/blog/traffic-evaporation-what-really-happens-when-road-space-is-reallocated-from-cars/>

We also hope and expect that the City is already preparing designs for bus lanes and signal priority that will make BC Transit's Rapid Bus truly rapid, and an effective response to the climate emergency.

Yours sincerely,



Jane Welton, Co-Lead of GVAT's Climate Action Research Team



Eric Doherty, Co-Lead of GVAT's Climate Action Research Team



Stephen Tyler, GVAT Board Member

**Greater Victoria Acting Together Member Groups are:**

- [Congregation Emanu-el](#)
- [Anglican Diocese of British Columbia](#)
- [University of Victoria Student Society](#)
- [Our Place Society](#)
- [Shambhala Meditation Centre](#)
- [Climate Justice Victoria](#)
- [First Unitarian Church of Victoria](#)
- [BC Government and Service Employee's Union](#)
- [Camosun College Students Society](#)
- [Sierra Club BC](#)
- [University of Victoria Graduate Students' Society](#)
- [Fairfield United Church](#)
- [Cool Aid Society](#)
- [Anawim Companion Society](#)
- [AVI Health and Community Services](#)
- [Greater Victoria Teachers Association](#)
- [Fernwood Neighborhood Resource Group](#)
- [Broad View United Church](#)
- [St. John the Divine Anglican Church](#)
- [Rogers Society](#)
- [St Patrick's Parish Church](#)
- [Sisters of St. Ann](#)
- [Holy Cross Catholic Church](#)
- [Hospital Employees Union](#)
- [Unite Here 40](#)
- [The Mustard Seed](#)
- [Church of Truth, Community of Conscious Living](#)
- [Friends of GVAT](#)
- [Society of Friends of St. Ann's Academy](#)
- [Threshold Housing Society](#)
- [IBEW Local 230](#)
- [BC Federation of Labor](#)
- [Generation Squeeze](#)

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay - Proposed Cycling Network - Survey Feedback  
**Date:** May 27, 2021 10:27:00 AM

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Thank you for sharing your feedback and comments that indicate you do not support any changes / new cycling infrastructure in James Bay.

Your email has been received and will be included with the staff report to Council this summer.

Thanks

*Stephanie Williams*  
*Outreach Coordinator- Bicycle Master Plan*  
*Engagement and Engineering & Public Works*  
*City of Victoria*  
*250-858-8746*

**From:** S. 22  
**Sent:** May 23, 2021 11:30 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** RE: James Bay - Proposed Cycling Network - Survey Feedback

I am re-sending my email of March 14<sup>th</sup> as I recently received yet another letter dated May 5, 2021, from your team of rabid cyclists that are hell bent on destroying the City of Victoria.

Firstly, as I've asked previously, would you please mail the survey to ALL RESIDENTS IN JAMES BAY that will be impacted by YOUR decision to ram this cycling route down our throats, all because some in a very 'Hitchhikers Guide to Galaxy' moment someone at the city decided back in 2016 to approve a 32 km cycling network that NO ONE IN THE CITY GOT TO VOTE ON or HEAR OF, it was "is intended to support new riders, young riders, older riders or those who want to ride more but are concerned about safety." However, no one consulted with the 11,982 residents of James Bay on what they thought of this cycling network, instead some cronies in the city voted on this and gleefully said... heh, heh, heh, SCREW THE VEHICLE DRIVERS! But, of course, you forget that the majority of people that come to James Bay are NON-RESIDENTS and they all DRIVE THEIR CARS INTO JAMES BAY for all of the festivals (that should be shifted to Fairfield....) and let's not forget the tourists, the taxis, the buses, the limousines, the kabuki kabs, the rickshaws, the beer tours, the horse drawn buggies, the Tallyho massive carriages. So when all of the above noted leave James Bay, the residents that live/work/play in this community and of course none of you work/live/play in James Bay...are left with an unholy mess of a proposed series of bike lanes that they WILL NEVER USE AND HAVE NEVER WANTED!

This quote is from your own Q&A on the engage site, "As a growing City with limited space, we must find ways to give more people more transportation options, allowing people who want to drive or need to drive to continue to do so." But then the next sentence goes on to say "To answer your

question – the City is encouraging increased use of transit, walking and cycling. These policies are supported in our Official Community Plan as well as in Go Victoria, our city-wide mobility strategy. Establishing safer routes for people on bicycles supports more people riding, more often.” So, the 2<sup>nd</sup> sentence, completely contradicts the first sentence, in other words...the city’s policy is to GET RID OF PEOPLE THAT DRIVE CARS AND MAKE IT AS INCONVENIENT AS POSSIBLE FOR PEOPLE WITH CARS IN JAMES BAY TO DRIVE FROM POINT A TO POINT B OR FOR THAT MATTER EVEN LEAVE THEIR OWN COMMUNITY, case in point...the disastrous mess you people have made of Government Street in front of the Empress Hotel, now cars can no longer turn right up Humboldt Street, so you are now cutting off our access to essential services such as my dentist that has an office downtown. I think eventually, you will succeed in driving all businesses out of the downtown core as no one will take bus to get there and honestly, how is busing any better than being in car, if you’re making it impossible for cars to drive in the city, then buses are also equally impacted as they are also motor vehicles (or maybe you hadn’t noticed???) so taking a bus is actually even more inconvenient as they take longer to navigate around the narrow lanes you’ve now squeezed all traffic entering and exiting out of James Bay into single, file lanes, so in the case of an emergency - gas leak, Tsunami, earthquake, you name the threat, I’m sure you can think of more ....everyone in James Bay is a sitting duck as there’s no way we would be able to leave the community in a rapid way.

So, just so you know, we like our cars and WILL CONTINUE to driving our cars, no matter how many bike lanes and traffic speed bumps you put in my path, we will always drive our cars until we can no longer do so and then I will take a taxi everywhere.

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- So here’s our feedback – do not destroy Michigan Street or Superior St, or Government St. or any other street in James Bay with yet another unwanted bike lane and traffic speed bumps that are directly outside people’s driveways so that every time people want to leave their home they have to drive over a speed bump and this affects many neighbours.
- If you want to slow traffic, instead of putting in unnecessary speed bumps, why don’t you stop



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- Here's another suggestion, why not spend a bit of time maintaining and cleaning up the park you created at Fisherman's Wharf Park. It's become an overgrown mess! Trim back the shrubs and clean up the garbage in the lower holding pool or whatever it's called, that swampy area in the bottom of the park that is now full of weeds, stagnant water and is a breeding ground in the summer for mosquitos. I see homeless people now camped out in the overgrown shrubbery and they leave their liquor bottles behind and garbage, it's an eye sore and I'm sure the tourists that you so love, all take note if the mess and take photos to show people at home just how dirty Canadians are tossing their garbage in the bushes and parks. Clean up this park – and maintain it! Don't waste our taxpayer money on bike lanes!
- And here's another solution – stop the cruise ships running their engines, make them plug into the electric grid so they don't have to run their diesel engines day and night, eight (8) months of the year when they berth at Ogden Point. Run a study to measure the reduction in carbon and toxins that are eradicated as a result of the cruise ships having to plug into an electric grid, which is supposedly 'clean energy'. I do believe that 100% of James Bay residents would rather see their tax payer dollars invested in this type of infrastructure than some painted bike lanes, speed bumps, and traffic circles.
- And, speaking of painted bike lanes, it's interesting that that city is using paint on the streets, when I contacted the city about the yellow curb lanes that needed painting, I was told by some minion clerk, that the city was no longer painting the curb lanes as it was not environmentally friendly as it chipped off and flowed down storm drains and then fish and other sea creatures ate the toxic paint thinking it was food. So, please explain to me how painted bike lanes are environmentally friendly? Even funnier, about two years ago, the city went around James Bay and painted all of the curb lanes with yellow paint, that same paint that I was told is not environmentally friendly! So, please explain to me exactly how are

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- So in response to your SO CALLED SURVEY – WE say – NO, NO, NO, NO, NO, NO!!!!!! We the residents of James Bay are vehemently opposed to ANY bike lanes, traffic calming, cloverleaf devices or any changes or modifications to our street.
- It's a HUGE mistake to put any traffic calming devices (speed bumps) on the Michigan Street as there's clearly something you people have completely forgotten about and that is that Michigan Street is a fire, ambulance, police, emergency vehicle main thoroughfare.
- Have any of you actually driven down Michigan Street??? No one, and I mean no one, speeds down Michigan Street as it's so narrow that you have to maintain a 20-30/kmh speed. Everyone that lives in/around Michigan knows that only local traffic uses this street and rarely, very rarely you may see a resident taking a taxi that needs to go on this street.

It's amazing to me how out-of-touch you policy people at the city can be. You have no idea what is going on in this community, you sit at your computers and write your policies and laws but you never set foot in the actual community and walk the street and knock on doors and talk to people.

As noted above there's 11,982 residents of James Bay, yet your survey response rate is abysmal, on your own website you proudly state, "The first round of engagement saw over 600 respondents provide feedback on initial designs and route options from February 5 to March 28<sup>th</sup>. Thank you for your interest!" OMG!!! You cannot be serious! Let's do the math..., ok for generosity let's say you heard from 625 respondents subtract that number from 11,982 residents and you get 12,607 residents of James Bay that have not responded. Wow, that's an abysmal response rate. On a report card you'd get an F- or a performance review, would say "you've not meet your targets".

But, as you stated above it doesn't really matter what we want as residents, it's all about the city plan and WHAT YOU WANT, which is to RAM down our throats in a cycling network that someone decided back in 2016 was a good idea. Of course, what you've neglected to document is the demographic age of the median age of James Bay residents is 53+, so it's very unlikely that you're going to see many James Bay resident taking advantage of this cycling network.

-

In the meantime, I'm LOVING the break from the cruise ships and I'm thrilled that the USA has decided that cruise ships can bypass our city on their way to Alaska. I hope to never see another cruise ship in this city every again. Today, I got to sit in my back yard in the sunshine and quiet, and not listen to vehicles screaming around St. Lawrence in a race to get to the cruise ship and when I wiped the dust off of my patio table, it was just regular brown dust, not the black soot from the exhaust of cruise ships that I have had to wipe off of my patio furniture for the past 19 years. This year, for the first time, I'm growing vegetables as I have no fear of that black soot from the cruise ships landing on the food that I grow. I'm also enjoying having my windows open in the evening without the smell of those toxic fumes blowing in off the straight. Now that is quality of life, not some cemented/painted bike lanes!

In a few years the cycling network will fall into disrepair and neglect (just like Fisherman's Wharf park ...great idea...but no one is maintaining it) and a new Mayor and Council will one day be voted in and their priorities will shift, and the cycling network will be put aside for other more urgent priorities and those painted lines will fade away and those invisible (at night), grey, cement curbs will crumble and eventually, cars and trucks will smash them up. And, so another failed social experiment will become part of the history books. You fail, vehicles win...in a few more years, there will be more single use vehicles as people move away from fossil fuels to electric vehicles and driverless cars. So your puny cycling network is nothing but a blip, in 5-10 years it will be an inconvenience and eventually, new city planners will tear it up to make way for other projects and electric charging stations for driverless cars and buses and all the money you're spending will be wasted and your legacy will blow away in the wind...and be for naught.

-

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay - Proposed Cycling Network - Survey Feedback  
**Date:** May 27, 2021 10:27:00 AM

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Thank you for sharing your feedback and comments that indicate you do not support any changes / new cycling infrastructure in James Bay.

Your email has been received and will be included with the staff report to Council this summer.

Thanks

*Stephanie Williams*  
*Outreach Coordinator- Bicycle Master Plan*  
*Engagement and Engineering & Public Works*  
*City of Victoria*  
*250-858-8746*

**From:** S. 22  
**Sent:** May 23, 2021 11:30 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** RE: James Bay - Proposed Cycling Network - Survey Feedback

I am re-sending my email of March 14<sup>th</sup> as I recently received yet another letter dated May 5, 2021, from your team of rabid cyclists that are hell bent on destroying the City of Victoria.

Firstly, as I've asked previously, would you please mail the survey to ALL RESIDENTS IN JAMES BAY that will be impacted by YOUR decision to ram this cycling route down our throats, all because some in a very 'Hitchhikers Guide to Galaxy' moment someone at the city decided back in 2016 to approve a 32 km cycling network that NO ONE IN THE CITY GOT TO VOTE ON or HEAR OF, it was "is intended to support new riders, young riders, older riders or those who want to ride more but are concerned about safety." However, no one consulted with the 11,982 residents of James Bay on what they thought of this cycling network, instead some cronies in the city voted on this and gleefully said... heh, heh, heh, SCREW THE VEHICLE DRIVERS! But, of course, you forget that the majority of people that come to James Bay are NON-RESIDENTS and they all DRIVE THEIR CARS INTO JAMES BAY for all of the festivals (that should be shifted to Fairfield....) and let's not forget the tourists, the taxis, the buses, the limousines, the kabuki kabs, the rickshaws, the beer tours, the horse drawn buggies, the Tallyho massive carriages. So when all of the above noted leave James Bay, the residents that live/work/play in this community and of course none of you work/live/play in James Bay...are left with an unholy mess of a proposed series of bike lanes that they WILL NEVER USE AND HAVE NEVER WANTED!

This quote is from your own Q&A on the engage site, "As a growing City with limited space, we must find ways to give more people more transportation options, allowing people who want to drive or need to drive to continue to do so." But then the next sentence goes on to say "To answer your

question – the City is encouraging increased use of transit, walking and cycling. These policies are supported in our Official Community Plan as well as in Go Victoria, our city-wide mobility strategy. Establishing safer routes for people on bicycles supports more people riding, more often.” So, the 2<sup>nd</sup> sentence, completely contradicts the first sentence, in other words...the city’s policy is to GET RID OF PEOPLE THAT DRIVE CARS AND MAKE IT AS INCONVENIENT AS POSSIBLE FOR PEOPLE WITH CARS IN JAMES BAY TO DRIVE FROM POINT A TO POINT B OR FOR THAT MATTER EVEN LEAVE THEIR OWN COMMUNITY, case in point...the disastrous mess you people have made of Government Street in front of the Empress Hotel, now cars can no longer turn right up Humboldt Street, so you are now cutting off our access to essential services such as my dentist that has an office downtown. I think eventually, you will succeed in driving all businesses out of the downtown core as no one will take bus to get there and honestly, how is busing any better than being in car, if you’re making it impossible for cars to drive in the city, then buses are also equally impacted as they are also motor vehicles (or maybe you hadn’t noticed???) so taking a bus is actually even more inconvenient as they take longer to navigate around the narrow lanes you’ve now squeezed all traffic entering and exiting out of James Bay into single, file lanes, so in the case of an emergency - gas leak, Tsunami, earthquake, you name the threat, I’m sure you can think of more ....everyone in James Bay is a sitting duck as there’s no way we would be able to leave the community in a rapid way.

So, just so you know, we like our cars and WILL CONTINUE to driving our cars, no matter how many bike lanes and traffic speed bumps you put in my path, we will always drive our cars until we can no longer do so and then I will take a taxi everywhere.

Of course, you know you’re wasting your time trying to get rid of cars, as it does not solve the transportation issues of this city as more and more people move here, there will be more and more demand for road space and housing, so your puny little insignificant 32 km of cemented (demented) bike lanes is not answer to the city transportation woes nor to stopping pollution in this city. As I stated below...there are more pressing concerns that the city MUST and should be dealing with but of course, Mayor Helps wants to leave her legacy, just like Mayor Lowe with his arena. MY TAXPAYER DOLLARS go to PAY YOUR SALARIES...and I don’t agree with how your agenda is negatively impacting our community, a community that you do not live/work/play in.

So in response to your survey (WHATEVER IT SAYS), here’s my feedback and I DEMAND as a taxpayer and homeowner that you add the bullet points below to the data you’re collecting so that my voice is heard, even though I’m unable to log into a website and create an account and give you my personal information (age, date of birth, etc.) so you can use it for so called planning purposes, uh, no thank you, we all know that websites are vulnerable to hacking, just look at what happened to the Ministry of Advanced Education some group tried to hack students personal data. I don’t trust your website or your IT people to keep my data secure.

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-



**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay AAA route suggestions / comments  
**Date:** May 27, 2021 10:51:00 AM

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Hi S. 22 ,

Thanks for taking the time to fill out the survey and provide these additional comments- they will be reviewed and your email will be included with the staff report to Council this summer.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** May 23, 2021 11:44 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay AAA route suggestions / comments

Hello,

Thank you for the opportunity to provide feedback for the James Bay AAA routes. There are many improvements in the proposed routes that are valuable to the community, and I'm looking forward to riding and walking these routes in the future. James Bay is difficult to plan for improved cycling, given the narrow streets, few garages or driveways for people to keep their vehicles. I provided input through the survey (prefer Superior to Michigan for example), but wanted to emphasize a few points here as well.

A major flaw is lack of consideration for routes to/from James Bay Community School and Community Centre. Peak traffic times and congestion are associated with school traffic. A goal is to encourage people to bike or walk to school as families, but we are not giving them safe routes to make dropping their kids by bike feasible. I suggest adding segments of AAA route from Montreal to Oswego down Simcoe; and from Superior to Niagara on Oswego. The Montreal Route as it is described, does not help kids and families get to James Bay School.

South Park School presents a difficult situation. Advisory bike lanes are sketchy at the best of times, and I would think a terrible idea next to a school during pickup drop-off times, with cars pulling in and out across bike lanes, presumably with family riders of AAA in them. This is why I did not support the Michigan route, in addition to recognizing that the traffic calming/advisory route features are simply not as good. The overall benefit to the community is much greater with the Superior Street route and protected bike lanes - more people will have increased safety and the route and connections are convenient.

Hopefully elements to increase safety around South Park School - better crossing infrastructure at Douglas Street for example, to connect with the Beacon Hill Park path

might help.

Also, is it possible to work with Parks and put a wider path in Michigan Street Playground (parallel to Michigan and/or around the park perimeter) for bicycles? It would invite school biker/rollers to use rather than Michigan where the traffic congestion is.

If we are serious about changing community behaviour, reducing car use, supporting independent mobility and health, we need to start with children and families who drive their kids everyday, 10 months of the year to school, often because they feel they have no other safe transportation choices. Focus the active transportation lens on school travel. If you build safe streets for school travel, you change habits and attitudes about what transportation is (e.g., not just cars - bus, walk, bike, roll). This is a once in decades opportunity to make change to generations of kids - who grow up and make transportation choices for themselves and eventually their families.

Thanks for your consideration and time.

Best.

S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay AAA route suggestions / comments  
**Date:** May 27, 2021 10:51:00 AM

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Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
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S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay Bicycle routes  
**Date:** May 18, 2021 1:47:00 PM

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Hi S. 22

Thanks for your comments and suggestions. We appreciate the feedback and have added them to the engagement results and shared them with our Planners.

Glad you're enjoying Dallas Road!

*Stephanie Williams*  
*Outreach Coordinator- Bicycle Master Plan*  
*Engagement and Engineering & Public Works*  
*City of Victoria*  
*250-858-8746*

**From:** S. 22  
**Sent:** May 17, 2021 2:49 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay Bicycle routes

Hello

We would like to make a few comments on your proposed plan. We have lived at Harbourside, next to the Coast Hotel for five years now and love Victoria and in particular, James Bay as we feel it has such a wonderful mix of residents of various ages, income levels and interests. We could not be happier.

1. First of all, we would like to say that we have no overall concerns with the plan except the possible congestion when cruise ship season is in full swing. But, we think that you have done good job of incorporating various suggestions.
2. You have stated that your revised plan has an upgraded pedestrian crossing where Montreal and Kingston merge. Does this mean a pedestrian flashing light? This intersection is very dangerous when you are walking towards Dallas Road, as you have to step out into the street and look towards Laurel Point to see if there are any cars, taxis, busses or bikes coming. For many of us walkers and dog owners, we cross there several times a day and I personally have had two close calls; one from a Vic PD officer who apologized profusely!! Also, cars, bicycles and motor bikes love to speed around the corner at Laurel Point, then at Kingston and then at Worldmark—especially now during COVID when people just want to let loose. So, please try and work a flashing light into your plans; one hat we could push when we cross the street. Coming from Dallas Road, it is not an issue as you see clearly, but the reverse direction is dangerous.

3. The other place that the level of pedestrian safety could easily be improved is a cross walk at the corner of Superior and Montreal. Again, people tear down this little straight stretch on Superior and it would be an inexpensive way to improve safety. Besides being a popular route to the ocean for locals, during the cruise ship season, most people return to their ships at night by taking Montreal Street as it leads right to their ship. We know; we walk our dog for his last watering of hydro poles around 10:00 at night and there are always a ton of people out there with their maps and they always ask if that is Montreal street as they want the fastest way to their ship. Possibly, a sign on the corner pointing to the cruise ships would also be a good idea as the city has done such a great job improving the signage recently.

So, those are our suggestions. We would like to compliment you on the beauty of the Dallas Road walkway—glad you persevered during all the negative comments about taking the old wall down. It is such an improvement and we use it practically every day as we make a long loop around Dallas Road, Belleville and through Peter Pollen Park and home. What a great idea to include seating.

Thanks for the consultation on this project,

S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay Bike Lane Feedback for Survey  
**Date:** June 3, 2021 11:44:00 AM

---

H S. 22 ,

Sorry, I mean to include the original email.

Thanks for getting in touch with the City of Victoria. Your email has been received and will be included in the staff report prepared for Council this summer.

Please note that the designs for Michigan Street at the western end, near St. Lawrence, do not include bicycle lanes. The concept is a shared road design. Parking would remain on both sides of the road. The changes adjacent your strata would be a reduced speed limit and speed humps on the block. At Montreal Street, there would be a traffic circle. Further east, between Menzies and Douglas Street, there would be new pedestrian crossings and painted advisory bike lanes. We encourage you to review the designs and watch the corridor video at [engage.victoria.ca/aaa-cycling-network](https://engage.victoria.ca/aaa-cycling-network).

Should you wish to weigh in on the survey, feel free to do so before June 11, 2021. Otherwise, we are grateful for your time to make comments.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** May 29, 2021 9:42 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay Bike Lane Feedback for Survey

To [engage.victoria.ca](https://engage.victoria.ca)

Gentlemen/Ladies at [engage.victoria.ca](https://engage.victoria.ca):

Thank you for your notice of a possible bicycle lane along Michigan Street and the

invitation to express comments.

All the owners of strata EPS 3368 (at the corner of Michigan and St. Lawrence) met the afternoon of 22 May and agreed that a bicycle lane on Michigan Street would be undesirable and unrealistic. At the moment, bicycle traffic on Michigan Street is next to non-existent, and Michigan Street itself is very narrow. With cars parked on both sides of the street, vehicular traffic is already de facto one-way. When two cars approach from opposite directions, one must find an empty space, such as a driveway, into which to pull over so that the other vehicle can pass.

In a perfect world, it might be possible to ban parking on one side of Michigan Street, but realistically, car-owning residents have no other place in which to leave them. With benefit of hindsight, it might have been a good idea to create a wider street and insist that every residence have a garage and a driveway, but the street and the buildings are already in place.

Please consider. The high number of rentals on Michigan results in full parking on both sides of the street, 24/7, day and night. The cars do not belong to people with multiple vehicles. The car owners on this high-density street have no choice but to leave their cars on the street.

As such, Michigan Street is completely unsuitable for bicycle lanes.

Signed:

S. 22



**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay Bike Lanes  
**Date:** May 27, 2021 2:13:00 PM

---

Hi  S.

Thanks for your participation in the James Bay cycling routes engagement process. We hope you had a chance to fill out the [survey](#). If you have any further comments on the designs for James Bay, please feel free to write them in an email to us and we will ensure that they are included with the full report that goes to Council.

To answer your question: yes, Cook St was considered and in fact, was the original route that was recommended for the AAA network in 2016. Further analysis of Cook Street in early 2018 revealed significant trade-offs required to maintain traffic performance and cycling safety at intersections -- especially during peak travel times. Staff investigated both a 3-travel lane design as well as a 4-travel lane design. Both of these options had significant impacts to parking, on-street trees, and existing utility poles. Neither option met the City's objectives to provide a high quality, functioning and attractive streetscape with a reasonable balance for all modes of travel. Given multiple trade-offs and impacts for Cook Street design options, at the May 2018 COTW meeting, Council directed staff to prioritize cycling improvements on the Vancouver Street corridor.

The Vancouver Street project included changes to support people riding bicycles -- but it also has several other benefits. For those living on the corridor, there are now lower traffic volumes, lower speeds and reduced noise. There are new public plaza spaces, street trees and seating in both the Fairfield Neighbourhood and North Park neighbourhood. The project also included road paving and accessibility upgrades such as new let downs for people in wheelchairs and tactile domes for those with vision loss.

The mode share of people who ride bikes to, from and within Victoria for all trips (not just commuting) in 2017, was 9%. This represents an increase from 5% in 2011. The next measurement date will be in 2022. As the All Ages and Abilities cycling network is intended to encourage those who do not currently feel comfortable riding such as younger children or older adults to ride more often. We expect that mode share for walking, cycling and public transit will continue to increase in Victoria -- and across the capital region. Victoria is not alone in building AAA infrastructure and repurposing road space to support sustainable transportation. Saanich, Oak Bay and Esquimalt are also working on major projects to make similar investments in their road networks.

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22

**Sent:** May 21, 2021 11:17 AM

**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>

**Subject:** James Bay Bike Lanes

Hello,

I live in James Bay and walk, bicycle and drive when necessary in and around James Bay and Victoria.

I have attended both zoom meetings and have appreciated the input and dialogue from city employees in the area of bike lane plans and transportation.

What has not been addressed is the number of people who live in other parts of Victoria and Langford and surrounding areas who also like to drive to visit James Bay. They create an enormous influx of cars, especially over the weekends, and during special events at the Legislative Grounds and Inner Harbour. This is their city and they should continue to feel welcome in our little community.

Has the ability for these residents of Victoria been considered in the bike lane proposals? Also, I live on Simcoe Street and while I'm happy for it to remain one way with an extended walking path, it also has cut down on parking on Simcoe after 6 pm. It also means when I do need to use my car, I have to drive further to get home, which equals more fuel, exhaust and pollution.

My main reason for writing though, is to remark on Vancouver Street. I walked downtown yesterday at lunchtime and as I was close to Vancouver and Yates, decided to walk down Vancouver Street. In the space of the 20 mins to walk to Southgate, I saw **5 bicycles** use that road!!!!!!! I understand why most bikes are still using Cook or other routes, partly because of the hills on Vancouver ... was that even considered!!!!???? It's a lovely street now, quiet with nice gardens and a huge amount of dollars wasted! I have friends who live near Cook Street and it now takes me several minutes longer to drive there, and many stops and fuel emissions as I wait in traffic. How can the city rationalize what they have done to Vancouver Street for so few bicycles? I would like to know what percentage of the Victoria area population ride bikes? As a main mode of transportation rather than recreation? If I have to drive towards the west short via blue bridge to hike, it takes 2 - 3 lights on the weekend to turn left onto Wharf street ... more emissions.

I realize the Council's mandate for their bike lanes despite every other important need in the city for more affordable housing, public transportation, etc. and that budgets are fixed for various projects, but surely transportation department also includes public transport. I am originally from England and regularly used public transportation because it is efficient. Same with many other countries in Europe that are often quoted as being bike friendly. Instead of catering purely to the cyclists in this town, why not seriously consider the larger group of the community who cannot ride bikes and would use public transport if it was efficient? How does a parent get their child to school on one side of town, then return to another part of town for work with no useful public transport system in place? That's how you reduce cars ... not by catering to the few younger, privileged bikers who are always coming first.

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay Bike lanes  
**Date:** June 14, 2021 4:16:00 PM

---

Hi S. 22

Thanks for the email and all of the points- they will be included in the feedback process and staff report to Council this summer.

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** June 11, 2021 3:22 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay Bike lanes

Point form due to time constraints.

I DISAGREE with  
Montreal and Superior east/ west lanes  
Government and Montreal north south routes

\*These are too narrow old 100 year old village streets shared with horses.  
Biggest impact on residents and congestion  
\*Not where cyclists like to cycle

Lycra cyclists and regular cyclists choose routes along the oceanside  
DALLAS Road is the preferred route

#### **Extending the Dallas Road bike lanes westward and linking to Bellville**

Would be preferable

- \* wider street
- \* extension of existing Dallas path
- \* less impact on James Bay narrow Streets
- \* that is where cyclists ride

#### **BIKE LANE SOUTH ON DOUGLAS INSTEAD OF GOVERNMENT**

- \* Government Street too narrow
- \* frequent horses due to historical interest

DOUGLAS STREET

\* wider and good connection to Dallas

CONSIDER RING BIKE PATH AROUND BEACON HILL PARK

\* would connect downtown, park, Dallas Road, ocean, Cook Street & Vancouver Street  
Bike lanes

Thank you for your consideration

Cheers, S. 22

James Bay resident

S. 22



**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay cycling routes - feedback  
**Date:** June 10, 2021 3:18:00 PM

---

Hi S. 22

Thanks for the message and letting us know you do not support any All Ages and Abilities (AAA) cycling routes in James Bay. Your email has been received and will be included in the staff report to Council this summer.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** June 8, 2021 5:06 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay cycling routes - feedback

Hi,

I started to take the final survey on the James Bay cycling routes and found that I could not complete it. Users are forced to select a preferred route up front, which forces agreement with one of the options. I do not agree with either option. In fact, I am strongly opposed to any dedicated cycling routes through the heart of James Bay.

I am writing to express my opinion that trying to establish dedicated cycling routes through James Bay is completely unnecessary and will force extreme disruption on all James Bay residents and visitors using the space before, during and after the exercise. The traffic volume is not high enough in this area to require dedicated routes. Furthermore, traffic already moves at a slower pace in this area, and in my observation from living as a resident in the area for approximately 15 years - using the roads as a pedestrian, a cyclist, and a driver - drivers are very considerate of all road users already. In particular, the Michigan Street route is absurdity! It is already challenging to travel on this roadway with more than one-way traffic.

I live a half block away from the Dallas Road cycling path that was recently created and it is an absolute disaster. Dallas Road is so narrow now, particularly towards Ogden Point where parking is now mere inches from where traffic passes along the road. Collisions are highly likely and I am very worried about it. I no longer use that route. In recent weeks I have observed cyclists using the roadway instead of the cycling path on a regular basis, forcing drivers to veer around them on a now narrowed route. I can only guess that they have chosen to do this because people are using the cycling path to walk, scoot and otherwise transport along the side of the ocean, which then blocks the path as an actual cycling route.

Though I suspect it may be past consideration at this point, I do not support any dedicated cycling routes being established in James Bay.

Thank you,  
S. 22

**From:** Stephanie Williams  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** James Bay  
**Date:** June 3, 2021 10:45:00 AM

---

Hi S.  
😊

Thanks for your email. Your feedback has been received and will be included in the staff report to Council this summer.

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Sent:** May 31, 2021 8:07 AM  
**To:** Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)>  
**Subject:** FW: James Bay

**From:** S. 22  
**Sent:** May 29, 2021 10:11 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay

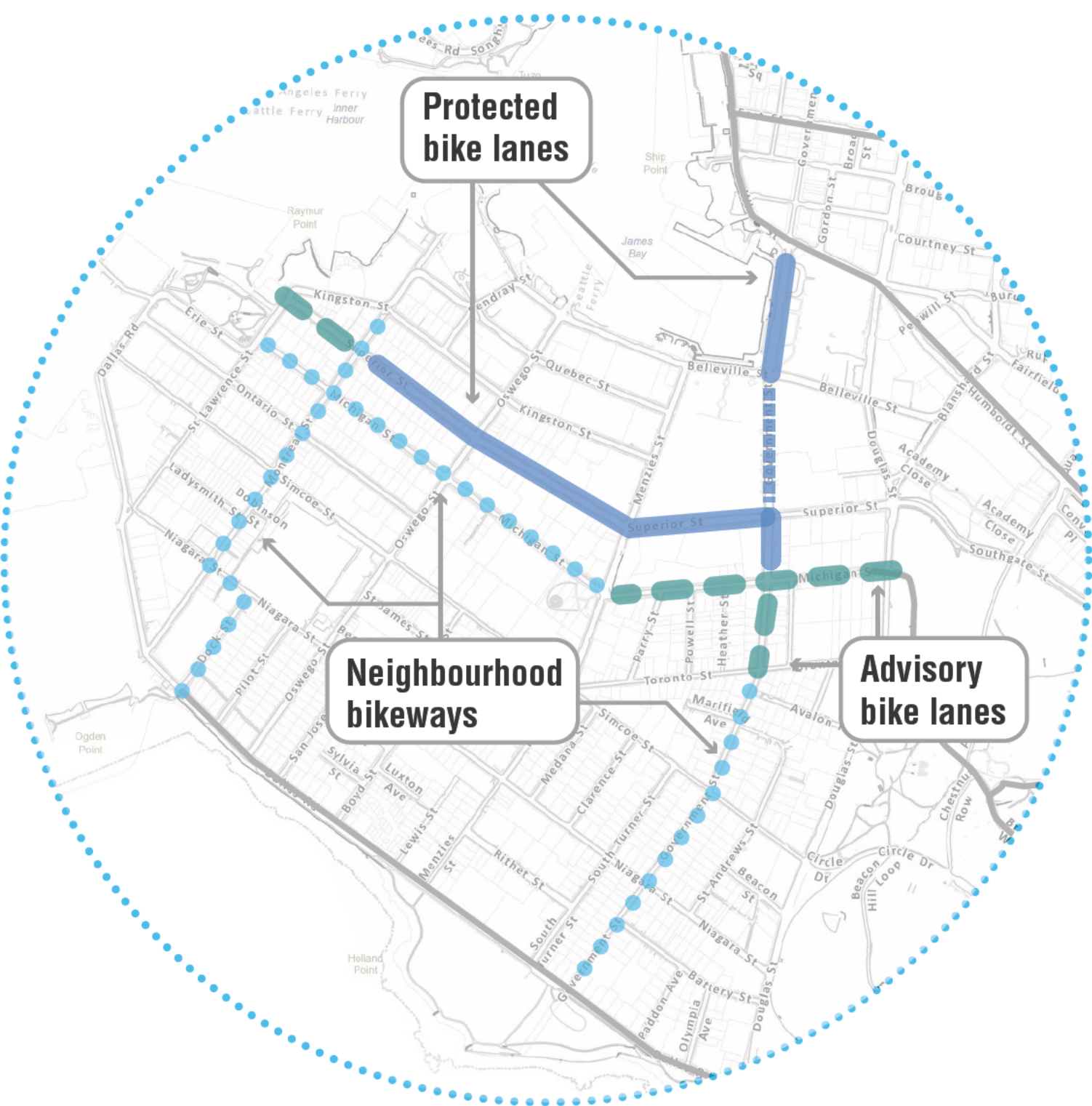
Bike paths in James Bay are not needed. The streets are the original narrow streets. The traffic is flowing smoothly and pedestrians are comfortable as is. If the flow is interrupted it leads to traffic idling more and a lot of frustration on the part of both. As a walker I have found that cyclists have little or no respect for the laws of the road making it stressful while walking.

Bike lanes in other parts of the city has caused nothing but frustration and heated arguments. This city has more immediate concerns that need to be addressed before bike lanes are considered. Spend our money on the livability for all citizens not just a select few.

S. 22



# JAMES BAY - AAA BICYCLE INFRASTRUCTURE | DRAFT CONCEPTS:



## 1. PROTECTED BIKE LANES

One-way protected bike lanes are being proposed for busier streets and will be buffered from vehicle traffic by either on-street parking or a physical barrier. Painted bike lanes are proposed on Government Street between Belleville and Superior Streets as an interim measure - protected bike lanes will be explored in coordination with adjacent site improvements planned for the Provincial Legislature and Royal BC Museum.



## 2. ADVISORY BIKE LANES

Advisory bike lanes are being proposed for streets with low to moderate traffic and would include speed reduction measures such as speed humps, signage, and paint markings to help road users share the road.



## 3. NEIGHBOURHOOD BIKEWAYS

Neighbourhood bikeways are being proposed for low traffic volume streets and would include speed reduction measures such as speed humps, signage and paint markings and will be monitored for traffic volume and speed to maintain 1,000 vehicles per day or less.



**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** James Bay  
**Date:** June 3, 2021 10:45:00 AM

---

Hi S.  
😊

Thanks for your email. Your feedback has been received and will be included in the staff report to Council this summer.

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Sent:** May 31, 2021 8:07 AM  
**To:** Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)>  
**Subject:** FW: James Bay

**From:** S. 22  
**Sent:** May 29, 2021 10:11 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** James Bay

Bike paths in James Bay are not needed. The streets are the original narrow streets. The traffic is flowing smoothly and pedestrians are comfortable as is. If the flow is interrupted it leads to traffic idling more and a lot of frustration on the part of both. As a walker I have found that cyclists have little or no respect for the laws of the road making it stressful while walking.

Bike lanes in other parts of the city has caused nothing but frustration and heated arguments.

This city has more immediate concerns that need to be addressed before bike lanes are considered. Spend our money on the livability for all citizens not just a select few.

S. 22

## Dale Vanelli

---

**From:** Stephanie Williams  
**Sent:** May 27, 2021 2:55 PM  
**To:** S. 22  
**Subject:** Re: ...further to last letter ,this morning.

H S. 22 ,

I've attached the All Ages and Abilities cycling network map, a map of the routes and route options in James Bay, and a map of the proposed cycle route designs.

All of the designs and maps for cycling routes in James Bay can also be found at <https://engage.victoria.ca/aaa-cycling-network>. These ones I have attached are compressed as I couldn't send the originals as the file sizes were too large, so hopefully these work for you.

We will also have large scale versions available for viewing this Saturday at the James Bay market.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

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

**From:** S. 22  
**Sent:** May 21, 2021 12:56 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: ...further to last letter ,this morning.

Thank you for replying. I did see yesterday a map of James Bay and the Bike Path intended. It is barely legible and road names etc.blurred, it has been poorly printed in the Victoria News this week and too hard to interpret when so illegible. Perhaps you could be kind enough to email a copy of this map ,maybe some citizens can decipher but many will not bother or question the details and I have the ear of a few people who do think very strongly about the future of our area...and would like to see a decent print of your plans.

Thank you,Victoria Meacham

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

## Dale Vanelli

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**From:** Stephanie Williams  
**Sent:** May 13, 2021 12:30 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** Re: Final public input for the next phase of the AAA cycling network - James Bay

Hi S. 22

Thanks for your message. We understand that you are not supportive of the Richardson Street corridor.

If you would like to participate in the James Bay design development process, please visit [engage.victoria.ca](https://engage.victoria.ca)

If you would no longer like to be included on this distribution list, then please advise and we will remove you from automatic updates.

Thanks,

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22  
**Sent:** May 12, 2021 2:22 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: Final public input for the next phase of the AAA cycling network - James Bay

If your engagement for James Bay is anything like that for Richardson, it will be a scam.

The overwhelming response to that project was LEAVE RICHARDSON ALONE, yet Council has steam-rolled it through.

Why do you bother?

One word from us and you do exactly what you want. Fairfield/Gonzales residents are PISSED!  
But Lisa doesn't care because we are all too ignorant to know better.

Bring on the 2022 election, where the overwhelming message will be 'YER OUTTA HERE'

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 3:00 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: feedback on proposed James Bay bike lanes

Dear S. 22

Thank you for writing to the City of Victoria. Your feedback has been recorded and will be shared with staff.

The next step is to review all comments, ideas, suggestions, and concerns and then return to the public for a second phase of public engagement in late April 2021.

Please stay tuned to our website to continue participating.

Kind regards  
City of Victoria

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**From:** S. 22  
**Sent:** March 27, 2021 11:13 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** feedback on proposed James Bay bike lanes

Dear Mayor and Council,

I am writing to offer my feedback on the proposed bike lanes for James Bay although feel a bit like I'm banging my head against the wall as I suspect that Mayor and Council will do what they want despite community input. If this weren't the case, the Richardson bike lanes would not be going forward as there was and is widespread opposition to this (it is a completely unnecessary expense for taxpayers that will make both cars and bikes less safe - I will be interested in seeing the statistics for the number of accidents along Richardson before and after bike lane installation). I feel like the box of "public consultation" is being ticked and things will go forward anyway according to Mayor and Council desire. Parking is at a premium in James Bay. It is a growing and thriving community. Trying to find parking is already difficult. **I am against any bike lane proposal that eliminates parking.** James Bay can't be a residential and business centre and support events (like the Pride Festival and the 10K runs as well as the James Bay Market and the tourism at Ogden Point, Fisherman's Wharf and along Dallas Road) without the availability of parking. All of the places in the bike lane proposal that eliminate parking are currently full of cars. Where do these cars go? Not downtown as we also have less parking there due to bike lanes. Realistically there won't be fewer cars in the world even if parking is eliminated and I don't think more bike lanes will mean there are consequently more people biking in any significant number.

I drove up Government Street from Dallas Road in rush hour the other day then walked up Montreal (which is part of a regular walking route for me) later the same day and saw one car and one bike on Government and one car on Montreal. The plans for traffic calming on Montreal street are not necessary. It's a quiet street. I don't think that tax money should be spent to fix problems that don't currently exist to satisfy a random number of bike lane kilometres chosen by Mayor and Council.

Vancouver Street is now a mess. I see no more bikes along it than I did before the traffic calming etc. (it is another of my regular walking routes to get to one of my jobs). What it has accomplished is to force people to drive further and idle more and has increased traffic on Cook and Quadra consequently reducing safety for bikes along those streets. How is it in keeping with environmental best practices to force traffic to drive further and idle?

I fail to see how serving the needs of the few benefits the many. Surely we have other places to focus our tax dollars?

Thank you,

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 1:59 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: addendum to my input on proposed James Bay cycling route

**Categories:** Tracked To Dynamics 365

Good afternoon,

Thank you for the addition comments S. 22 They have been received.

You can stay tuned to our website the next opportunity for feedback in this project later this spring.

Kind regards  
City of Victoria

**From:** S. 22  
**Sent:** March 28, 2021 9:45 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** addendum to my input on proposed James Bay cycling route

I provided some input earlier today (it's not midnight yet!) and had another look at the map and it occurred to me that most of my family's southbound trips into James Bay follow Douglas or Blanshard. We then turn right on Michigan to enter James Bay. Blocking southbound traffic on Government might make that route a little smoother (not that it's difficult now).

Only when we're coming from the Johnson street bridge do we tend to head south down Government to Michigan. It's an occasional weekend thing for us, although for some it may be their main commute.

Anyway, as someone who hopes to start cycling to work and biking to the galloping goose with the family on weekends, I do kind of like that southbound block on Government street. At the same time, a full block may be a more drastic solution than what's required. All this to say that you should give that segment really careful consideration, particularly with respect to its impact on James Bay residents. It's likely to be one of the most controversial design decisions.

Thanks for the opportunity to comment,

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 1:55 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: James Bay cycle routes - Dock St resident

Thank you S. 22

We appreciate your feedback and map.

Please stay tuned to our website for the next opportunity to provide input into this process.

Kind regards,  
City of Victoria

---

**From:** S. 22  
**Sent:** March 28, 2021 8:27 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay cycle routes - Dock St resident

To the bike route planners:

I attended the JBNA meeting earlier this month and have been considering the proposals. As a background, I have been cycling 40 years plus, over 20 in James Bay and Victoria. I live on Dock Street.

The bike routes are a major step in the right direction, although I do have some general issues with existing style of lanes:

- a) Dislike the two way lanes on a one way street, especially having to turn off
- b) Dislike the concrete medians - it narrows the lanes - use more paint perhaps
- c) The power bikes - bet you weren't planning for these - they must put off the AAAA crowd, I don't like them

With specifics to James Bay, I have three main comments:

1. As a resident of Dock Street, painted lanes should be adequate with no loss of parking. It is a very quiet street with slow moving traffic (taxis during cruise ship season does change this)
2. See attached lines on the City of Victoria map, highlighting the four corners of the James Bay rectangle with the village in the middle. The proposed routes go nowhere near the centre, it seems it has been designed for cyclists visiting James Bay, and to link in with the Dallas route so there is a nice round trip. The routes miss the schools, shops, Fisherman's Wharf and medical centre, as though they were designed to stay away from local haunts
3. I would not plan to take any of these routes when I go into Victoria, the dotted red line would be my choice. The proposed route would have many more turns and stops, and be longer. The proposed route would be great for leisure cyclists, not frequent users in James Bay

I wonder if too many formal routes are being proposed in James Bay, when a single route from downtown to the village would be fine for now. From downtown, I would leave via Government, then Belleville, and up to Menzies (carriage

issues?) to the village where the formal route would end, with additional painted bike lanes to other areas. This still misses the schools though.

There is no perfect solution.

I look forward to seeing the next proposal.

Regards

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 1:54 PM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** RE: James Bay Bike Lanes

Dear S. 22

Your comments have been received. Thank you for taking the time to write in.

You can stay tuned to our website for the next phase of design / route consultation in James Bay.

Kind regards  
City of Victoria

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**From:** S. 22  
**Sent:** March 28, 2021 8:47 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Bike Lanes

Hello,

I am emailing with feedback for the James Bay Bike Lanes. I tried to do the survey as I thought I had until today but it is showing as closed. As a resident of James Bay.

I would like to voice my support for Superior Street, As a resident of James Bay.

- Superior is already a main artery for people's commutes. This road would transition into planned/existing bike lanes.
- Superior has wider roads compared to Michigan, I am concerned people will be inflamed losing parking on Michigan where it is already so competitive for parking, especially closer to Menzies St.
- Superior is in line with Fishermans wharf and residents/tourists can transition their journey there more easily. The crosswalk already established there can provide a safer zone for cyclists.
- Superior has more amenities that cyclists can stop at along the way.
- Michigan street ends where the roadway curves along the park. This could be a dangerous intersection for bikes, pedestrians and cars to all be interchanging.
- The bike lane threatens the neighborhood walkability and playing for children, even with traffic calming the added bike traffic could take away from the residential quiet road mentality.

Thanks,  
S. 22



## Dale Vanelli

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**From:** Engagement  
**Sent:** March 29, 2021 1:53 PM  
**To:** S. 22  
**Subject:** RE: James Bay Cycling Route

Dear S. 22

Thank you for taking the time to write into the City of Victoria. Your feedback has been received.

You can stay tuned to our website to participate in the next phase of design / route consultation for James Bay later this spring.

Kind regards  
City of Victoria

**From:** S. 22  
**Sent:** March 28, 2021 12:28 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Cycling Route

Hi there,

The engagement letter I got says you're accepting feedback until March 28th, so I hope that you will accept these comments even though I see that the online survey is closed.

I live at S. 22 Montreal Street, and wanted to express my support for the proposed bike-friendly changes. I appreciate that they won't result in a reduction in parking (having street parking available is important to us) and I like the addition of the proposed speed bumps (because taxis tend to speed dangerously down Montreal Street, especially during tourist season, and a lot of us have kids playing on the sidewalks).

What I would hope to avoid in any changes are a reduction in parking or making the streets one-way (or otherwise inaccessible for residents). Something simple like speed humps sounds great, though.

Thanks again for soliciting our feedback and for trying to improve our community infrastructure.

Warm regards  
S. 22

## Dale Vanelli

---

**From:** Engagement  
**Sent:** March 29, 2021 1:35 PM  
**To:** S. 22  
**Subject:** RE: James Bay survey

Dear S. 22

Thank you for your note. You have not missed your opportunity to provide feedback.

You are correct that the survey for this phase of consultation closed on March 28, 2021 however we are happy to accept any comments you have in writing. More than 600 people shared their ideas, feedback, questions, concerns and comments on routing options and design concepts for James Bay. All submissions are now being reviewed and will be the basis for the next phase of engagement, to be held later this spring.

You can keep posted to our website for more opportunities to inform this project. We also have an option to sign up for automatic monthly updates on all projects at the City of Victoria at: [e-Newsletter | Victoria](#)

Best,  
The City of Victoria's Engagement Team

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**From:** S. 22  
**Sent:** March 28, 2021 10:48 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay survey

Your survey says it closes on March 28th. This is the 28th and it's already closed. Normally, something closes at the end of the day. I wanted to have my say. This seems to be typical of how the city does things - claiming something closes on a date but does so at what - 1201 AM?

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 29, 2021 6:46 AM  
**To:** Stephen Andrew (Councillor); S. 22  
**Cc:** Bill Eisenhauer; Engagement  
**Subject:** Re: James Bay Proposed AAA cycling Network

**Categories:** Tracked To Dynamics 365

Dear S. 22

Thank you for taking the time to provide your feedback.

As Councillor Andrew mentions, engagement on the design of James Bay AAA routes will continue again in April and May 2021.

Similar to what we did with route selection and corridor designs in the Jubilee neighbourhood, there will be a second phase of input for residents to weigh in.

All feedback we have received to date, including letters like yours, and will be analyzed and all comments, ideas, concerns and questions will be reviewed in order to develop updated drawings that will go back to the public prior to recommendations being developed for Council's consideration.

Your email will also be included as a part of the full engagement package Council receives. Please stay tuned to our website to keep posted on this project,

Kind regards  
Sarah

Sarah Webb  
Transportation Division  
Engineering and Public Works  
City of Victoria  
250-686-7432

---

**From:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>  
**Sent:** Sunday, March 28, 2021 11:51:17 PM  
**To:** S. 22  
**Cc:** Bill Eisenhauer <beisenhauer@victoria.ca>; Sarah Webb <swebb@victoria.ca>  
**Subject:** Re: James Bay Proposed AAA cycling Network

Dear S. 22 ,

It is my expectation that the consultation period will be extended.

I ask staff to consider your comment enclosed in your email and to provide you with detail on the extended consultation period as soon as possible.

Thank you for reaching out,

Stephen

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**From:** S. 22

**Sent:** Sunday, March 28, 2021 5:57:28 PM

**To:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>

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

**Subject:** James Bay Proposed AAA cycling Network

Dear Stephen,

What a disappointment to find the survey closed on March 28th. The letter from the City of Victoria indicated it would be open from Feb 5 to Mar 28.

We did participate in the March 10 JBNA Zoom information meeting and have comments and input on the proposed designs. Please pass this on to Amelia Potvin, Outreach Co-ordinator, Engineering & Public Works.

#### **Superior or Michigan Street options:**

**We favour the Superior Street option as the street is wider and can accommodate protected bike lanes for its entire length, also this choice does not disrupt existing 2 way traffic patterns.**

**We want Michigan Street to remain as a 2 way vehicle traffic corridor all the way from Douglas to St Lawrence as it currently exists.**

The Michigan Street proposal would cause a loss of current 2-way vehicle traffic from Douglas to St. Lawrence. Michigan is a very narrow street and is not suitable for advisory and/or protected bicycle lanes. Also, the **City of Victoria Firehall #2** is located between Douglas & Government. We are residents in the Duet condo building right beside this Firehall. This is a very, very busy Firehall. We see that the main traffic pattern for the emergency vehicles (fire trucks) is to proceed eastward to Douglas, rather than westward to Government as proposed. Having to go westward and meander through Government St. would increase emergency response times. Has the Victoria Fire Department been consulted in this process?

#### **Government Street:**

**We want Government St to remain as a 2-way vehicle traffic corridor all the way from Humboldt to Dallas Road with northbound access remaining available from Dallas Road.**

Honestly, we feel that the whole of the proposed Government St changes are a “mess” and will complicate traffic flow and will be disruptive of a major north south traffic artery. **Changing it from 2-way traffic to a mixture of 1-way traffic flow in different directions at different points** along this route will be a nightmare for the residents, visitors, emergency and commercial vehicles.

To explain:

- Traffic from Humboldt to Belleville will be 1-way southbound.
- Traffic from Belleville to Superior is yet to be determined.
- Traffic from Superior to Michigan will be 1-way northbound (for 1 block only).
- Traffic from Michigan to Dallas Rd will 2-way southbound up to Dallas Road, however, northbound traffic will not be allowed to enter from Dallas Road.

As a resident of James Bay, we will have lost the ability to travel northbound on Government to Wharf St to connect with the Johnston Street Bridge into Esquimalt and onwards.

Another issue is that James Bay and the Inner Harbour are home to many “events”, such as foot and bicycle races, Symphony Splash, Jazz Festival, Blues Festival, protests at the Legislature where traffic flow can be disrupted or cut off for hours at a time or for a complete day.

Along with the proposed Government St changes and if Michigan were to become a 1-way street westbound, the traffic flow and emergency vehicle access during these events would be hampered. It would be not only be a great inconvenience for the public in general but could have “life and death” consequences. We have noticed that when Superior is blocked for these events the traffic is redirected eastbound on Michigan to Douglas.

In the event of a natural disaster, like a tsunami or earthquake it would be better to have more options to exist James Bay, rather than taking away options as is proposed.

We also feel that the redesign of Government St will greatly impact our **tourist industry** by making access to Inner Harbour activities and businesses less accessible because of proposed 1-way road designs and limited parking for tour buses (Butchart Garden tours buses), horse carriages, hop on hop off buses, water taxi access, whale watching tours, Government Street restaurants and businesses.

Thank you for your time and for being the council liaison for James Bay.

Sincerely,

S. 22

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 28, 2021 2:10 PM  
**To:** S. 22 Engagement  
**Subject:** RE: James Bay bike paths etc  
**Categories:** Tracked To Dynamics 365

Thank you S. 22

We have received your email. Your feedback will be assessed along with all other input we have received through the first phase of engagement and shared with Council as a part of the engagement report.

Staff will be reviewing all comments, suggestions, ideas and concerns submitted and will return to the community for further insights later in April 2021.

You can stay tuned to our website for more information and alerts about this project.

We appreciate you taking the time to write in.

Kind regards  
Sarah

Sarah Webb  
Manager, Transportation Planning & Development Engineering & Public Works City of Victoria  
250-361-0482

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

**From:** S. 22  
**Sent:** March 28, 2021 2:06 PM  
**To:** Engagement <engage@victoria.ca>  
**Cc:** Sarah Webb <swebb@victoria.ca>  
**Subject:** James Bay bike paths etc

I was disappointed to find at 12:21 today, Sunday 28th March, that the on-line consultation for the above has concluded. In the absence of anything to the contrary I had expected it to be available until the end of the day, and had set aside the time this afternoon to complete the survey.

As a 13 year resident of James Bay I do have some comments which I would like to be considered in the decision-making process.

While generally in favour of any plans that help people of all ages and abilities to get around the community I do feel there are some parts of the plan requiring further consideration.

East/west bike route - no strong opinion, though Superior would seem perhaps to be the better choice.

Menzies/Michigan - I see no advantage whatsoever in blocking access at this point. In fact, I think it could potentially be a dangerous move. Access to the brand new Urgent Primary Care Centre would be limited, causing extra traffic on all the surrounding streets. People needing to reach the UPCC in an emergency would be faced with a frustrating extra drive for no good reason.

Direct access by emergency vehicles to most of James Bay would be negatively impacted, perhaps in situations where every minute counts to save a life. Obviously not a good idea, and I assume the emergency services have provided their input.

The frustration likely to be felt by drivers trying to get around this area if this plan goes through is very high - please consider the extra unnecessary kilometres being driven, and for what purpose?

#### Government Street

A quieter street for the cyclists would seem a good idea. However, given the limited parking for residents and their visitors care needs to be taken not to exacerbate an already frustrating situation. With cyclists and horse carriages there does not seem to be any need for speed bumps or other so-called traffic calming, etc. Drivers do still need to be able to get around.

For some reason the plan shows moving the parking in the section from Battery to Niagara from the east side of the street to the west side. There doesn't seem to be any point for this and indeed could be very confusing for cyclists with parking on different sides in different blocks of Government St. The current parking layout would not be improved with the suggested change.

Blocking northbound turn from Dallas onto Government - not sure how this helps anyone! It just makes it more difficult for residents to get around, what is the point? It will move traffic from Government to Paddon or South Turner. More kilometres driven.

Parking - finally, I'm sure there are statistics to confirm my thought that it is more difficult to reverse into angle parking than to go in forwards - no idea why this is suggested on Government near Michigan - and elsewhere?

Unfortunately without access to the on-line consultation this summarises my opinions in no specific order.

I am neither a cyclist nor a car owner, I occasionally use Modo. My ideal vision for my community is one where everyone can get around and live their life safely and efficiently with as little stress related to transportation as possible. Making it more difficult for those who drive is not a satisfactory solution to anything, in my opinion.

Thank you for including this submission **S. 22**

Government Street

Sent from my iPad

## Dale Vanelli

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**From:** S. 22  
**Sent:** March 22, 2021 4:03 PM  
**To:** Engagement  
**Subject:** Re: Bicycle lanes  
  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

Hey... You can just ignore my earlier email today. Must be true what they say about creeping....

I was on that same stretch of Dallas today. There IS NO cycling lane/path in that area. So, in aid of the cyclists, maybe getting rid of parking on the sea side would be good for all.

Sorry for my rush to judgement.

S. 22

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**From:** S. 22  
**Sent:** Monday, March 22, 2021 11:23:10 AM  
**To:** engage@victoria.ca <engage@victoria.ca>  
**Subject:** Bicycle lanes

As a resident of James Bay, I will explore the James Bay route consultation page and complete the survey when I have a little more time this week.

In the meantime, I'd like to make a particular observation on work done to date (in case anyone is listening).

First, **I support and am generally impressed with the bicycle lane network that has been established in Victoria.** One day I will figure out how I should best address changes to vehicle traffic patterns as a result of bicycle lane work done on Vancouver Street but my observation today is about another matter:

**The bicycle lane/path along Dallas Road does not seem to be well marked or understood.** Maybe more signage is planned? It seems we walkers want to use both the pre-existing walking paths **and** the new lane/path, which the City is permitting. Maybe this is a Covid-distancing thing but part of the purpose of the new lane/path, as I understand it, seems to have become lost. Given the City's allowance of parking on both sides of Dallas Road in one particular area, which is probably questionable, regular two-way vehicle traffic can be a bit tight in said area. **THIS IS PROBLEMATIC BECAUSE MANY CYCLISTS ARE STILL USING THE ROAD INSTEAD OF THE NEW BIKE LANE.** I suppose it is their right to do so but surely the cycling community can see the value of using the new lane/path, including better safety by not using the Dallas roadway. How can they be encouraged to do so? Yesterday, AGAIN, when driving this stretch of Dallas Road, I observed two separate cyclists



(not together) going west on Dallas Road. They seemed oblivious to the existence of the new lane/path they could have been using. They slowed vehicle traffic, also creating an accident risk when drivers were looking for a slight break in on-coming vehicle traffic to quickly pass them.

Thanks for reading this.

S. 22

Sent from [Mail](#) for Windows 10

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 17, 2021 12:23 PM  
**To:** Engagement  
**Subject:** RE: Bike Lanes

**Categories:** Tracked To Dynamics 365 (Undeliverable)

### RESPONSE BELOW AND FILE PLEASE

Hello **S. 22**

Thank you for taking the time to connect with the City of Victoria. Your email will be shared with staff in the transportation division and then added to all correspondence that will ultimately be shared with Mayor and Council.

Please note that this is only the first step in the design process and there will be continued opportunities to provide feedback through the spring of 2021. The City is continuing with road paving projects, crosswalk upgrades, bike lanes and transit shelter improvements across our municipality even during the pandemic. While housing and homelessness are areas we continue to focus on (and work with senior levels of government), the funding for road safety is not the same as funding for mental health, addictions and housing.

For specific answers:

Montreal street is not intended to have bike lanes – the approach is a traffic calmed environment where all users share the road. On street parking remains in place. This is about formalizing a slow street and allowing all users.

Similarly, the design for Government Street from Superior to Dallas is a shared road design. No bike lanes, a bit of extra on street parking, speed humps and lower speeds. There are also two planned diverters to support reduced vehicle volumes that would direct “through traffic” to Douglas Street.

We appreciate your comments on Superior vs. Michigan. Both routes have trade offs and your comments regarding overall circulation are appreciated.

Kind regards

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**From:** **S. 22**  
**Sent:** March 17, 2021 11:06 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Bike Lanes

TO THE MAYOR AND CITY COUNCIL OF VICTORIA, B.C.

Thank you for taking the time to read my email and perhaps get back to me to explain a few things I am having a difficult understanding....I was on the website and could not really figure out how the bike lane on Montreal street is going to function....

is it going to a separate lane, take away parking, are bikes going to be using the same space going in different directions, are there going to be parking spaces being taken away?.....

These are a few of my concerns about a bike lane on Montreal Street:

1. James Bay is one of the most densely populated areas in all of Victoria already.
2. We have an elderly population with many with walking aides.
3. We have 2 daycares that will be in full use soon with approximately 48 children.....many parents use vehicles to drop off their children
4. We have an elementary school very close by and a playground
5. We have both RUBY AND SOFT BALL that is played at McDonald Park...Montreal street gets used for vehicle traffic
6. When the cruise ships start up again we get a lot of traffic on Montreal street....
7. What about the horse carriages....will they still be able to use the street.....
8. Since Dallas road has been upgraded with the bike lanes and seating etc, we will be getting a lot more traffic in the area and many of those folks will be in cars and will park in our designated residential parking only...it happens now and with COVID there is much less vehicle traffic.

Currently the speed has been reduced on Montreal to 30mph and there are a couple of speed bumps, it is my understanding that there will be more signature for the speed and more speed bumps installed.....

Personally I think that if there is going to be a bike lane in that direction that Government might be a better option as it has less congestion now than Montreal Street.

#### REGARDING MICHIGAN VERSUS SUPERIOR

Superior street is the widest of the two and perhaps if you only used a portion of one of the two vehicle lanes for bikes going in both directions it would creat less of a problem.

People living in James Bay are finding it difficult enough getting out of the city with various access routes becoming unusable, like Vancouver Street, any more and it will make it even more difficult.

I think that until COVID is over and we can then have some open houses so that we as residents can have a good look at the plans that all the plans ought to be put on hold....I would not like to see another debacle like they did with a bike lane on Pandora and then one on Fort Street....save your money and leave something for the next Mayor and Council to deal with.....please!! These days I notice many of the cyclists using Dallas Road and not the designated bike lanes..instead of moving forward, please let us settle a little with all of this.....Create some housing for the homeless.

Thank for reading my email.

S. 22

## Dale Vanelli

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**From:** S. 22  
**Sent:** March 17, 2021 11:07 AM  
**To:** Engagement  
**Subject:** Bike Lanes  
  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

TO THE MAYOR AND CITY COUNCIL OF VICTORIA, B.C.

Thank you for taking the time to read my email and perhaps get back to me to explain a few things I am having a difficult understanding....I was on the website and could not really figure out how the bike lane on Montreal street is going to function....

is it going to a separate lane, take away parking, are bikes going to be using the same space going in different directions, are there going to be parking spaces being taken away?.....

These are a few of my concerns about a bike lane on Montreal Street:

1. James Bay is one of the most densely populated areas in all of Victoria already.
2. We have an elderly population with many with walking aides.
3. We have 2 daycares that will be in full use soon with approximately 48 children....many parents use vehicles to drop off their children
4. We have an elementary school very close by and a playground
5. We have both RUBY AND SOFT BALL that is played at McDonald Park...Montreal street gets used for vehicle traffic
6. When the cruise ships start up again we get a lot of traffic on Montreal street....
7. What about the horse carriages....will they still be able to use the street.....
8. Since Dallas road has been upgraded with the bike lanes and seating etc, we will be getting a lot more traffic in the area and many of those folks will be in cars and will park in our designated residential parking only...it happens now and with COVID there is much less vehicle traffic.

Currently the speed has been reduced on Montreal to 30mph and there are a couple of speed bumps, it is my understanding that there will be more signature for the speed and more speed bumps installed.....

Personally I think that if there is going to be a bike lane in that direction that Government might be a better option as it has less congestion now than Montreal Street.

### REGARDING MICHIGAN VERSUS SUPERIOR

Superior street is the widest of the two and perhaps if you only used a portion of one of the two vehicle lanes for bikes going in both directions it would creat less of a problem.

People living in James Bay are finding it difficult enough getting out of the city with various access routes becoming unusable, like Vancouver Street, any more and it will make it even more difficult.

I think that until COVID is over and we can then have some open houses so that we as residents can have a good look at the plans that all the plans ought to be put on hold....I would not like to see another debacle like they did with a bike lane on Pandora and then one on Fort Street....save your money and leave something for the next Mayor and Council to deal with.....please!! These days I notice many of the cyclists using Dallas Road and not the designated bike lanes..instead of moving forward, please let us settle a little with all of this.....Create some housing for the homeless.

Thank for reading my email.

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 16, 2021 2:45 PM  
**To:** S. 22  
**Subject:** RE: Mayor and council complaint re James Bay changes

Dear S. 22

Thank you for sharing your feedback on preliminary concept designs for AAA cycling routes in James Bay.

Your email will be reviewed by staff and added to all feedback that is shared directly with Mayor and Council.

Kind regards,

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



Dear Mayor and council

We are long-term residents of James Bay and totally disagree with plans to restrict our movements which have narrowed somewhat with the improvements to Dallas Road. These are poorly thought out ideas.

Because of narrowing and increased traffic on Dallas we have to use Montreal, Oswego and Government more. The summer brings buses galore and horse drawn cars which restrict us further.

We have to drive or ride bikes slowly and have to give way often and that is reality. But to give bikes priority or make "one way" on popular routes with limited alternatives is really the worst thing you can do. Are there serious accidents now? How about slow horse-drawn carriages? And we are 87 years old and do not cycle everywhere!!

Your cure makes things worse for those of us actually living in James Bay rather than just taking a tourist visit. Please rethink your disastrous proposals.

Sincerely  
S. 22



## Dale Vanelli

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**From:** Pam Lloyd  
**Sent:** March 16, 2021 10:21 AM  
**To:** Barbara Michel  
**Subject:** Meeting notes - Walk on Victoria

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Barbara,  
Tim and I spoke to the Walk on Victoria Steering Committee last night about the James Bay routes. I've attached my notes from the commentary for the files.  
Thanks,

**Pam Lloyd**  
Technologist – Transportation Design  
Engineering and Public Works  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0503 F 250.361.0311



*Please consider the environment before printing this email.*





## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 15, 2021 12:58 PM  
**To:** Engagement  
**Subject:** James Bay - Feedback / Zoom record etc.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Tracked To Dynamics 365 (Undeliverable)

For records – please file with this email  
Thanks  
Sarah

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**From:** Marg Gardiner <marg.jbna@telus.net>  
**Sent:** March 11, 2021 7:32 PM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Subject:** ZOOM - 4 documents

Good evening Sarah,

Interesting meeting last night. 173 registered, 137 attended (78%) with a peak attendance of 126. If (when) changed, we could have your proposal at another ZOOM meeting.

Attached please find 4 documents:

- 1) Notes from meeting last night
- 2) ZOOM CHAT room content: Note - a few edits. Removed private chat sections, some superfluous words (to everyone), a few comments such as “you are muted”. Also and corrected a few typos and placed small spaces between entries so might be easier to read
- 3) Input received on the JBNA web-site and via e-mail. Please note that there may be repeated in this long document. Some people would have entered comments on web-site plus sent same via e-mail. After a few hours of sorting tweets etc, gave up on trying to move the other sections about.
- 4) Carole, from Superior St, had technical problems last night. She submitted a letter this morning. Please review and reply to her as you are able.

You heard a wide range of comments, some countering others.

A couple points I would like to raise. Although the majority stated they did not want Michigan eastbound closed at Menzies (and I am one of those), that doesn't mean all is well on Michigan east of Menzies. The residents there, who speak of Capital Park committing to deliveries to be under eh building or at the pull-over on Menzies were correct - that was the commitment, which has not been met. They are also rightly fearful of Michigan becoming a Superior overflow for heavy vehicle traffic. But speed bumps or other calming on Michigan might solve those problems without hindering JB resident use of the street to access the UrgentCare centre or LifeLabs, or the Church (to drop things off at their Thrift Store), or as an alternate route to exit James Bay if Superior and Belleville tied up by an event.

As a cyclist chose not to even slow down, let alone stop, at the stop sign at the X-walk I was crossing today, I was reminded of the right hand lane form Government onto Belleville. The cyclists there are truly awful at this intersection. I have had to step off the crosswalk while on a green light due to a cyclist almost clipping me. This may be

the worst corner in JB for cyclist/pedestrian incidents (I wouldn't have stats - or even know if anyone keep stats). All to say, given cyclists idea that they can whip around the corner may not be a good idea as pedestrians go part way towards the Empress while waiting for light change.

Contrary to some of the chat comments, there were actually several parents of school age children on the ZOOM. I was pleased to see that.several parents on

Most of all, ability to leave JB by vehicle for whatever reason, should be a necessary condition for any cycle lane configuration. It once took us 40 minutes to leave James Bay by car. We were headed to Cordova Bay. Needless to say, we arrived half an hour late.

To be real, and analysis of data, must include information such as cruise visit or special event.

You have a challenge ahead of you. But the information last night, from so many residents, at least half of whom appeared to be cyclists, should assist.

We can post responses to those who attended (I hope) or at least let them know you have created responses and give a link

Let us know if/when you want to return for another ZOOM. We could invite those who came. plus open up to others.

Best,

Marg Gardiner,  
President, JBNA  
[marg.jbna@telus.net](mailto:marg.jbna@telus.net)

S. 22

An early p.s. I don't think of the Birdcages Confectionary store as a corner store. It is home to the best (or one of the best) chocolate factories in Victoria. If you love chocolate, you should try it out. Truffles are really good. But for a quick purchase, the chocolate covered caramels with sea-salt are a quick purchase.

Marg Gardiner,  
President, JBNA  
[marg.jbna@telus.net](mailto:marg.jbna@telus.net)

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 15, 2021 12:05 PM  
**To:** S. 22  
**Subject:** Re: Proposed Changes to Government Street

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Dear S. 22 ,

Thanks for your email.

To clarify, the City is accepting feedback on the James Bay route designs until March 28, 2021. We will be reviewing suggestions, modifications, concerns and ideas from the community at that time. The next step would be preparing design modifications and recommendations once we have had a chance to review all feedback.

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

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**From:** S. 22  
**Sent:** March 14, 2021 2:25 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Re: Proposed Changes to Government Street

Thanks for the response. In reading this I assume nothing will be amended, and any concerns of the residents aren't really consequential. Fewer parking spaces, reduced access to the street, and an area that's overrun with graffiti and homelessness. I work in the Westshore, and it's an increasingly inconvenient commute. A little discouraging to be a Victoria resident lately.

S. 22

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**From:** Engagement <engage@victoria.ca>  
**Sent:** March 9, 2021 7:59 AM  
**To:** S. 22  
**Subject:** RE: Proposed Changes to Government Street

Dear S. 22

Thank you for taking the time to review the concept designs and provide your feedback on future AAA cycling infrastructure in James Bay.

We note your comments include:

- Concern about shifts in on-street parking from the east side to the west side between Dallas Road and Niagra Street. The image below shows proposed parking zones in yellow, designed to create chicane effect to achieve target speeds of 30km/hr.

- Support for maintaining a passenger loading zone on the east side of the street, near #25 Government
- Concern about general traffic movements and local access to Government by restricting right turns off Dallas Road
- Concern about existing tourism related vehicles in James Bay and general impacts to travel time

The City has a comprehensive graffiti removal program in place. The goal is to reduce and prevent graffiti in order to promote safer and cleaner communities. This program does require active participation from residents, property owners and business owners so we appreciate you alerting staff to this location. We have shared your note with our team in public works as they do coordinate regularly with utility providers to address unsightly tags.

Your email and specific suggestions for this corridor will be reviewed by staff and agency partners as a part of all feedback collected during the design consultation. A copy of this email will also be attached a part of the package provided to Mayor and Council later this spring with design recommendations.



Kind regards,

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



**From:** S. 22

**Sent:** March 7, 2021 3:54 PM

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

**Subject:** Proposed Changes to Government Street

Viewing the proposed changes, and as a resident at 25 Government Street, I'd like to register some concerns. First, removing parking in front of our side of the street will inconvenience the building's residents, particularly the elderly. A substantial number of residents here depend on transportation from relatives, friends, and taxis, and the loading zone directly in front of the building is something of a necessity for those with limited mobility. Those residents also require deliveries of groceries, or restaurant order deliveries.

Removing a right turn onto Government from Dallas is another inconvenience. James Bay already suffers from obstacles in navigation. This will complicate traffic again. The poorly designed left turn from Wharf onto Fort is an example of a change that has slowed and clogged traffic. (Why is that still there? I'm in favour of bike lanes, but Wharf Street at Fort is a significant impediment to the flow of traffic.) Government will suffer the same fate. The innumerable carriages already slow traffic. I'm supportive of tourism, but we shouldn't have to endure further slowdowns.

In treating upon tourism, I'm stymied as to the necessity of these proposed changes with the city's finances at a premium. Tourism will need to be encouraged and supported in a substantial fashion if the city's fortunes are to

recover. If we're to spend tax dollars, Beacon Hill Park's homeless population must be addressed. The growing population there will negatively impact tourism, and the city will need every advantage available to attract tourists again. Additionally, many tourists walk or take carriages up Government Street, and they'll note that several blocks are awash with graffiti. I have contacted the city, BC Hydro, and Shaw, with no remedy. From Dallas to Emily Carr House and beyond, every pole, box, and sign are covered. Why isn't there a central authority that is charged with this? No follow-up, and graffiti is exploding.

I appreciate the work that city employees do, and I recognize that no proposal or solution will win universal support. But I implore you to consider my points, and attempt to remedy the problems that are currently afflicting our neighbourhood instead of instituting changes that at best are an inconvenience to residents who live and work here.

S. 22

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 15, 2021 8:03 AM  
**To:** Sarah Webb  
**Subject:** Fw: Proposed Changes to Government Street

**Categories:** Tracked To Dynamics 365 (Undeliverable)

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**From:** S. 22  
**Sent:** March 14, 2021 2:25 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Re: Proposed Changes to Government Street

Thanks for the response. In reading this I assume nothing will be amended, and any concerns of the residents aren't really consequential. Fewer parking spaces, reduced access to the street, and an area that's overrun with graffiti and homelessness. I work in the Westshore, and it's an increasingly inconvenient commute. A little discouraging to be a Victoria resident lately.

S. 22

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**From:** Engagement <engage@victoria.ca>  
**Sent:** March 9, 2021 7:59 AM  
**To:** S. 22  
**Subject:** RE: Proposed Changes to Government Street

Dear S. 22

Thank you for taking the time to review the concept designs and provide your feedback on future AAA cycling infrastructure in James Bay.

We note your comments include:

- Concern about shifts in on-street parking from the east side to the west side between Dallas Road and Niagra Street. The image below shows proposed parking zones in yellow, designed to create chicane effect to achieve target speeds of 30km/hr.
- Support for maintaining a passenger loading zone on the east side of the street, near #25 Government
- Concern about general traffic movements and local access to Government by restricting right turns off Dallas Road
- Concern about existing tourism related vehicles in James Bay and general impacts to travel time

The City has a comprehensive graffiti removal program in place. The goal is to reduce and prevent graffiti in order to promote safer and cleaner communities. This program does require active participation from residents, property owners and business owners so we appreciate you alerting staff to this location. We have shared your note with our team in public works as they do coordinate regularly with utility providers to address unsightly tags.

Your email and specific suggestions for this corridor will be reviewed by staff and agency partners as a part of all feedback collected during the design consultation. A copy of this email will also be attached a part of the package provided to Mayor and Council later this spring with design recommendations.



Kind regards,

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



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**From:** S. 22  
**Sent:** March 7, 2021 3:54 PM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Proposed Changes to Government Street

Viewing the proposed changes, and as a resident at 25 Government Street, I'd like to register some concerns. First, removing parking in front of our side of the street will inconvenience the building's residents, particularly the elderly. A substantial number of residents here depend on transportation from relatives, friends, and taxis, and the loading zone directly in front of the building is something of a necessity for those with limited mobility. Those residents also require deliveries of groceries, or restaurant order deliveries.

Removing a right turn onto Government from Dallas is another inconvenience. James Bay already suffers from obstacles in navigation. This will complicate traffic again. The poorly designed left turn from Wharf onto Fort is an example of a change that has slowed and clogged traffic. (Why is that still there? I'm in favour of bike lanes, but Wharf Street at Fort is a significant impediment to the flow of traffic.) Government will suffer the same fate. The innumerable carriages already slow traffic. I'm supportive of tourism, but we shouldn't have to endure further slowdowns.

In treating upon tourism, I'm stymied as to the necessity of these proposed changes with the city's finances at a premium. Tourism will need to be encouraged and supported in a substantial fashion if the city's fortunes are to recover. If we're to spend tax dollars, Beacon Hill Park's homeless population must be addressed. The growing population there will negatively impact tourism, and the city will need every advantage available to attract tourists again. Additionally, many tourists walk or take carriages up Government Street, and they'll note that several blocks are awash with graffiti. I have contacted the city, BC Hydro, and Shaw, with no remedy. From Dallas to Emily Carr House and beyond, every pole, box, and sign are covered. Why isn't there a central authority that is charged with this? No follow-up, and graffiti is exploding.

I appreciate the work that city employees do, and I recognize that no proposal or solution will win universal support. But I implore you to consider my points, and attempt to remedy the problems that are currently afflicting our neighbourhood instead of instituting changes that at best are an inconvenience to residents who live and work here.

S. 22



## Dale Vanelli

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**From:** S. 22  
**Sent:** March 14, 2021 6:34 PM  
**To:** Engagement  
**Subject:** James Bay - Proposed Cycling Network  
  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

To: Mayor Helps, City Councillors, Amelia Potvin, Council Liaison Stephen Andrew, Neighbour Liaison Kimberley Stratford, Sarah Webb, Tim Hewett, Pam Lloyd, and all staff at the City of Victoria

I am writing to express my utter dismay and disgust at the notification that *I only just received in my mailbox on Thursday, February 25, 2021* regarding the destruction of our beautiful community of James Bay by the City of Victoria and it's cronies. The notification I received is regarding the cycling network that is being forced upon the citizens of the City of Victoria, this so called 'all ages cycling network' that is costing the overburdened taxpayers BILLIONS of dollars and that is feeding the corporate greed and nepotism that is alive and well within the dimly lit hallways of the City of Victoria.

The feedback dates on the letter are February 5 – March 28, 2021, yet I only received the notice on February 25, that is 21 days, count them, 21 days, after the start of the "invitation to share your feedback" which ends on March 28, 2021. I am extremely concerned that the citizens of James Bay are once again being forced and subjected to submit to more changes in our community. It's bad enough with the tourists that descend on James Bay en-masse for eight months of year, since you started allowing cruise ships to dock at Ogden Point starting in 2001. These disgusting, polluting, spewing cruise ships, bike doping cyclists and cycling races, charity runs, and numerous festivals, kabuki cabs, horse drawn carriages and the massive Tally Ho carriages, tour buses, taxis, barges full of drunken idiots with music blaring out until midnight, cruise ships blasting their horns at midnight as they pull out/in at Ogden Point and their blasting, blaring music, the sound of the cruise ships thrumming engines, thrumming, and thrumming and thrumming, the stench of toxic fumes spewing from the engine stacks of these floating, un-environmentally floating cities, we the citizens of James Bay have to endure this for eight months of year, count them eight months of the year! I would rather have COVID-19 for infinity, than have to endure all of the afore mentioned ever again. We have so enjoyed our James Bay since COVID-19 started, we got our community back for the past year, it's been lovely!

Sooke, Sidney, Langford, Colwood, Oak Bay, don't have to endure this indignity and I can tell you if Stu Young was the Mayor of Victoria, he would never allow any bike lanes to take over the City. Yet, the lobotomized zombies that control our Victoria municipality are yet again, foisting another indignity upon the citizens of Victoria and James Bay. This idiotic idea that cyclists needs protection because someone has agitated and convinced idiotic Mayor Helps and the idiots on city council and the idiots like Sarah Webb, Tim Hewett, and Pam Lloyd, that cyclists are a special group and privy to special interests that will cost the regular, hard working people of James Bay BILLIONS of dollars in our hard-earned, sweated, tax payer dollars to feed the cycling community and a handful of agitators that somehow have infiltrated the dimly lit hallways of the city and convinced the dim-wits within that they need protection from the menace and threat of a few hundred vehicles. Of course, Sarah Webb is an avid cyclist, so it's not small wonder that she's enforcing her own agenda, just like Helps, and ramming it down the throats of James Bay citizens that don't want the bike lanes. Well, Sarah Webb, to you I say, come walk in our shoes for day in the height of summer on a hot, airless James Bay evening when the cruise ships are stinking up the sky and we can't have our windows open because the stench of diesel fuel is overwhelming. But, no Sarah Webb, of course you do not live in James Bay, you're a government clerk that doesn't even live in our community! And, so the war on vehicles was begun over 25 years ago by a handful of haters, namely leading this charge is a smirking, Mayor Helps who has ruled our community for far too long, a woman that is completely out of touch with reality. But, I digress.

My point is that many of my neighbours have no idea of the planned DESTRUCTION of our beautiful neighbourhood with these bike lanes, I have phoned over 30 neighbours and not one of them has heard of the changes proposed for our James Bay community. I am appalled and dismayed that these proposed changes have not been put to a community vote – instead, they are being forced down our throats – sneakily – and as I said, none of my neighbours have heard of the cycling network and all were shocked and appalled when I told them about it. You should be knocking door-to-door and consulting people face-to-face with this proposed plan. I would love to see Lisa Helps knocking on doors, I'm sure many people would love to tell her exactly what they think of her and her bike lanes! Better yet, why not put it to a vote? We got a massive advertising campaign when you changed over our garbage cans and told us we had to 'go green' and we got numerous flyers in our mailboxes explaining to us (as if we were idiot children) how these garbage cans were so much better for us, ok great – so now we're paying more money for the garbage to be hauled away. And, now one of the biggest changes to impact James Bay since the white man arrived and drove out the First Nations, is these cycling lanes and what do I get, one piece of white paper with some typing on it unceremoniously stuffed into my mailbox. To see the proposed changes one needs a laptop or large-sized tablet, which 80% of the senior citizens in James Bay do not have and do not know how to use!

You need, you MUST do a better job of informing the citizens of James of these proposed bike lanes, speed bumps, so called traffic calming circles, which by the way were tried here over 30 years ago and didn't work and had to be removed at great expense because the buses could not go around them, city memories are short indeed! So, how about extending the deadline for feedback to at least March 2022???? Why the rush to ram this down our throats and only give residents less than two months to provide feedback? Why not have several town hall meetings, socially distanced so people can see the changes in-person? But, no, of course, not, because you want to sneak this past the citizens during the worst epidemic since the Black Plague, when we are all distressed and distracted by other worries and concerns. Extend the deadline for feedback – until at least the spring of 2022. Tell the citizens exactly how much this will cost us. We already pay enough in taxes for that damn sewer pipeline, now we have to pay more as part of the "priority investments", what is a priority investment? Why the hurry? Consult, consult and consult and listen to people, don't ram this down our throats without a vote or without hearing from every single citizen in James Bay. Phone us and invite us all to an over the phone town hall meeting, invite everyone to a Zoom meeting, get creative about getting the message out if you're afraid of coming to people's doors and too cheap to spend money on advertising. A lot of people don't subscribe the newspaper anymore, so "placing advertisements in newspapers" is an out-dated and not very creative way of trying to reach people. Think outside the box, that's what you're supposed to be paid to do! Reaching out to community organizations also has it's limitations, I was on the Zoom call with the JBNA on March 10, and the turnout was abysmal, only 125 people were on the call, yes, that's right, only 125!! How many residents are there in James Bay, surely there's more than 125?

Now right in front of our house we have a proposed bike lane – which I know will be rammed down our throats regardless of what we say and furthermore, to leave feedback we have to "create an account" and "sign in" just to leave a PIN on map and to give feedback or do a survey. What idiot came up with this idea? Why do we have to create an account on a website to give our feedback? What happened to a good old paper survey that people can mail out or what happened to some good old leg-work, get out on foot, knock on doors, wear a mask if you must, but talk to people, face-to-face, what a novel concept, But, no we have create yet another account and another password and furthermore, if we want to add more comments to the account, we cannot do so. Well, I am not creating an account to leave feedback or do your survey. Please print out the survey and mail it to residents, many of whom do not have a computer and do want to have to create an account so the city can "track them". Have you ever read Hitchhikers Guide to the Galaxy? We are all starting to feel like poor Ford Dent, his house is being destroyed for a freeway and he's told the plans have "been on file" at city hall for months, yet he was never notified.

So here's our feedback – do not destroy Michigan Street or Superior St, or Government St. or any other street in James Bay with yet another unwanted bike lane and traffic speed bumps that are directly outside people's driveways so that every time people want to leave their home they have to drive over a speed bump and this affects many neighbours.

If you want to slow traffic, instead of putting in unnecessary speed bumps, why don't you stop the cruise ships, the taxis, the buses, the bikes, the joggers, the horses, the buggies, the endless music festivals, the car shows and rallies,

etc., etc., and move all this chaos to Fairfield and plunk it directly outside of Mayor Helps' home, so she can have the fun and enjoyment of having to endure what the citizens of James Bay get to endure year in and year out and past 150 decades!

Better yet, instead of focusing on bike lanes, why don't you put a proper traffic light at the corner of Superior and Quebec Streets (by the entrance to Fisherman's Wharf) to stop all the cyclists, the MAIN OFFENDERS (GASP!!!), taxis and buses carrying shiploads of tourists from blowing through the 3-way stop and revving their engines as speed down St. Lawrence Street?

Here's another even cheaper solution, put a cross walk at the end of St Lawrence Street and Quebec, at the corner and connect it to Fisherman's Wharf park where the herb garden is located. There is much need for a cross walk on the corner of this busy street as packs of bicycle rides come SPEEDING around the corner on Dallas Road and fly past the Reef. I can't tell you how many times I've almost been knocked to the ground by these cyclists that have no regard for local citizens that are trying to cross a street that has no crosswalks!. This area is ripe for an accident and a very costly civil law suit!

Here's another suggestion, why not spend a bit of time maintaining and cleaning up the park you created at Fisherman's Wharf Park. It's become an overgrown mess! Trim back the shrubs and clean up the garbage in the lower holding pool or whatever it's called, that swampy area in the bottom of the park that is now full of weeds, stagnant water and is a breeding ground in the summer for mosquitos. I see homeless people now camped out in the overgrown shrubbery and they leave their liquor bottles behind and garbage, it's an eye sore and I'm sure the tourists that you so love, all take note if the mess and take photos to show people at home just how dirty Canadians are tossing their garbage in the bushes and parks. Clean up this park – and maintain it! Don't waste our taxpayer money on bike lanes!

And here's another solution – stop the cruise ships running their engines, make them plug into the electric grid so they don't have to run their diesel engines day and night, eight (8) months of the year when they berth at Ogden Point. Run a study to measure the reduction in carbon and toxins that are eradicated as a result of the cruise ships having to plug into an electric grid, which is supposedly 'clean energy'. I do believe that 100% of James Bay residents would rather see their tax payer dollars invested in this type of infrastructure than some painted bike lanes, speed bumps, and traffic circles.

And, speaking of painted bike lanes, it's interesting that that city is using paint on the streets, when I contacted the city about the yellow curb lanes that needed painting, I was told by some minion clerk, that the city was no longer painting the curb lanes as it was not environmentally friendly as it chipped off and flowed down storm drains and then fish and other sea creatures ate the toxic paint thinking it was food. So, please explain to me how painted bike lanes are environmentally friendly? Even funnier, about two years ago, the city went around James Bay and painted all of the curb lanes with yellow paint, that same paint that I was told is not environmentally friendly! So, please explain to me exactly how are painted bike lanes with paint will chip away in a few years environmentally friendly?

So in response to your notification – I say – NO, NO, NO, NO, NO, NO!!!!!! We the residents of James Bay are vehemently opposed to ANY bike lanes, traffic calming, cloverleaf devices or any changes or modifications to our street.

Finally, I think it's HUGE mistake to put any traffic calming devices on the Michigan Street as there's clearly something you people have completely forgotten about and that is that Michigan Street is a fire, ambulance, police, emergency vehicle main thoroughfare. Residents would rather have an ambulance siren blaring down their streets than to see packs of drug-fuelled cyclists marauding down our streets.

Bicycles are not environment friendly – they use precious metal resources to make them and they need oil to maintain them and bicycle helmets are made of plastic (landfill waste) and Styrofoam (more landfill waste and ozone killer) and have parts that cannot be recycled or re-used! So exactly how are bikes, helmets, the clothes that riders wear environmentally friendly? Well, they're not! The ONLY environmentally friendly mode of transportation is walking barefoot!

So to close, I am vehemently against the 32km All Ages and Abilities (DDD) cycling network and against having any cycling network, speed bumps, traffic circles, calming or any changes that have to do with cycling done to our roads in James Bay.

Finally, please don't reply to my email, I actually do not want a response as anything you say will be just be evasive, bureaucratic double-speak.

## Dale Vanelli

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**From:** Pam Lloyd  
**Sent:** March 11, 2021 3:18 PM  
**To:** Barbara Michel  
**Subject:** notes from JBNA meeting

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Barbara,  
As promised, here are my rough notes of the comments from last night's meeting.  
Thanks,

**Pam Lloyd**  
Technologist – Transportation Design  
Engineering and Public Works  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0503 F 250.361.0311



*Please consider the environment before printing this email.*



## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 11, 2021 12:39 PM  
**To:** Engagement  
**Subject:** RE: Bike lanes in James Bay. From S. 22  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

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PLEASE REPLY WITH BELOW AND FILE:

Dear S. 22 ,

Thank you for taking the time to reach out to the City of Victoria with your observations, experiences, and ideas regarding cycling infrastructure in James Bay.

All comments will be reviewed as a part of the next stage in the design process and will be shared with Mayor and Council.

We hope you will continue to stay connected with the City by signing up for monthly e-news alerts at: [e-Newsletter | Victoria](#)

Kind regards  
City of Victoria

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**From:** S. 22  
**Sent:** March 11, 2021 12:03 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Bike lanes in James Bay. From S. 22

Attention Sarah Webb

I was part of the JBNA meeting Wednesday evening, 10 March. There were many comments, concerns and suggestions about James Bay bike lanes. Thank for a good presentation.

My husband and I live on Montreal Street 2 houses from the corner of Michigan. We are eager for any calming improvements to Montreal. A roundabout at the corner would slow traffic as well and I think there is plenty of space to accommodate trucks that NEED to be on our street.

We have a narrow lot and back uphill to drive out of our driveway. More bikes are another hazard but slower speeds should balance that out.

My main concerns are Michigan between Oswego and Menzies and the intersection of Michigan and Menzies. The long narrow street between Oswego and Michigan usually has cars parked on both sides with few empty spots. Cars can only drive in one direction at a time and it would be hard to pass a bicycle. I think parking on one side would have to be

eliminated. Not sure where all those cars will go.

The Michigan/Menzies intersection is a very busy one and I have had concerns about pedestrians there for some years. Limiting the turning might make it safer for pedestrians but.....Where will the cars go who can't turn left but need to get to that part of Michigan Street. If they turn left at the next intersection they are at 5 corners which is already congested and a difficult left turn.

The Michigan/Menzies intersection has 2 drive through - Discovery Coffee and the gas station which is not open now but I'm assuming it will be soon. And the James Bay United Church, next to Discovery Coffee has its Thrift shop open (when no Covid) on Friday 10-2 and in summers also Saturday 10-1. No turns off Menzies might cause problems for volunteers and customers trying to park but might be a benefit for the outdoor sales area.

There are so many people in James Bay with different needs in a very congested area. I heard the concerns Wednesday night about bike routes making it more difficult for some to get around. I think this is a very important consideration. I walk mainly and would like to see improvements to the pedestrian infrastructure. Happy to see what is coming for Simco off Oswego.

The bike routes in James Bay seem to be needed for 2 groups. Those wanting to bike the 32km network and those wanting to more safely get around JB. I think there are challenges satisfying both groups. And any changes will impact everyone in James Bay not just the cyclists. I'm all for safer biking (I will bike myself when it is safer) but not by creating challenges and less safety for others.

I think all the traffic calming measures especially 30km speed limits with occasional enforcement will go a long way to making biking enjoyable on all James Bay streets.

S. 22

Sent from S. 22 iPad

**Dale Vanelli**

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**From:** S. 22  
**Sent:** March 10, 2021 8:46 PM  
**To:** Engagement  
**Subject:** James Bay Bike Lanes / Recent Meeting  
**Categories:** Tracked To Dynamics 365 (Undeliverable)

Have lived in James Bay around twenty five years, both as a renter and an owner. I am male and S. 22

Use the downtown bike lanes and they are appropriate for that demographic.

That being said, I am a bit confused how this whole plan meets the needs of the residents of James Bay, most of whom are older and walk.

Would those who live in James Bay perhaps not be better served by widened sidewalks with no obstructing utility poles on Toronto / Simcoe, which lead to 'five corners' the major destination for most residents?

Bike lanes for the visiting 'spandex set' could be achieved at the same time, for minimal cost by blocking off Toronto / Simcoe every few blocks. This would mean residential road use only, accessed by side streets, as through traffic would be impossible.



Essentially what has / is being done with Vancouver in the downtown area.

People who live here need to get to five corners for essentials on a regular basis.

Most people walk and many use mobility devices.

Why is this not the focus of the city?

Government street makes sense as a bike lane route, as it will continue the existing downtown network that currently 'disappears' near the Empress. This would allow those able / wanting to cycle to access Dallas and the new path over the sewer line. This route makes sense, although residential parking will be an issue.

Michigan is probabilistic. It is narrow and congested to the point vehicles have to pull aside to allow oncoming traffic. Midweek, after dark, it is parked out with residential parking on both sides of the street. Where are displaced residents supposed to park, if parking is eliminated on one side? What about parents dropping young children off at South Park school? Does the fire hall want to have to deal with cyclists in an emergency? Michigan does not connect directly to five corners, the major destination of most James Bay residents.

Positive aspects of Michigan is it would meet an existing access to Beacon Hill and would provide convenient access to the new medical centre.

Superior has more going for it than Michigan, but also problematic aspects. It already has bike lanes on it near the legislator and would connect well with the downtown bike lanes. Superior has far less residential parking than Michigan, so there would be less impact on those who live in James Bay.

It is also significantly wider than Michigan and could better accommodate a dedicated bike lane for this reason.

Downsides compared to Michigan is that it currently has no direct access to Beacon Hill. It also is further away from five corners and therefore would be of less use to James Bay residents.

The major problem I see with Simcoe is that it is now the major arterial route for accessing hotels and condo's on top of cruise traffic. This traffic is likely to increase over time, not decrease. Putting a 'strangle hold' aka 'traffic calming' on Simcoe is simply going to push traffic from this primarily non-residential street onto other residential streets in James Bay. Streets that are less wide and were never built for the level of traffic that Simcoe is able to handle in it's current form.

I would like to see more focus by the city on the needs of James Bay residents, not visitors or those in James Bay for recreation.

There should be more focus on five corners as that is the main destination of those who actually live here.

Toronto / Simcoe would provide an east / west route directly to five corners, while still providing the same access to Fisherman's Wharf area.

Residents who mostly walk and would benefit greatly from wider, non-obstructed sidewalks that could accommodate mobility devices.

Please give the needs of those who walk and want access to five corners more consideration.

## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** March 4, 2021 8:19 AM  
**To:** Engagement  
**Subject:** RE: Comments on James Bay Cycling Routes Survey

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Great, if you can keep this feedback with any others, we will come and compile once I get someone into this position

Cheers  
Sarah

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**From:** Engagement <engage@victoria.ca>  
**Sent:** March 4, 2021 8:08 AM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Subject:** FW: Comments on James Bay Cycling Routes Survey

Morning,

I've forwarded the feedback about the registration to our contact at Bang the Table. Here are some comments on the James Bay Cycling route survey.

Barbara

**From:** S. 22  
**Sent:** March 4, 2021 7:55 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** Comments on James Bay Cycling Routes Survey

1. Despite repeated attempts the site would not let me register - it kept rejecting postal code and passwords.
2. I did see the presentation and I studied the plans/alternatives.
3. Overall comments are:
  - Cyclists will continue to use the "scenic route" - Belleville, St. Lawrence, Erie Street, Dallas Road. Put the cycling routes where they "de-facto" are and will be used - don't try to change behaviour.
  - Accept that there will be traffic congestion on Dallas Road - especially with cruise ships returning. Limit cruise ships as necessary and use electrified buses so cyclists don't have to follow diesel buses.
  - Use Menzies as a route - it is where the town centre is and none of the other routes provide a connection to five corners.
  - Use Superior as the alternative east-west route - the design is good.

## Dale Vanelli

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**From:** Engagement  
**Sent:** March 1, 2021 9:14 AM  
**To:** S. 22  
**Subject:** RE: James Bay Bike Lanes and Traffic Calming

Dear S. 22

Thank you for getting in touch with the City of Victoria.

Your email has been received and will be added to all feedback that we collect during the engagement process.

We appreciate your feedback and preference for no additional infrastructure on Government Street to connect James Bay to the downtown cycling network in order to maintain vehicle traffic flow.

To clarify, the proposal for Michigan (one of two options for east-west routes) is not to add bike lanes. The design approach is a shared road design – this means that it focuses on traffic calming to create a more comfortable shared road environment. On-street parking would remain in place, posted speed would be lowered and speed humps added. A west-bound traffic diverter is proposed at Menzies and Michigan.

The other option is for all circulation to remain as is and protected bike lanes to be added on Superior Street.

Should you wish to weigh in on a preference for one of these east-west routes, we encourage you to fill out the survey at:

[All Ages and Abilities Cycling Network | Have Your Say \(victoria.ca\)](#)

Otherwise, your correspondence will be shared with Mayor and Council later this spring,

Kind regards,  
City of Victoria

**From:** S. 22  
**Sent:** February 23, 2021 11:10 AM  
**To:** Engagement <engage@victoria.ca>  
**Subject:** James Bay Bike Lanes and Traffic Calming

Hello,

I recently received a letter asking for input on proposed bike lanes for James Bay.

I live on Michigan St. Were you to live on Michigan St. it would be apparent every day that it is too narrow as it is. Adding a bike lane to it just doesn't make sense. Superior St already has bike lanes near the library, why not continue those?

If you live in James Bay you know the biggest traffic problem we have is getting in and out of James Bay and getting through downtown. Taking lanes away from Wharf St, and Government St in front of the Empress Hotel have only made matters worse. Crippling whole streets like Vancouver St., Government St., and Humboldt St. have also added to the problem. The less ways there are to get in and out of James Bay/downtown the more we sit idling in our cars, creating more greenhouse gases.

My brother from out of town was beside himself 2 summers ago trying to drive through downtown on Douglas St. I also had no relief from the congestion from 3-5pm that summer even going all the way over to Cook St. to try and get into James Bay.

James Bay is primarily a residence for the over 65 crowd. You're not going to get a lot of health compromised 80 year olds out on bikes by making things more congested to provide bike lanes.

We have had some traffic relief with covid, but cutting off through ways and reducing lanes at a time when density is rapidly increasing makes for more congestion and more wasteful emissions.

I say this as someone who was hit by a car on my bike: when you are doing this planning an important question to ask yourselves is, "Does this proposal create more congestion and less traffic flow?" Unless creating more emissions is the price you want to pay for your bike lanes.

S. 22

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## Dale Vanelli

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**From:** Sarah Webb  
**Sent:** February 26, 2021 4:20 PM  
**To:** Engagement  
**Subject:** RE: Please phone this person re: Government Street

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Taken care of  
SW

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

From: Engagement <engage@victoria.ca>  
Sent: February 23, 2021 12:40 PM  
To: Sarah Webb <swebb@victoria.ca>  
Cc: Engineering Email inquiry <eng@victoria.ca>  
Subject: Please phone this person re: Government Street

Hi Sarah,

I just spoke to **S.** and she was able to access the Engagement portal, but would like someone to call her to address specific questions she has. Her questions are related to Government Street and include street parking, traffic calming, whether the street will be one way and if the street will be widened (she was clear that she did not want this to happen). I told her someone would call her in the next day or so.

**S. 22**

Thanks,  
Barbara

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

From: Engineering Email inquiry <eng@victoria.ca>  
Sent: February 22, 2021 1:59 PM  
To: Engagement <engage@victoria.ca>  
Cc: Engineering Email inquiry <eng@victoria.ca>  
Subject: FW: **S. 22**

**S. 22**

Lives on government Street in James Bay - just received letter. The engagement portal doesn't work for her, but anyway - she would like to speak with someone about this.

**S. 22**

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

From: UnifiedMessaging@victoria.ca <UnifiedMessaging@victoria.ca>  
Sent: February 22, 2021 1:53 PM  
To: Engineering Email inquiry <eng@victoria.ca>  
Subject: **S. 22**

Please see the file attached.



## Dale Vanelli

---

**From:** Sarah Webb  
**Sent:** February 26, 2021 1:29 PM  
**To:** Engagement  
**Subject:** FW: Letter response: 2021-02-22 **S. 22** - James Bay Cycling

**Categories:** Tracked To Dynamics 365 (Undeliverable)

For our records

No action required just save for purposes of document collection for the engagement process.

Sarah

---

**From:** Lucas De Amaral <LDeAmaral@victoria.ca>  
**Sent:** February 26, 2021 1:26 PM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Cc:** Julie Robson <jrobson@victoria.ca>  
**Subject:** Letter response: 2021-02-22 J Jones - James Bay Cycling

Hi Sarah,

Please see the attached letter. Let me know if you think a response is needed or if me sharing this feedback with you is sufficient. If you would like to send a response, I will coordinate getting it out I just need some suggested wording.

Thanks!

Lucas de Amaral  
Correspondence Coordinator

Mayor's Office

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



## Dale Vanelli

---

**From:** Engagement  
**Sent:** February 25, 2021 2:42 PM  
**To:** S. 22  
**Subject:** FW: Feed back on bicycle lanes

Hello S. 22

Thank you for getting in touch with the City of Victoria.

Newspaper ads have been placed in the Times Colonist (publication date: Feb. 20), Victoria News (publication dates: Feb. 18 and March 11) and Monday Magazine (March edition).

COVID-19 has certainly changed the way that municipalities collect feedback from the public. Instead of walking tours, community meetings and open house events, we are increasingly relying on tools like digital surveys and on-line forums. Having said that, we have received your email and will add this to all feedback we are collecting.

We appreciate that as someone who has been cycling for several years you do not see a need for infrastructure investments in James Bay.

If you would also like to speak to a staff person on the phone with any additional comments, we can arrange for this.

Kind regards,

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



**From:** S. 22  
**Sent:** February 25, 2021 12:25 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Feed back on bicycle lanes

I filled out your survey. Not easy to get to as you have to register and then go find the survey. Not really designed for seniors, many of whom do not have computers. I have looked for your promised ad in the paper and have not seen it. I assume you are planning to publish a phone number.....Have you monitored the traffic in James Bay? Does it really necessitate protected bike lanes. Not from where I sit. I live on the 17th floor and I watch the traffic in James Bay. Never seen a problem with too much traffic or a problem with bicycles. I have ridden a bicycle in James

BAy for 60 years. Never a problem. You will create a problem for parking and businesses that rely on parking. You will create congestion and contribute to anxiety in a population that already has enough to worry about. Give your head a shake. Go do something useful.

S. 22

## Dale Vanelli

---

**From:** Amelia Potvin  
**Sent:** February 18, 2021 9:25 AM  
**To:** S. 22  
**Cc:** Engagement  
**Subject:** Re: James Bay cycle route proposal

**Categories:** Tracked To Dynamics 365 (Undeliverable)

Hi S. 22

I just sent a response to this same email that was sent to engagement yesterday.

Best,

Amelia

---

**From:** S. 22  
**Sent:** Thursday, February 18, 2021 9:21 AM  
**To:** Amelia Potvin <apotvin@victoria.ca>  
**Cc:** Engagement <engage@victoria.ca>  
**Subject:** Re: James Bay cycle route proposal

Hi Amelia,

Thank you for your response. I live on Michigan Street and neither I, nor any of the neighbors that I've queried, have received anything from the City about the proposal.

I have the following questions:

- 1/ on what date/s and by what methods were the residents of Michigan Street and Superior Street contacted for their input on the proposal?
- 2/ on what date/s and by what methods were the residents of James Bay contacted to alert them to the public opinion period?
- 3/ What were the consultant fees spent to develop the proposal?
- 4/ Were these fees from a grant or taxpayer money?
- 5/ What are the specific concerns raised that this proposal addresses, such as data on pedestrian and cyclist safety that prompts the development of these bikes lanes as the most appropriate solution?
- 6/ When was the study on solutions necessary conducted?
- 7/ What other outreach has been done, or is scheduled, to query the residents of James Bay about their non-bicycle concerns?

8/ What is the budget for associated cyclist education, such as the explanation of bylaws about riding on the sidewalk, rights of way when a cyclist encounters pedestrians in a crosswalk, penalties for running stop signs, speed limits for e-bikes.

Thank you for listening and I look forward to your response.

Regards,  
S. 22

On Feb 17, 2021, at 5:46 PM, Amelia Potvin <[apotvin@victoria.ca](mailto:apotvin@victoria.ca)> wrote:

Good afternoon S. 22

Thank you for getting in touch.

As neighbourhood associations are the formal link between City staff and residents, we always reach out to them first to inform about upcoming City projects.

Letters to residents on each of the subject corridors have been mailed and are one part of a broad outreach and engagement campaign for public input on these routes.

The period for public input is open until March 28, so there is plenty of time for residents to provide input.

We don't typically get in touch with people once they've completed the survey as we hear from hundreds or thousands of people with each phase of engagement. Was there something in particular you wanted to follow up about?

We certainly do want to hear from you on how the designs for road safety improvements can best meet the needs of residents, businesses, and commuters. With each phase of engagement, staff invest significant time to review all comments, feedback and suggestions and use these insights in the preparation of recommended designs to Council.

Don't hesitate to get back in touch if you wanted to discuss anything in particular from the survey.

Sincerely,

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

JBNA Meeting – March 10, 2021

Notes from speakers

**S. 22** – James Bay Inn

- Guests use existing curb hotel zone, concern about losing that.
- Difficult for delivery trucks to access hotel for drop offs
- Consider ending bike lanes at Superior or Michigan (whichever is chosen)?

Like the traffic circles, please add more

Concern with spillover traffic (Toronto St, which has speeding issues already). Possible to traffic calm adjacent streets?

Owners of Birdcage Confectionary

- How will we get deliveries? Trucks stop on Government St
- With SB closure trucks will be forced to go SB Douglas, then WB on Michigan, through school zone

None of options connect to 5 corners area

Like traffic circles

Need to reexamine Belleville connection

Don't feel safe using Dallas MUP, too many different users

Concern with 2 way protected on Empress block, conflict with bikes and tourists walking

Traffic calming is an entire neighbourhood issue

Prefer route that goes through 5 corners

Prefer Menzies as NS option, ok with parking loss

Resident of Dallas and Boyd

- Tourist traffic been considered? What about tourists in vehicles getting confused, going through other local streets (spillover concern)

Government st is safe now, no need to change it

Need to make sure buses and trucks can get around traffic circles

Closure at Michigan/Menzies: how will delivery trucks access Red Barn?

Government/Belleville: SB left turn is bottleneck right now, concern with making this worse

All we need is sharrows and signage on Michigan and Government, no more needed to make safe

With closure what about access to Urgent Care Centre? Concern will take long time to drive there

How will fire trucks fit on Michigan with added bike lanes?

Issues with Michigan and Government closures, spillover traffic on side streets

Why alternate parking on govt (Niagara – battery)? Would this be confusing, hazardous for cyclists to weave around?

Need to retain PLZ in front of 25 Govt st, important to senior residents

Closure at Govt/Dallas will move traffic to Battery

Consider adding 4 way stops on trial basis to Michigan/Menzies and Montreal/Niagara?

Visitors in cars already have trouble finding parking, concern this will become worse.

City Council  
Victoria

You ought to be ashamed of yourselves;  
fall of you, for even considering this  
plan as a fair decision.

Those who live and pay ridiculous  
rent <sup>S. 22</sup> for a very old unmodern apartment  
at <sup>S. 22</sup> Gallen Road already have burdens  
almost beyond <sup>S. 22</sup> continued survival here  
The rent is <sup>S. 22</sup> per month.

S. 22  
S. 22

He <sup>S. 22</sup> is <sup>S. 22</sup> and "I am <sup>S. 22</sup>. This means we  
both have been retired over <sup>S. 22</sup> years  
for him and over <sup>S. 22</sup> in my case.  
Thus we cannot go to work in an  
effort to improve our income. And, unlike  
the Mayor, we each have raised and educated  
families which didn't allow for as much savings  
as some.

Our building has limited parking space, and  
charges extra for that. Many residents need  
to use Montreal street out back to park. That  
street is already very narrow. A bike lane  
down Montreal would be the final straw for  
so many here.

I was once forced to cycle. Now I must  
drive to survive; go to appointments, grocery  
shopping AND visiting my spouse. Amid all  
the other horrible things we've tried to  
endure, now you are adding THIS!!

S. 22





May 5, 2021

**The final stage of engagement for James Bay routes in the City's 32km All Ages and Abilities (AAA) cycling network will run from May 10 to June 11, 2021.** The first round of engagement was held in February and March 2021 and saw over 600 participants. The City is now seeking final input on modified design concepts from residents, businesses and commuters.

Two north-south routes are planned for James Bay: Government Street and Montreal Street. Two east-west route options, Superior Street and Michigan Street, are also being considered – one of which will be pursued by the end of 2022.

Based on public feedback, designs have been modified to improve vehicle circulation and new pedestrian features in select areas have been added. **You are invited to share your feedback on updated designs and weigh in on preferred route options.**

Visit the City's engagement portal at [engage.victoria.ca](http://engage.victoria.ca). There you will find a summary video, a new survey, and an opportunity to register for a virtual Q&A session and links to additional resources. We strongly encourage you to review the modified designs and provide feedback, as this is the last opportunity before design and route recommendations are made to Council later this summer.

In addition to this letter, the City is promoting feedback opportunities by placing advertisements in newspapers, installing signs on each corridor, reaching out to community organizations, and sharing through social media. To stay informed about City projects you can sign up to receive the City's monthly E-News at [victoria.ca/e-news](http://victoria.ca/e-news).

Sincerely,



Stephanie Williams  
Outreach Coordinator - Bicycle Master Plan  
Engineering & Public Works

- c. Council Liaison – Stephen Andrew  
Neighbourhood Liaison – Kimberley Stratford

I understand that I am  
not allowed to submit  
my opinion on Victoria projects  
because "engage Victoria"  
requires registration  
& I choose not to  
register.

Why do you refuse a response from  
non-registered?

to

S. 22

Stephanie Williams, Outreach Coordinator

Dear Ms Williams

June 5, 2021

S. 22

I am due to become next week, and I am baffled to read that this touted program is for all ages. I believe you have focused on bicycles. I have experienced no benefit, but lengthy trips you have taken away 2 parking spaces that made it easy and close to go to Bank of Montreal, our Post Office and Pharmacy in James Bay. Friends who are kind enough to drive me now have to park further away. The space designated for walkers is unused. To go to Thrifty's means an interrupted drive - a left turn for a short distance, then a left and a right through a neighborhood of houses desecrating their peace. Before we went straight down and turned right and a pleasant ride on Oswego, up to Kingston and home on Montreal, where traffic is already heavy. We were promised, last year, a red light to allow people to use the designated crossing. Traffic comes through, mostly at 50 miles an hour, so that it isn't safe to walk across. It is a blind, curved corner for cars. Please change your Montreal Street plan. Your plan for bicycles further handicaps the handicapped. We are thankful in James Bay. Please give us a chance to live an easier and safer life.

Respectfully yours,

S. 22





May 5, 2021

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Sincerely,



Stephanie Williams  
Outreach Coordinator - Bicycle Master Plan  
Engineering & Public Works

- c. Council Liaison – Stephen Andrew  
Neighbourhood Liaison – Kimberley Stratford

I understand that I am  
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because "engage Victoria"  
requires registration  
& I choose not to  
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Why do you refuse a response from  
non-registered?



**From:** [Engagement](#)  
**To:** [CITY - Staff](#)  
**Subject:** Have Your Say: Phase Two James Bay Cycling Network - Media Release, City of Victoria  
**Date:** May 12, 2021 3:56:09 PM  
**Attachments:** [image002.png](#)

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## Media Release



Wednesday, May 12, 2021 | For Immediate Release

# Have Your Say: Phase Two James Bay Cycling Network

VICTORIA, BC — Planning is continuing for the next phase of the 32km All Ages and Abilities (AAA) cycling network through James Bay.

“We heard diverse public feedback during the first phase. We’ve sharpened our pencils and have refined the design concepts. Now we invite the public to come back and review what has changed and how we’ve responded to public input,” said Mayor Lisa Helps. “With a growing population, the City is continuing to invest in walking, cycling and public transit to support safe, healthy and affordable transportation options for everyone.”

The City is currently seeking final input from residents, businesses and commuters on designs and route options for the James Bay neighbourhood. Two north-south routes are planned for implementation in 2022: Government Street and Montreal Street. Two east-west route options, Superior Street and Michigan Street, are also being considered – one of which will be pursued as part of priority investments in 2022. The priority routes were shortlisted after a technical analysis and candidate exploration with the community in 2020.

During the first phase of consultation in February and March 2021, more than 600 people participated through surveys, mapping activities and virtual meetings. Designs have been modified based on public input and are now available for further feedback before recommendations are made to Council later this summer.

“The plans need community input to ensure staff and the community hear diverse ideas and wealth of knowledge from different road users,” said Councillor Stephen Andrew, Council Liaison to the James Bay Neighbourhood. “I’m confident this next round will be just as informative, present balanced initiatives and move us forward to make safety improvements on City streets.”

Participants can review the modified designs and a summary video and provide feedback by visiting the Cycling Network project at [engage.victoria.ca](https://engage.victoria.ca) from May 11 to June 11, 2021.

The 32km cycling network is an approved initiative, adopted in 2016 and intended to connect to destinations throughout the City and regional trails. Each project is designed with a “complete street” lens to improve overall road safety while also replacing aging infrastructure, improving accessibility, and contributing to placemaking and our urban forest.

**For More Information:**

Bill Eisenhauer  
Head of Engagement, City of Victoria  
250.858.1061 | [beisenhauer@victoria.ca](mailto:beisenhauer@victoria.ca)

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** Michigan corridor question  
**Date:** May 17, 2021 2:43:00 PM

---

Hi S. 22

Thanks for your feedback regarding AAA cycling routes in James Bay. Your feedback has been noted and will be included in the engagement process.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

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

From: S. 22  
Sent: May 14, 2021 9:22 PM  
To: Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
Subject: Michigan corridor question

Hello,

I just wanted to highlight that safety at the four-way stop at Government and Michigan needs to be improved. Cars are constantly running the stop signs there. If the Michigan corridor is selected, I hope there can be something done to improve the safety of this intersection.

S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement; Victoria Mayor and Council](#)  
**Subject:** Montreal street proposal  
**Date:** June 3, 2021 12:45:00 PM

---

Hi S. 22 ,

Thank you for your feedback regarding Montreal Street. Please note that the designs for Montreal Street do not eliminate any on-street parking. For more resources, including the designs and the corridor video, and to take the survey before June 11, please visit [engage.victoria.ca/aaa-cycling-network](https://engage.victoria.ca/aaa-cycling-network).

Warm regards,

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

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

From: S. 22  
Sent: May 30, 2021 6:25 AM  
To: Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
Subject: Montreal street proposal

Hi

I am absolutely opposed to any changes on Montreal Street, where I reside, which will decrease our present parking spaces. Thank you.

S. 22

Sent from my iPad

**From:** S. 22  
**To:** [Shawmail](#)  
**Cc:** [Stephanie Williams](#); [Sarah Webb](#)  
**Subject:** RE: 100 block Superior St  
**Date:** May 26, 2021 9:50:37 AM

---

Thanks for your email outlining your thoughts and suggestions relating to the 100 and 200 block of Superior. We will add to our consultation feedback and continue to discuss internally as a design consideration.

S. 22

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

From: Shawmail <S. 22 >  
Sent: May 26, 2021 9:22 AM  
To: Timothy Hewett <THewett@victoria.ca>  
Cc: S. 22  
Subject: 100 block Superior St

Good morning S. 22

As per our conversation yesterday regarding the James Bay bicycle routes I am asking that you put forward the concerns as well as suggestions I made specifically for the 100 block Superior St and 200 block protected bike lanes. There needs to be much consideration for the east-west route.

I don't see a need to lose parking spaces in order to fulfil a bike route. This impacts many people who rely on the on street parking. James Bay is an old community and as such I feel that the city could easily have the painted bike lanes with on street parking particularly for the 100 block superior St. Many homes do not have driveways . We cannot change how these homes were built many without driveways .

I see no reason to have protected bike lanes for theses tow blocks. The 100 block Superior to St Lawrence St sees local traffic. This is not a tourist route and generally I see very few cyclists on theses two blocks. Painted advisory bike lanes would suffice, without losing parking spaces.

This part of Superior St is not a key destination and does not see between 5000 and 9000 vehicles per day. I'm not sure what part of Superior St this data was collected from but can assure you that the 100 block doesn't see 1000 vehicles per day.

I will assume that the data was collected at Superior St between Douglas and Menzies as this is the hub of most traffic and multiple businesses, as well as the Parliament buildings.  
This is the commercial part of Superior St which I would agree needs protected bike lanes.

As I pointed out yesterday the "all ages and abilities cycling network " is not considering the impact on residents currently living on these tow particular blocks. 100 block and 200 block.

I don't feel the City of Victoria council has presented a cycling route which is inclusive to all members of the community. There is some discrimination towards people with disabilities.

I cited the example of persons with mobility limitations who may have adaptive bikes such as some used by people with cerebral palsy or the side by side transport for people who are wheel chair bound. The protected bike lanes now become an obstacle as these bikes are much larger than the average two wheel bicycle. The barriers on the protected bike lanes would make navigating the bikes more difficult. Do we now tell that person to cycle on the street with the regular vehicles.?

I could go on about the impact on the elderly, for example attempting to navigate into the street in order to get into



their handy dart or other vehicle. There are many seniors living here in James Bay. Once again the focus is on what the city thinks is appropriate and then giving the residents of this community option 1 or option 2. Protected bike lanes on the 100 and 200 block Superior would impact some of these seniors. My mother being one of them. I do not want to see her walking into the street when entering a vehicle because there are protected bike lanes in front of my home or hers for that matter. It becomes dangerous.

The City never allowed us to vote on the plans, we were told the plan and which streets were chosen by council/planners. I don't feel there was inclusiveness from the beginning. Perhaps the staff making these decisions need to physically come out the the areas to assess what is more appropriate for each segment of Superior St regarding the bike lanes. For that matter any areas they are making changes to.

I am not opposed to bike lanes however the city needs to seriously consider that people need vehicles as well, parking should not be lost and people should not need to uproot from their community in order to be able to have a vehicle. Not everyone has the ability to cycle to their work. This is unrealistic. Council should not have the right to chose for me, my neighbour and those with disabilities who don't always have a voice.

The city has their mandate for the "all abilities cycling network" however lacks thus far consideration for people with disabilities who are not able to ride a two wheeled bike, must navigate with a walker and now needing to walk further into a road to get into their handy dart bus if bicycle barriers are erected in the 100 and 200 block residential area.

Have we even considered what happens with the person who has the handicap parking decal on their vehicle? Are they now losing their parking space? Something to consider.  
I think this would become a human rights issue.

In closing I would like to thank you for your time yesterday. It was a good conversation and I feel that you have a little more insight into the traffic reality of 100 and 200 block Superior St. The impact of losing parking on these two blocks ;as well as foreseeable issues should council decide to go ahead with protected bike lanes and loss of parking spaces.

I am in full agreement to having speed barriers in place, it seems that when cruise ship season is here the taxi cab speed all over James Bay. They always take the roads without the speed bumps. I would also like to see the 100 block Superior St be designated residential parking only as we do get a lot of weekend non residents parking here.

In closing I hope that these few concerns are considered when making the final bike route decisions and more so on reasons for not needing protected bike lanes on the 100 and 200 block Superior St. I also feel that the people who reside on the 100 block Superior St should be able to maintain their on street parking.

Thank you

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Subject:** RE: BIKE LANES JAMES BAY  
**Date:** May 28, 2021 8:40:00 AM

---

Hi S. 22

Thanks for the follow up. If you haven't already, I would encourage you to take the survey at <https://engage.victoria.ca/aaa-cycling-network>

In terms of virtual events, we have held two virtual Q And A sessions with staff, and have another one coming up on June 3, and we've also been presenting at stakeholder group meetings, including two James Bay Neighbourhood Association meetings. The above link has information on the virtual Q and A sessions.

Thanks

---

**From:** S. 22  
**Sent:** May 27, 2021 5:22 PM  
**To:** Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)>  
**Cc:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: BIKE LANES JAMES BAY

Thank you for your response.

As a shared lane, I believe that will be even worse. Please know also that the cycling in that area is not primarily "commuter" cycling it is primarily a sightseeing route so I must maintain that the primary natural flow will be along Erie-Dallas. It's just the way it is. I do not believe this will be a case of "build it and they will come".

I took another look along Montreal yesterday and it is simply too narrow and congested with parking.

Erie/Dallas has the room for expansion. It makes much much more sense. It'll flow to the current system along the ocean path in place with no road crossing in which to contend.

I sincerely hope the planners reconsider this and ask around the neighbourhood. Many of us in that area are shaking our heads. We support bike lanes but this route is just a bad decision.

Should you go ahead with your current plan, please submit an article to the James Bay Beacon and provide your rationale to assist us in understanding. Unfortunately with COVID, a town hall meeting is out of the question.

Thank you,

S. 22

On Thu, May 27, 2021 at 12:45 PM Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)> wrote:

Hi S. 22

Thank you for sharing your feedback and comments regarding cycling routes in James Bay. Please note that the designs for Montreal Street is not bike lanes per se- the current design is for a shared use neighbourhood bikeway.

Your comments have been received and the email will be included with the staff report to Council this summer.

Thanks

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

**From:** S. 22

**Sent:** May 25, 2021 12:11 PM

**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>; Victoria Mayor and Council  
<[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>

**Subject:** BIKE LANES JAMES BAY

Good day!

First off, I'd like to say I'm a huge supporter of the bike lane network in place and indeed for the future plans however, I have one strong recommendation for the James Bay plan.

It appears the city intends on putting the lane down Montreal Street off Superior. I believe that is a huge mistake. Montreal Street is much too narrow and quite frankly, nondescript in terms of aesthetics compared to the other option that really should be considered. Know that I do not live on Montreal street, however I walk there daily and just think it's the wrong street to put the southbound section in the area.

I highly recommend you look at the "natural flow" of cyclists on a daily basis. I live on the junction of Erie and Dallas and have, through pure visual assessment and as a cyclist myself, determined that this is by far the better choice to put in the future bike lane.

Please consider it is much more scenic, literally ALL cyclists travel this route for its scenery and again, "natural flow" from the west terminus of Superior at St. Lawrence right at the highly popular tourist and local attractions at Fisherman's Wharf. The vast majority of cyclists ride here for the park, the gastronomic offerings, and the wharf community itself so it stands to reason to put the lane through Superior-St-Lawrence-Erie-Dallas. The section of Erie and Dallas is wide enough and can even support further widening to support comfortable lanes for cyclists and vehicles alike. The west side of this section of Dallas has plenty of room between the established trees and the road itself to add as a minimum another two-to three feet of width. In fact, you may

even consider widening the sidewalk itself, doubling or tripling the width to accommodate cycles. There are definitely options.

But Montreal is probably the worst option to consider. I very seldom observe cyclists traveling down Montreal (save for the locals who live on it) I would bet the cycling traffic would be minimal since, again, most if not all cycling traffic WILL want to pass Fisherman's Wharf with its park and restaurants and all around pleasant scenery.

I strongly urge you and your council/thinktank to do another walkabout in the area and see for yourself. I should mention, in closing, that I am not alone in this recommendation. In fact I would also recommend doing a "door to door" presenting both options.

Thank you for your time.

--  
S. 22

--S  
.  
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**From:** [Sarah Webb](#)  
**To:** [Stephen Andrew \(Councillor\)](#); S. 22  
**Subject:** Re: Bike Lanes on Superior  
**Date:** April 12, 2021 6:21:07 AM

---

Hello S. 22

Thank you for writing into the City of Victoria.

Superior Street is one of two candidate routes under consideration for new cycling infrastructure in 2022. Unfortunately retaining all of the existing on street parking while maintaining transit service and adding protected bike lanes is not possible without removing several trees and grassed boulevards. We are, however, still working on concept designs for both this corridor and Michigan Street (the other east/west route).

We will add your email address to our automatic alert list for you to get involved in the next phase of design consultation.

Kind regards  
Sarah

---

**From:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>  
**Sent:** Saturday, April 10, 2021 2:20:27 PM  
**To:** S. 22 Sarah Webb <swebb@victoria.ca>  
**Subject:** Re: Bike Lanes on Superior

Dear S. 21

Thank you for taking the time to write and express your concerns.

I include staff in on this dialogue because I know they are very open to listening to input and want to share where this plan stands.

Consultation is not finished and I am assured there will be other opportunities to share your thoughts.

I will join any discussion and will ask staff to keep you informed.

Regards,

Stephen Andrew  
Councillor  
[Stephen.Andrew@victoria.ca](mailto:Stephen.Andrew@victoria.ca)

---

**From:** S. 22  
**Sent:** Saturday, April 10, 2021 11:35:42 AM  
**To:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>

**Subject:** Bike Lanes on Superior

Dear Mr Stephen

I am a property owner at <sup>S.</sup> Superior Street in James Bay. Today at my strata meeting I was made aware of a potential plan to install bike lanes on our street. It is my understanding that this would eliminate the parking on one side of a residential street that is already quite crowded due to the multiple commercial properties in the area. I am opposed to this project on Superior Street and urge City Council to consider the impact it will have on the businesses and residents of this neighborhood that already face significant parking issues in this densely populated and tourist heavy area. Bikes are of course a very important part of our culture and life style and deserve a share of the road, however their needs should not supersede the desire of others to live their best life any way they wish, even if it includes owning a car.

I urge you to carefully consider the needs of all constituents in making your recommendation, bikes, cars, skateboards, scooters, moving vans, delivery trucks, elderly church goers, foodies, walkers, joggers and horse drawn carriages, all need the road.

Regards,

S. 22

**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** RE: changing James Bay  
**Date:** May 17, 2021 12:40:00 PM

---

Hi S. 22

Thank you for writing in. Your email will be included in the Council report this summer and form part of the public record.

*Stephanie Williams*  
*Outreach Coordinator- Bicycle Master Plan*  
*Engagement and Engineering & Public Works*  
*City of Victoria*  
*250-858-8746*

**From:** S. 22  
**Sent:** May 15, 2021 1:23 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** RE:changing James Bay

I am screaming this at the top of my lungs. Do not change anything!!!! I'm tired of you young squirts coming up with these bright ideas to help you get to your 'work out' gym. There are a majority of ue who are seniors and I for one don't get around as well as I used to. The only options I have are walking or driving. You idiots who want to change; divert; revert; pervert are way out of line. I am going to expand my comments by saying that it seems to me that society is geared to help those who least need it and funneled to make society more convenient for those who can afford it. Do you know how much a bike costs? Of course you do! I bet there is a bike lobby in there somewhere. You people make me sick. Be very careful. I might become so angry that you will motivate me to run for office. concerned and disgusted

Sent from Windows Mail

**From:** S. 22  
**To:** [Stephanie Williams](#)  
**Subject:** Re: Concerns about safety of bicycle route - 100 block, Montreal Street, James Bay  
**Date:** May 26, 2021 11:31:25 AM

---

Many thanks for your reply and clarification. Much appreciated.

On 2021-05-26 10:29 a.m., Stephanie Williams wrote:

Dear S. 22

Thank you for getting in touch with the City of Victoria and providing input into the design and planning for All Ages and Abilities cycling routes in James Bay.

The destinations on Montreal, along with its connectivity and current characteristics are exactly the reason why Montreal Street was identified as a candidate route. To clarify – there are no plans for bike lanes. The design uses a shared road approach with speed humps and paint markings. No parking will be removed and all users, including horse and carriages, will still be allowed to use the corridor.

We appreciate your suggestions for an alternate north/south route. Your email will be included with the full package provided to Mayor and Council later this summer.

Kind regards  
City of Victoria

*Stephanie Williams  
Outreach Coordinator- Bicycle Master Plan  
Engagement and Engineering & Public Works  
City of Victoria  
250-858-8746*

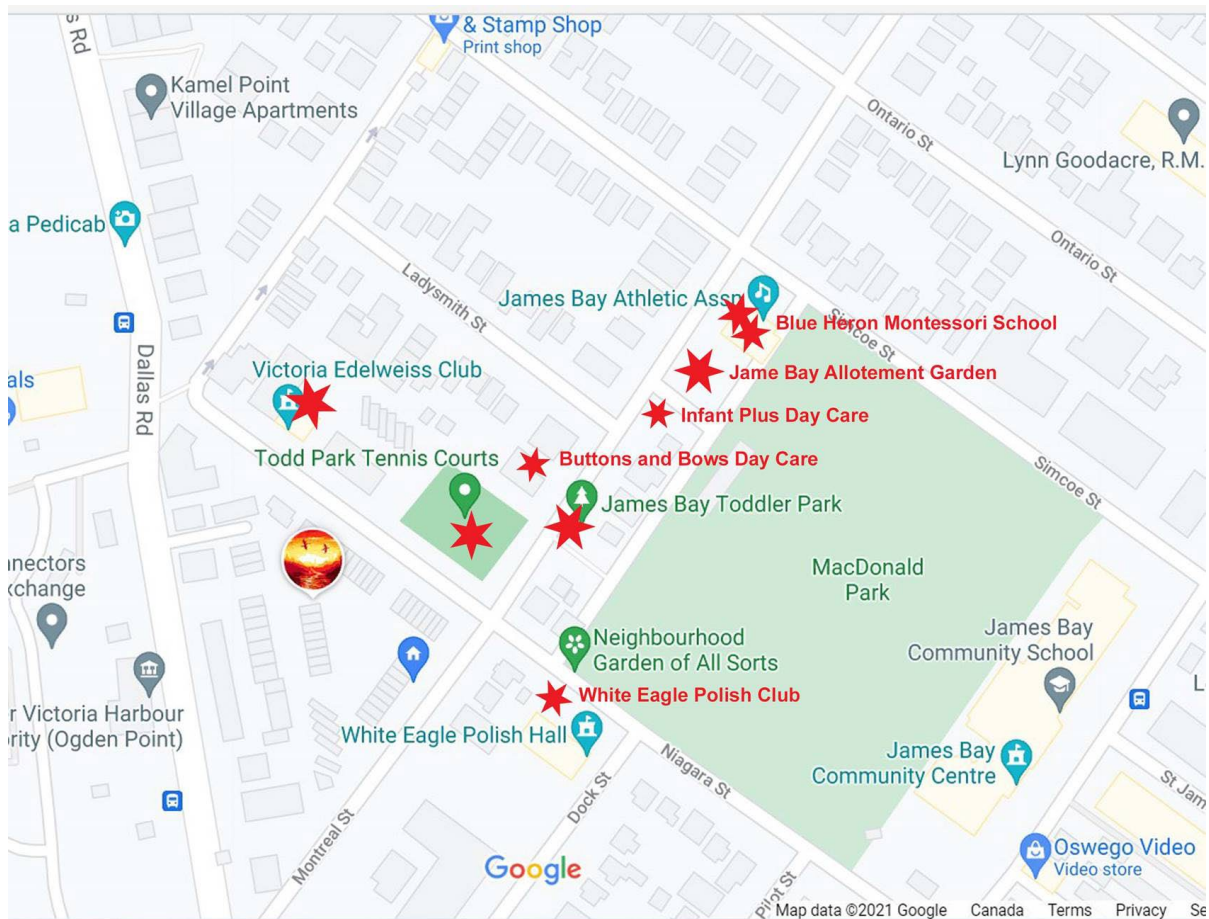
**From:** S. 22  
**Sent:** May 20, 2021 1:18 PM  
**To:** Stephen Andrew (Councillor) <[stephen.andrew@victoria.ca](mailto:stephen.andrew@victoria.ca)>; Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>; Victoria Mayor and Council <[mayorandcouncil@victoria.ca](mailto:mayorandcouncil@victoria.ca)>  
**Subject:** Concerns about safety of bicycle route - 100 block, Montreal Street, James Bay

The proposed bike lanes for Montreal Street raises some questions about safety in the 100 block between Simcoe and Niagara Streets. While the street from Superior to Simcoe is relatively acceptable and with few hazards, I would like to draw your attention to the area from Simcoe Street south.

There is a general impression that Montreal Street is a quiet residential area within James Bay where mainly seniors reside. In recent years it has become the home to an increasing number of families with young children, drawn by the presence of affordable (?) townhouses, daycare(s), a school, and parks. Much of this is concentrated in this one block area resulting in a high traffic area with pedestrians, young children, sports aficionados, City of Victoria vehicles, dog walkers and those of us that get around on Tesla mobility scooters. During the time when cruise ships are calling, numerous tourists also use the street which is directly opposite the Ogden Point terminal.

The map below shows local amenities that contribute to congestion in the area. I have made further detailed comments below it.





#### Children and Family Venues.

Two day care centres are situated in the block, with street access needed (Buttons and Bows and Infant Plus)

Two school are in the area, the Blue Heron Montessori School in the James Bay Athletic Association (JBAA) building, and the public school and associated city playground and parking lot where traffic exits at the Montreal end

Two garden area (allotments) are present, the James Pay Allotment and the Neighbourhood Garden of All Sorts

A very active toddlers park is situated in the middle of the block

The James Bay Community Centre generates traffic from all the area west of Oswego Street for its various activities

#### Service Clubs

The Victoria Edelweiss Club, and the White Eagle Polish Club and with 1/2 block and feed traffic onto Montreal Street The clubs host activities from 7am to midnight

#### Sports Facilities

The Todd Park Tennis courts are active from dawn until dusk and attract extra street parking The JBAA has a number of activities besides its routine practices and games, including exercise classes and a Montessori school MacDonal Park hosts, baseball, softball, soccer, rugby, etc with considerably increased traffic congestion during games

#### Comments

I live at the corner of Montreal and Niagara and I am acutely aware of the activities which occur on the the street and in this block in particular In general, people and traffic are very courteous with each as the street corners and driveways are often blind with visibly is blocked by large vehicles With the exception of bicyclists, who appear to yield to no one The block is narrow, more so than the area north of Simcoe and losing street width, and/or parking, a bike lane would be an additional hazard for everyone, but especially for children going to the day care, schools, or play area

I would seriously like to see a reconsideration of the routing of the bike route If it must be on Montreal Street, it might be better to veer west at Simcoe over to St Lawrence St and thence to Dallas Road That area is relatively traffic free due to being one way and would certainly be safer for everyone

I thank you for your consideration,

S. 22

**From:** [Timothy Hewett](#)  
**To:** [Stephanie Williams](#); [Sarah Webb](#)  
**Subject:** RE: **S. 22** - James Bay Bike Lane Consultation  
**Date:** May 25, 2021 11:41:33 AM  
**Attachments:** [image002.png](#)

---

Good long chat with **S. 22** – lots of support for advisory bike lane approach and would like to see the advisory bike lanes extended to Oswego (100 and 200 block).

---

**From:** Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)>  
**Sent:** May 25, 2021 11:00 AM  
**To:** Sarah Webb <[swebb@victoria.ca](mailto:swebb@victoria.ca)>  
**Cc:** Timothy Hewett <[THewett@victoria.ca](mailto:THewett@victoria.ca)>  
**Subject:** RE: **S. 22** - James Bay Bike Lane Consultation

Done.

Thanks Tim. If you could call her today, that would be awesome.

---

**From:** Sarah Webb <[swebb@victoria.ca](mailto:swebb@victoria.ca)>  
**Sent:** May 25, 2021 10:21 AM  
**To:** Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)>  
**Cc:** Timothy Hewett <[THewett@victoria.ca](mailto:THewett@victoria.ca)>  
**Subject:** RE: **S. 22** - James Bay Bike Lane Consultation

**Tim** – please call **S. 22** back. 250-380-7209

**Steph** – please do schedule an evening session prior to June 8, 2021 and get it on to the engage site.

---

**From:** Stephanie Williams <[swilliams@victoria.ca](mailto:swilliams@victoria.ca)>  
**Sent:** May 25, 2021 10:12 AM  
**To:** Sarah Webb <[swebb@victoria.ca](mailto:swebb@victoria.ca)>  
**Subject:** FW: **S. 22** - James Bay Bike Lane Consultation

Oh and she also wants a virtual Q and A session for 8pm as she works shift work and said the two times we have (6pm and 2pm) do not work for anyone working shift time so I asked for a suggestion and she gave me 8pm. So we could add one for next week at that time.

---

**From:** Stephanie Williams  
**Sent:** May 25, 2021 9:58 AM  
**To:** Sarah Webb <[swebb@victoria.ca](mailto:swebb@victoria.ca)>  
**Subject:** FW: **S. 22** - James Bay Bike Lane Consultation

Hey sorry can you call **S. 22** ? I spoke to her for a while and clarified engagement process but she has a lot of design concerns particularly about 100 block Superior with parking loss etc and I told her

I was not comfortable speaking to designs. Told her you or Tim would call her back. She's in and out so I told her you would leave a message with your number, explaining what your role is.

For context- lives on 100 block, S. 22 (lots of concerns about accessibility and protected bike lanes) and parking loss overall. Lots of other concerns.

---

**From:** Kelsey Smith  
**Sent:** May 20, 2021 10:47 AM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** S. 22 - James Bay Bike Lane Consultation

Hello,

I received a phone call from S. 22, resident at S. 22, regarding public consultation for the James Bay bike lanes.

S. 22 mentioned she sent an email a few weeks ago but has not received a response. Would someone be able to call her at S. 22 to respond to her questions and concerns?

Thank you,

**Kelsey Smith**  
Accounting Clerk  
Finance Department  
City of Victoria  
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0290 F 250.361.0214



**From:** [Stephanie Williams](#)  
**To:** S. 22  
**Cc:** [Engagement](#)  
**Subject:** RE: Final Public Input for the Next Phase of the AAA Cycling Network - James Bay  
**Date:** May 13, 2021 12:15:00 PM

---

H S. 22

Thanks for your message.

All input that is provided through a City consultation process is provided directly to Mayor and Council. In the case of the Richardson corridor, we encourage you to read the staff report and appendices from the [July 2020 meeting](#). And here is a [link to a 2 page summary](#) on the history and design explorations for this route. Public input is one of many considerations in the design process. Staff include all survey results, raw data, and direct emails in Council packages. While we understand that your individual preferences may not have been chosen for the Richardson corridor, City staff aim to bring forward recommendations that balance the needs of all road users.

We look forward to receiving your feedback on the James Bay cycling route through [engage.victoria.ca](#). There you can find a summary video and designs that have been revised based on feedback from the first round of public input, for which we had over 600 people participate in. You can fill out a short survey to provide feedback on these designs and weigh in on your preferred east-west route option. All feedback is then reviewed, assessed and recommendations will be made to Council in summer 2021.

Thanks,

*Stephanie Williams*  
*Outreach Coordinator- Bicycle Master Plan*  
*Engagement and Engineering & Public Works*  
*City of Victoria*  
*250-858-8746*

**From:** S. 22  
**Sent:** May 11, 2021 2:28 PM  
**To:** Engagement <[engage@victoria.ca](mailto:engage@victoria.ca)>  
**Subject:** Re: Final Public Input for the Next Phase of the AAA Cycling Network - James Bay

Thank you for the opportunity to provide input re bike routes in the City of Victoria. So many of us did not want the changes on Richardson Road, especially those of us who live, bike and drive in the area. I haven't met one person who wanted these changes but the City has already started work on Richardson. As citizens we feel no one is listening! To have one lane going both ways in a car on a main road from Oak Bay to downtown is ludicrous! You ask for input but do not take our comments into account. I specifically mentioned previously, do

not change Richardson Street!

Those of us who live around Richardson are most upset with this decision.

Please do not keep changing our city into "cement city!" We used to be the "garden city" with a lot of charm and "character." Now our "character" is being diminished and the "city" just keeps adding more cement, more ugly highrises, and slow complicated traffic routes.

Bicycle routes are excellent, but not at the sacrifice of everything else in a community.

I will address the potential James Bay bicycle route changes in another email.

Thank you!

S. 22

**From:** [Sarah Webb](#)  
**To:** S. 22  
**Cc:** [Stephanie Williams](#)  
**Subject:** Re: James Bay bike lanes - comments on proposal  
**Date:** June 11, 2021 8:22:04 PM

---

Hello S. 22 !!

Thanks for taking the time to write in and share your thoughts and concerns about parking layout for Government.

It has been great to get to know you guys (outside of S. 22 parents!) and thank you for your involvement in the neighborhood association.

I have copied Stephanie to this email who will record comments as we go through the next stage of design preparations and add your email to the full package of materials shared with council this summer.

Have a wonderful weekend, we will keep you posted on next steps,

Best regards,

Sarah

---

**From:** S. 22  
**Sent:** Friday, June 11, 2021 8:16 PM  
**To:** Sarah Webb  
**Cc:** S. 22  
**Subject:** James Bay bike lanes - comments on proposal

Hello Sarah,

While there are many positives to the proposed plans for bike lanes in James Bay, we do have some concerns regarding the proposed changes to Government Street, from Niagara Street to Dallas Road.

In our opinion the plan to move parking in this section from the east side to the west side (Niagara to 58 Government Street) serves no real beneficial purpose. To have all the parking on the east side of Government from Dallas all the way to Simcoe Street ensures a clear sight line for vehicle drivers as well as cyclists. The suggested parking changes in this section will inevitably lead to confusion and unnecessary weaving about of bicycles.

If the intent is to slow traffic this is already accomplished by the 4-way stop signs at Niagara.

Additionally, the current parking situation provides those loading and unloading their vehicles with more space as there is a boulevard in addition to the sidewalk on the eastern side of the section from Niagara to Dallas. The narrow sidewalk on the west side, in addition to power poles at the edge of the sidewalk, means that parking and accessing vehicles will be more difficult, especially for

those with mobility challenges.

We have also had occasion recently to discuss this suggested change with an employee of one of the power companies working on the utility pole at 58 Government. He advised that they would have to park in the middle of the road, thus blocking traffic, to access the utility box at the top of the pole, working above any parked cars. This does not sound ideal and, as the installations on this pole often require attention (the Shaw box houses a major neighbourhood hub) this is likely to be a regular occurrence.

Last week a driver, presumably unfamiliar with the parking restrictions, did park on the west side of Government, just past the junction with Niagara. The car was there for two days, making right hand turns to the south from Niagara onto Government awkward and dangerous.

We can only see disadvantages to the suggested change.

Thank you for including our input in your final deliberations.

S. 22

**From:** [Sarah Webb](#)  
**To:** [Marg Gardiner](#)  
**Cc:** [Stephanie Williams](#)  
**Subject:** RE: proposed changes, by Lisa Helps.... to James Bay  
**Date:** April 8, 2021 11:32:53 AM

---

Thanks Marg  
We will add to the submission list  
Appreciated  
Sarah

---

**From:** Marg Gardiner <marg.jbna@telus.net>  
**Sent:** April 8, 2021 10:42 AM  
**To:** Sarah Webb <swebb@victoria.ca>  
**Subject:** Fwd: proposed changes, by Lisa Helps.... to James Bay

Hi Sara,

You may have this input already - never know.

I will inform the resident of the May session.

FYI

Marg Gardiner,  
President, JBNA  
[marg.jbna@telus.net](mailto:marg.jbna@telus.net)

S. 22

Begin forwarded message:

**Subject: proposed changes, by Lisa Helps.... to James Bay**  
**Date:** April 8, 2021 at 10:38:08 AM PDT  
**To:** [marg.jbna@telus.net](mailto:marg.jbna@telus.net)

I'm very opposed to the proposed 1 way traffic, on government Street, that Lisa Helps and City Council is advocating. We only have 2 main Streets, from downtown, that lead to and go through James Bay and of course Government Street is one of them.

In the promotional videos for their project, they use rhetoric like 'traffic calming' and 'to control traffic volume.'

Whereas this is James Bay, in Victoria ... and in reality we do not hardly have any traffic.

I'm always looking at how much traffic there is on Government and also how many bicyclists... when I go for my walk... and truly, it's very quiet. I think that the bike lanes



and one way street will just be disruptive and are completely unnecessary.

I also do not approve of putting bike lanes on Michigan Street. That Street is way too narrow and has cars fully lined up and parked on both sides at all times and especially at night. Those residents need that street parking.

Of the 3 proposals by City Hall, the only one that I think is feasible is to put their bike lanes on Superior Street,

if they want a way to connect the downtown bike lanes to and through James Bay, to Dallas Road.

So, my big question is, how are most people in James Bay feeling about this and is there a coalition that is for or against the bike lanes and one way street on Government? I also fear that that will cause more traffic on other streets in James Bay that are not set up for that kind of volume and that it is not good for emergency vehicles to have a one way on Government Street.

I hope that I'm not the only one that feels this way and am wanting to check in and connect with other people who are against this proposal.

I also don't know the timeline on what City Hall is planning, although I could look at that website again to check. I'm wondering if there is still time to oppose this.

**From:** [Sarah Webb](#)  
**To:** [Stephen Andrew \(Councillor\)](#); **S. 22** .  
**Cc:** [Stephanie Williams](#)  
**Subject:** RE: Re : About the Bike lane in James bay  
**Date:** April 19, 2021 4:10:37 PM

---

Thanks for getting in touch **S. 22** Your email has been received.

Maintaining the maximum amount of on street parking is a key theme we have heard about Superior Street – particularly for the 100 block. We are still in the design development phase but will add you to our contact list as we share the next iteration for the corridor in May 2021. We would welcome your participation!

Kind regards  
Sarah

Sarah Webb  
Manager, Transportation Planning & Development  
Engineering & Public Works  
City of Victoria  
250-361-0482

---

**From:** Stephen Andrew (Councillor) <stephen.andrew@victoria.ca>  
**Sent:** April 19, 2021 2:28 PM  
**To:** **S. 22** Sarah Webb <swebb@victoria.ca>  
**Subject:** Re: Re : About the Bike lane in James bay

Thank you **S. 22**

I will call and visit.

Meantime, I am asking staff to provide you with more information and to note your concerns as part of the city's consultation project.

Regards,

Stephen

Stephen Andrew  
Councillor  
[Stephen.Andrew@victoria.ca](mailto:Stephen.Andrew@victoria.ca)

---

**From:** S. 22

**Sent:** Monday, April 19, 2021 12:05:58 PM

**To:** Stephen Andrew (Councillor) <[stephen.andrew@victoria.ca](mailto:stephen.andrew@victoria.ca)>

**Subject:** Re : About the Bike lane in James bay

Hi, Sir

I'm S. 22 , Business owner (S. superior st victoria )

I've heard the plan for a new bike lane on superior st .Basically I don't mind this plan. But I'm very worried about losing street parking. As you know the business is parking. I think Superior st has enough width to keep the parking spaces as it was.

I think you are our city councillor . Please help me.

If it 's possible, give a call and visit us to talk about this matter.

Thank you

S. 22

Tel S. 22

**From:** [Timothy Hewett](#)  
**To:** [Stephanie Williams](#)  
**Subject:** Resident without a computer feedback  
**Date:** June 11, 2021 12:25:50 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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S. – resident of James Bay who lives on Dallas and doesn't have access to a computer and would like to recommend using the Government Street and Michigan corridors instead of Superior or Montreal. He also would like to suggest that no speed humps required on Dock or Montreal.

Chatted with him twice on the phone.

Cheers.

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



## Meeting Notes, Walk on Victoria Steering Committee

March 15, 2021

### Alignment Preference

- Superior – 2
- Michigan – 0

Support for interventions, but will add additional vehicle traffic to Douglas, Menzies, Oswego. These streets need to be quieted (speeds and volumes)

Don't like traffic circle

St Lawrence and Superior is a terrible crossing, needs improvement

Make Menzies 40km/h?

Crossing Oswego is challenging. It's a wide street, with a hill. (sightlines?) Look at Michigan and Oswego

Traffic circles are not a boon to pedestrians

Everyone hates the hydro poles on the sidewalks

Belleville/Govt intersection: islands are too small for volumes of peds, especially in tourist season.  
Sometimes peds spill out into travel lanes

Govt/Humboldt: island at SE corner (Empress) is too small for volumes of peds, spill out into bike lanes

Complaints from members – ped crossing at bike lane at SW corner of Humboldt/Govt – bikes going fast  
EB right turn to Govt, not watching for peds, not stopping

Make sure crosswalks at bike lanes are at right spot, encourage bikes to slow down

General comment: many quieter streets in JB don't have adequate lighting. Safety issue, especially for single women

Development (Berry patch?) at Montreal and Kingston, impacts to bike lanes?

I'm concerned about the loss of parking on Superior St. Can we have resident stickers on our vehicles for when there is lack of parking, to reserve spaces on the street?

**S. 22** – the empress block of Government has many users (bikes, scooters, monowheels, pedestrians, etc) all vying for space. This creates a dangerous situation.

The transit hub is dangerous for cyclists to ride through. Can we move transit?

Dallas road is too busy, speeds too high. Needs traffic calming. WB vehicles making left turns into angle parking are dangerous.

Do not like jog on to Dock st for Montreal design. People will want to ride Montreal the entire way to Dallas.

Concerned about loss of parking on Superior st

Why was the James Bay community school not consulted or access by them not included in plans?

Happy diverters have been removed from the designs

**S. 22** – it would be useful to note all changes to the existing conditions, not just changes from first concept in notes on drawings

**S. 22** – compliments for changes from first design, staff obviously listened to the feedback (especially about proposed diverters)

Schedule C recently modified to lower parking minimums, and new developments often don't even meet those. Creates a parking shortage in neighbourhood, especially with many houses split into suites without additional off street parking. Streets are full of parked cars in the evening.

Superior st was chosen by some because they wanted traffic calming (speeds are too high). With revised design on Michigan (no diverter), some may change their vote to Michigan.

**S. 22** – important to note that unless we have data on tourist parking numbers, we shouldn't make decisions on bike lanes. There are too many tourists in the neighbourhood, with no attempt to limit numbers.

Marg Gardiner – fears Oswego will become a freeway. Tourist vehicles are an issue. Speed humps not needed on Dock st, better put on Oswego

[05-14 5:19 p.m.] S. 22 (James Bay) (Guest)

I'd say Michigan would be perceived to result in biggest loss to on-street parking. Also an E<>W shortcut. This is not a criticism of the presentation, just my observation as a resident. (Michigan needs calming, in my opinion)

[05-14 5:20 p.m.] Timothy Hewett

we can chat thorough this if you like when we review the design drawings.

[05-14 5:20 p.m.] S. 22 (James Bay) (Guest)

Absolutely.

[05-14 5:26 p.m.] S. 22 (James Bay) (Guest)

Just taking notes, but sidewalks are very narrow between Oswego and Superior. Handicap accessible?

[05-14 5:29 p.m.] S. 22 (James Bay) (Guest)

Just taking notes, but how is preserving pick-up and drop-off by motor vehicle to be reconciled with climate action goals?

[05-14 5:31 p.m.] S. 22 (James Bay) (Guest)

Thanks, would like to discuss a bit more in detail!

[05-14 5:33 p.m.] S. 22 (James Bay) (Guest)

Just a note, Menzies <> Govt wasn't discussed much, but this is a shortcut for motorists, very narrow. Very dangerous for pedestrians and cyclists right now.

[05-14 5:34 p.m.] S. 22 (James Bay) (Guest)

NOTE: I am not advocating for retaining parking.

[05-14 5:34 p.m.] S. 22 (James Bay) (Guest)

I think there should be less on-street parking on Michigan. But that's just me.

[05-14 5:38 p.m.] S. 22 (James Bay) (Guest)

Just a note, but Govt N<>S is used as a main route, w people driving at speed (50 km/h). Dangerous to cross at Toronto (narrow, limited sight lines). Needs something.

[05-14 5:41 p.m.] S. 22 (James Bay) (Guest)

Question: With the CEO leaving, have the RBCM's plans been finalized? Is there a timeline with a breakground date?

[05-14 5:41 p.m.] S. 22 (James Bay) (Guest)

I.e., will this ever happen, or is this a roadblock to improving Superior?

[05-14 6:05 p.m.] S. 22 (James Bay) (Guest)

South Park School has a marked crosswalk that extends into the street in a school zone on non-arterial, and they still have 2 crossing guards.

[05-14 6:06 p.m.] S. 22 (James Bay) (Guest)  
It's a bit absurd.

[05-14 6:06 p.m.] S. 22 (James Bay) (Guest)  
I think one reason could be that parents are encouraged to drop off on that stretch.

[05-14 6:13 p.m.] S. 22 (Guest)  
I have to run... Will fill out the survey. Thanks!