



ENGAGEMENT SUMMARY REPORT

Rockland Greenway Enhancement and Pilot Road Closure

JANUARY – DECEMBER 2014



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FOR MORE INFORMATION:

City of Victoria

Executive Summary

From January 2014 to December 2014, a one-year pilot traffic closure for a portion of the 900 block of Rockland Avenue was held. The pilot closure had been included as a high priority recommendation in the Pioneer Square Management Plan, approved by Council in April 2013.

The intent of the temporary closure was to gauge the potential success of converting this section of street to pedestrian and cyclist traffic only, to provide an extended period for community feedback on the change, and to assess any impacts on traffic volumes of surrounding streets and intersections.

During the pilot closure period, three public information sessions were held to collect feedback on this proposed change. An online survey was available from May to December.

The survey resulted in 447 completed responses. Of these responses there were 297 in support of keeping the enhanced greenway and traffic closure, 84 responses in opposition to the project and 66 neutral responses. Seven letters were received. Five of the letters expressed concerns and two were letters of support.

The results of a traffic impact analysis, conducted prior to the closure and again during the closure, will also be taken into consideration.

What We Heard

When asked “What do you like about the greenway enhancement and road closure?” response themes included:

- Creation of a safer space for cycling, walking and children, traffic calming
- Safer crossings at Rockland and Vancouver/Quadra
- Enhanced opportunities for outdoor recreation
- More peaceful park space, better connections between the park and the Cathedral.
- Adds public space/green space/community space to the downtown.

When asked “What do you dislike about the greenway enhancement and closure?” response themes included:

- Increased number of illegal left turns (Quadra to Burdett), increased traffic on Fairfield.
- Road closure inconveniences drivers accessing Downtown and increases need for left hand turns.
- Closure is not long enough/not impactful enough, looks incomplete/temporary/boring.
- Bollards/Signage are ugly, unappealing.
- Lack of greenery/too much asphalt.

The survey also asked what could be done to improve or enhance the closure. Response themes included:

- Landscape improvements, including: furnishings, lighting, landscaping, bike racks, community gardens, picnic tables, native planting, narrowed paving.
- Addition of a bicycle left turn lane from Quadra onto Rockland.
- Addition of a cyclist controlled crossing from Vancouver onto Rockland.
- Allow left turns from Quadra onto Burdett.
- Allow one-way vehicular traffic on Rockland.

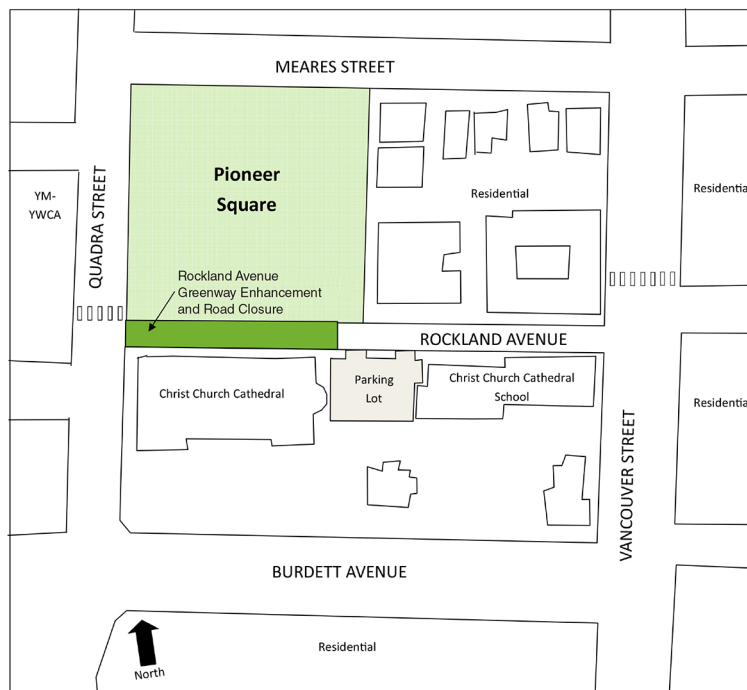
Part 1: Introduction

Introduction

The 900 Block of Rockland Avenue is located between Quadra Street and Vancouver Street, and is bordered by Pioneer Square to the north and the Christ Church Cathedral to the south. Rockland Avenue between Quadra Street and Vancouver Street is identified as a 'People Priority' Greenway in the City of Victoria Greenways Plan.

From January 2014 to December 2014, a one-year pilot traffic closure of a portion of the 900 block of Rockland Avenue was held. The pilot closure had been included as a high priority recommendation in the Pioneer Square Management Plan, approved by Council in April 2013.

Prior to approving the Pioneer Square Management Plan community engagement activities included regular meetings with the Pioneer Square Management Plan Advisory Committee. This group included representation from neighbouring organizations and businesses, the Fairfield Gonzales Community Association, the Victoria Police Department and other related stakeholders. One-on-one stakeholder meetings were also held. The City also held two phases of broader community engagement, first asking what improvements the community would like to see in Pioneer Square and then asking for input on the draft management plan. Both phases of engagement showed support for the pilot road closure.



Map of Rockland Greenway Enhancement

Part 2: Engagement Objectives and Process Design

Engagement Objectives

The City of Victoria sought input on the pilot greenway enhancement and road closure and invited citizens to share their thoughts and experiences.

- The goals of the engagement outreach were to:
- To collect ideas about how to improve the potential enhanced greenway.
- Find out whether the one-year pilot to improve the section of the Rockland Avenue greenway provided the community with an enhanced pedestrian and cyclist corridor they wanted to keep or whether the impacts of traffic and parking changes outweighed the benefits.

Process Design

The engagement program was targeted at residents, organizations and businesses within close proximity to the 900 block of Rockland, but was open to all community members.

The following communications tools were used to create awareness of this engagement opportunity:

- Website information: Have Your Say, Latest News, Events Calendar
- Media releases, event and calendar listings
- Social media: regular and promoted posts
- Stakeholder email
- Fact sheet and invitations
- Print ads
- Posters, street signage
- Three information stations in January, July and September

Feedback was collected via:

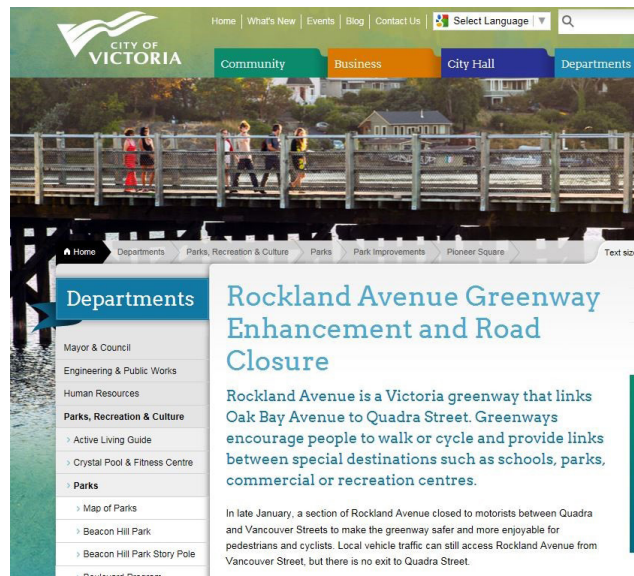
- Online and print survey
- Correspondence
- Social media

Part 3: Communication Tools

The following communications tools were used to create awareness of this engagement opportunity:

- Website information: Have Your Say, Latest News, Events Calendar
- Media release, event and calendar listings
- Social media: regular and promoted posts
- Stakeholder email
- Fact sheet and invitations
- Print ads
- Posters, street signage
- Three information stations in January, July and September. These were hosted in Pioneer Park, beside Rockland Avenue.

Here are some examples:



Outreach and Feedback Opportunities


Thank you to those who came out to the information session at Christ Church Cathedral in January. This [fact sheet \[PDF - 232 KB\]](#) was mailed to the community, inviting them to learn more about the project.



Online Survey

We are seeking input on the changes and invite you to share your thoughts and experiences by completing a short [online survey](#) by **December 31, 2014**.

CITY OF VICTORIA
WINTER/SPRING 2014



INFORMATION SESSION: Rockland Avenue Greenway Enhancement and Road Closure

Rockland Avenue is a City of Victoria greenway that links Oak Bay Avenue to Quadra Street. Greenways provide links between special destinations such as schools, parks, commercial or recreation centres, and encourage people to walk or cycle.

INFORMATION SESSION

Tuesday, January 21, 2014
3 p.m. – 7 p.m.

Christ Church Cathedral
Chapter Room
930 Burdett Avenue
(Access from side entrances)

To make the Rockland Avenue greenway safer and more enjoyable for pedestrians and cyclists, the City will be closing a section of this road between Quadra and Vancouver Streets to motorists. (SEE ME ON REVERSE.) Local vehicle traffic will still be able to access Rockland Avenue from Vancouver Street, but there will be no exit to Quadra Street.

In addition to increasing Victoria's walkability and improving this cycling corridor, Christ Church Cathedral will

and for City staff to assess any changes in traffic volumes on nearby streets and intersections. Bollards and signage will be installed to direct motorists.

The City's *Greenways Plan*, *Pioneer Square Management Plan* and *Official Community Plan* support the closure to improve this Victoria greenway.

[Learn More](#)
You are invited to drop by an information session Tuesday, January 21, 2014.



Rendering from display board.

Part 4: Engagement Channels

Survey

The survey was available at all three information stations and was also available online from May through until December 2014.

466 people completed the survey. Of the 447 completed responses, 297 were in support of keeping the enhanced greenway and traffic closure, 84 responses were in opposition to the project and 66 were neutral.

Where do you live?

- 26% within a five minute walk
- 32% Fairfield or Downtown (further than five minutes)
- 26% Victoria but not Fairfield or Downtown
- 16% other

Age:

- 24% 30–39
- 20% 40–49
- 20% 60–69
- 18% 50–59

What brings you to use this section of Rockland?

- 36% coming to and from Downtown
- 28% visit local business or organization
- 22% live in the neighbourhood
- 12% other
- 2% Christ Church Cathedral

Prior to the greenway enhancement and road closure and since the pilot program, how often did you use this section of Rockland Avenue? Some trends from this question included:

- Weekly and daily walking and cycling patterns increased during the closure.
 - Respondents that used the route for walking a few times a month stayed the same, but respondents that walked the route a few times a week increased from 68 to 79. The numbers of respondents who walked the route a few times a day increased from 33 to 46.
 - Respondents that used the route for cycling a few times a month increased from 87 to 93. Respondents that cycled the route a few times a week increased from 58 to 92. The numbers of respondents who cycled the route a few times a day increased from 10 to 20.

When asked **“What do you like about the greenway enhancement and road closure?”** response themes included:

- Creation of a safer space for cycling, walking, children.
- Enhanced opportunities for outdoor recreation (eg. Tai chi, training intervals, cycling with children).
- Quieter/more peaceful park space with better connections between the park and the Cathedral.
- Safer pedestrian crossings at Rockland and Vancouver/Quadra.
- Traffic calming/reduction in vehicular traffic.
- Prioritizes pedestrians and cyclists.
- Adds public space/green space/community space to the downtown.

When asked “What do you dislike about the greenway enhancement and closure?” response themes included:

- Increased number of illegal left turns from Quadra to Burdett.
- Increased traffic on Fairfield.
- Road closure inconveniences drivers accessing Downtown and increases need for left hand turns.
- Closure is not long enough/not impactful enough.
- Bollards/Signage are ugly, unappealing.
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The survey also asked what could be done to improve or enhance the closure. Response themes included:

- Landscape improvements, including: furnishings, lighting, landscaping, bike racks, community gardens, picnic tables, native planting, narrowed paving.
- Addition of a bicycle left turn lane from Quadra onto Rockland.
- Addition of a cyclist controlled crossing from Vancouver onto Rockland.
- Allow left turns from Quadra onto Burdett.
- Allow one-way vehicular traffic on Rockland.

How did you hear about the survey?

- 217 Facebook
- 88 Other (word of mouth, etc)
- 80 City of Victoria Website
- 58 Parks signage
- 27 Twitter
- 6 Newspaper

Correspondence

Seven letters and emails were received in regards to the Rockland pilot greenway enhancement and road closure. Five of the letters expressed concerns and two were letters of support.

Comments included:

- Negative impact of losing direct driving route and less space for cars
- Rockland is safest driving route, don't want to lose it
- Pedestrians and cyclists already have enough room
- Positive impact of safer crosswalks
- Safety improvements are appreciated, as is the revitalization of Pioneer Square
- Suggestion to reduce speed by Vancouver and Richardson to 30km
- Suggestion for a new marked and lit crosswalk at Vancouver and Richardson
- Negative possible impact of more drug use in expanded green space
- Traffic on Burdett Avenue has increased and is problematic, cars are travelling faster, damage on boulevard from cars turning around on Burdett

Part 5: Next Steps

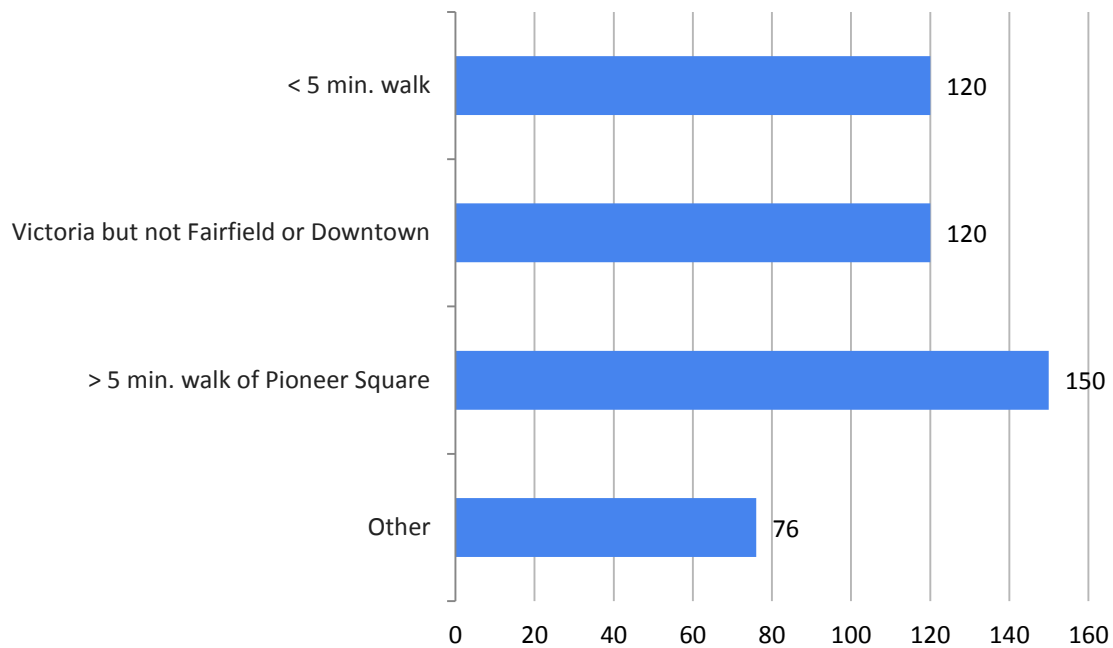
This feedback, along with the traffic studies, will be presented to Council in February to help inform the decision as to whether or not the Rockland Avenue greenway enhancement pilot will become permanent. Once a decision is made and funding is secured, short term and longer term improvements could begin.

Part 6: Engagement Data

Survey Results and Correspondence Attached

Rockland Ave. Greenway Enhancement & Road Closure Survey Results

Q1 Where do you live?

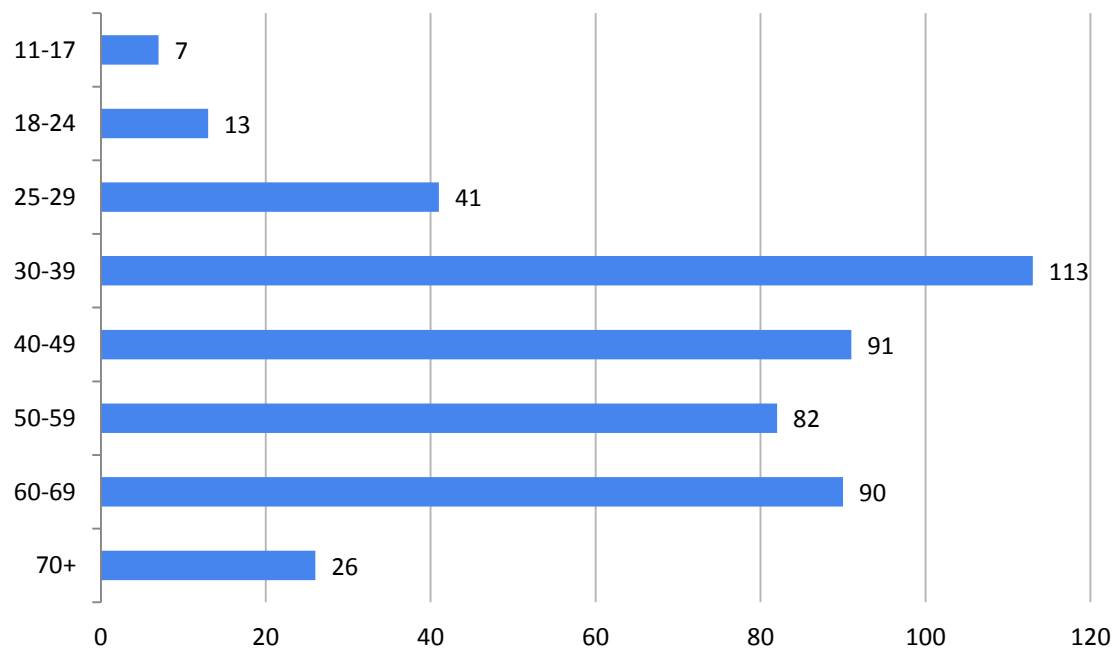
**Total Respondents: 466**

Other:

Saanich	24
Oak Bay	15
Rockland	5
Esquimalt	3
Gordon Head	3
Fernwood	2
Near camosun landsdowne	2
Cedar Hill	1
Burdett Ave	1
Quadra+Tolmie	1
3035 Cook St.	1
950 Rockland Ave	1

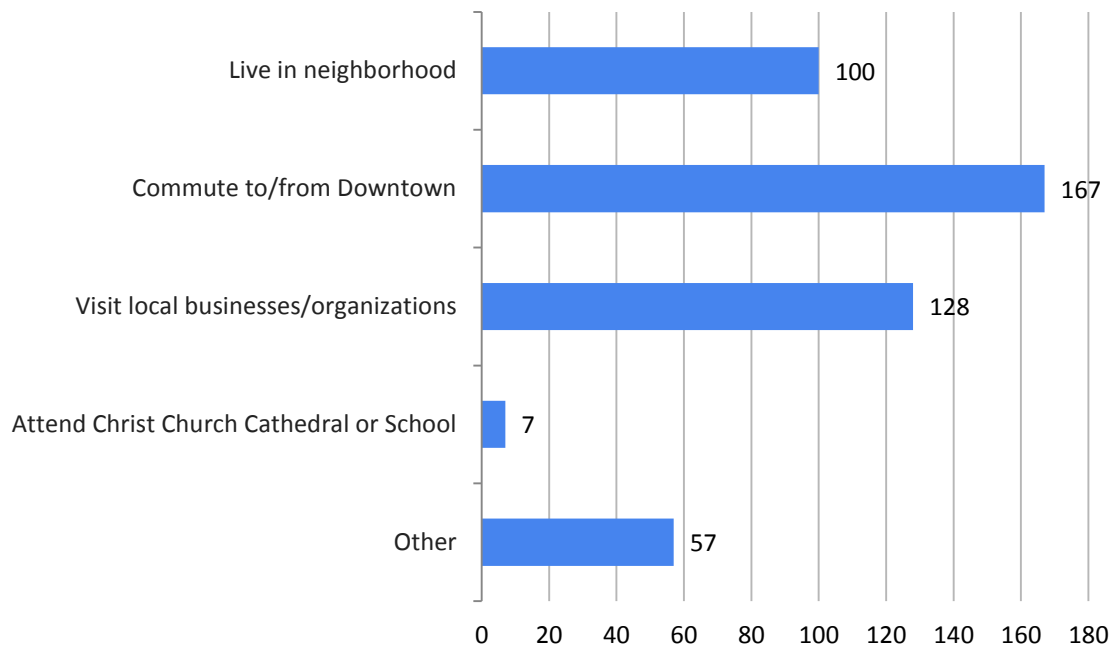
Fairfield Oak Bay Border	1
I recently moved from the corner of Quadra and Burdett to James Bay	1
Uvic area	1
Langford	1
Mt Tomie	1
Sooke	1
Interior BC	1

Q2 What is your age?



Total Respondents: 463

Q3 What brings you to this section of Rockland Avenue?



Total Respondents: 459

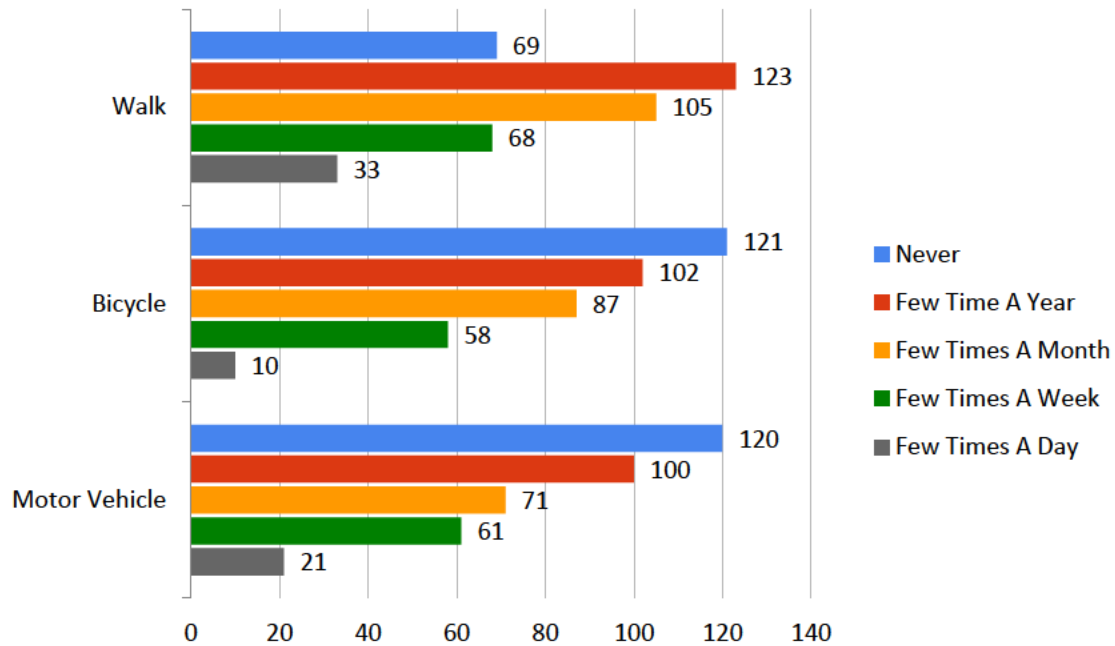
Other:

- All of the above. Also using Pioneer Square for recreation
- Attend events at Christ Church Cathedral and the Royal Theatre and downtown.
- Attend Royal Theatre events
- Children at SJD
- commute to fairfield, oak bay
- Commute and visit businesses
- commute to Oak Bay
- Cycling
- Drive a Hotel Shuttle
- Enjoy walking from James Bay to the Rockland and Fairfield area. Less auto traffic would be appreciated!
- Fort St
- Free parking on Vancouver St to attend Royal Theatre
- Friends live in the neighbourhood
- Generally getting around without a car
- Going to see friend

- hardly ever use it
- Heard there was a survey
- I cycle from Rockland to Saanich and use this route
- I don't often use it
- I live in the area, 2 blocks away, i commute to downtown, my child attends CCCS, and i often visit local businesses in the area.
- I visit family members who are buried there.
- it is one of my favourite streets, and connects to downtown from where I live
- lunch time peace & quiet
- member of the YWCA
- my walk to work
- photography
- Recreational
- Recreational cycling
- Recreational cycling
- Running
- running routes in the area
- The Y, and work
- The YMCA and friends
- travel to family and businesses
- Use route to get to/from Moss St. Market or friends in South Oak Bay on bike.
- Visit family
- visit friends and family, used to live on rockland
- visit local businesses plus recreation
- visit local organizations; attend Christ Church Cathedral, commute to and from downtown
- walk the labyrinth @ the cathedral
- Walk to YMCA
- Walking and visiting local businesses
- walking between downtown and cook street village
- Walking for fitness
- Walking for pleasure
- We walk to town for exercise & frequently cross Pioneer Square.
- work
- work in area and child a student at CCCS

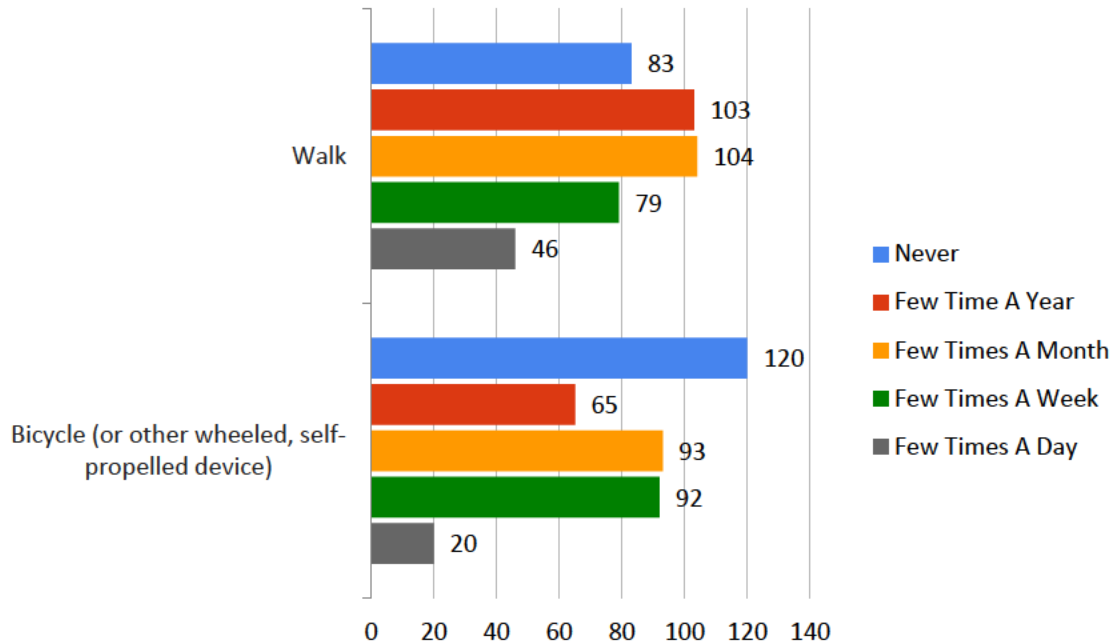
- work in neighborhood
- work in Rockland
- Work in the neighbourhood
- YMCA

Q4 Prior to the greenway enhancement and road closure, how often did you use this section of Rockland Avenue?



Total Respondents: 451

Q5 Since the greenway enhancement and road closure, how often do you use this section of Rockland Avenue?



Total Respondents: 450

Q6 What do you like about the greenway enhancement and road closure?

- - The Vancouver-Rockland intersection, which was very dodgy before, is far safer for pedestrians and cyclists thanks to reduced through traffic on Rockland.
- - Both Rockland and Vancouver are far more walkable and cyclist-friendly.
- - Pioneer Square is fa
- *Could* be a greening factor and an improvement
- A good start to a greener more people friendly transport infrastructure in Victoria
- A group of us from work have been using the greenway enhancement for Tai Chi at lunch once or twice a week. It's been great to share the space with pedestrians and cyclists. It has a great community feel.
- Also, since the greenway enhancement, I have noticed a slight reduction in traffic along Quadra St. I work on Broughton Street at Blanchard and also use the YMCA so this area is a part of my daily commute as a pedestrian/cyclist. I've always found it difficult to cross Vancouver as a pedestrian or turn right or left from Broughton onto Quadra as a cyclist due to the speed of vehicles coming from the North and obstructed views due to parking along Vancouver. The

greenway may contribute to reduced traffic here.

- A place where I can let my 5 yr old try cycling on the street and we can cycle side by side and chat.
- a quick respite from the traffic
- A safe place to ride, makes cycling and walking the more enjoyable transportation option.
- A safe space for cyclists to cycle, we need more of them.
- Above questions restrict the responses to or from Vancouver and Quadra St. Redesign the questionnaire... My value from the closure is that there is less pedestrian vehicular conflict at Quadra and Rockland at The Cathedral. There has been no "greenway enhancement yet!
- absence of vehicles and a good route to eventually cross Cook St.
- Absolutely nothing!
- adding to contiguous trails and linking greenways up -- all improves
- Adds some calm to this nook. Safe thoroughway for pedestrians and cyclists. It used to be crazy busy with cars cutting through
- All greenways are encouraging to see. They offer a beautiful, natural area to walk and enjoy. I don't think the road closure is so bad.
- Anything that encourages people to use something other than their car, I'm all for.
- As a pedestrian and cyclist I see no improvement at all.
- As a pedestrian and cyclist it is nice to have a tiny car free zone.
- At last it feels like a park and safer to walk to .
- my neighbours and I love it
- Awesome! Quieter, little opportunity for non-vehicles to have some more space.
- Beautiful, quiet, safe.
- Beauty, peace
- Being able to walk beside the cathedral with the trees in pioneer square is so great! Please keep it closed to motorists.
- best thing is no cars trying to cut through with little disregard for anyone else
- Better for biking and walking, safe for kids, enhances the park
- Better on bike and by foot now! Safer!
- Blocks vehicle traffic destined to and from Downtown from using residential streets to avoid traffic on Fairfield, Fort and Yates Streets
- Brings peace and connects the Cathedral space with the Square
- By reducing car traffic, it expands the space of the park "or at least the sense of it" and the quiet that comes with that, and it has a "calming" effect on the surrounding area. This encourages the use of the park by more people, whether stopping there (which I do now, but didn't use to), or just walking through, or cycling on Rockland street.
- Calm space next to the square.
- Calmer. Greener. Quieter. Safer for bikes.
- Calms and enhances the Cathedral precinct.
- Calms the neighborhood

- Calms the traffic in this hi pedestrian aria. With the YMCA there ,Lots of use for training intervals on Rockland .And now It's very safe to cross at Rockland and Quadra.
- Cars sped down the street, making it unsafe before the closure. I feel safer and it's a more enjoyable, quiet walk.
- Closing the gap between the cemetery/park and the cathedral.
- Completes the public space between the Cathedral grounds and the park.
- Created continuity between Pioneer Square and greenspace around cathedral
- Creates a quiet space
- creates a space for safer cycling to get out families and new cyclists!
- Creates possibilities
- Traffic calming
- Grow a park
- Creates the possibility of a community space, and provides cyclists an essential route.
- Creation of more pedestrian culture.
- Crossing the street at Vancouver and Rockland is safer now.
- Crossing Vancouver St is now safer because there are no cars turning left onto Vancouver St from Rockland and the addition of the pedestrian crosswalk. The park is cleaner and more brightly lit.
- Crosswalk is safer without drivers trying to turn onto or off of Rockland.
- Cycling without noisy vehicles
- Decreases wear on the road
- Don't have to worry about cars, quiet/relaxing portion of my commute
- Don't have to worry about cars, quieter, better air quality.
- Don't like it, causes unsafe left turns from Quadra onto Burdett. Also taxi rides go up due to the fact that customers have to go blocks out of their way to get from town to points east.
- Ease and safety of riding my bike with kids trailer.
- Easier to turn/cross onto/over quadra
- Easier to walk through
- Easier turning movements by bike at Vancouver St. where fewer conflicts with vehicles overshooting stop line. Nice and quiet on the greenway section.
- Easy access to Rockland without having to worry about cars.
- Enhanced safety and security.
- Enhanced walkability, more neighbourly feelings, improved space for events
- everything, it's a great idea.
- Excellent, I can walk and have no worries about traffic
- Expanding the park and removing the stupid left-turn off Quadra.
- Feel safer cycling and walking. Crosswalk much safer @ Quadra & Rockland.
- Fewer drivers gunning it across Quadra street. Closures for residential streets helps calm traffic and keep drivers on the main roads.

- Forces vehicles off that narrow residential road who are usually looking for short cuts and therefore drive fast or recklessly (guilty as charged myself at times).
- Fully support the closure
- Good for biking
- Good for kids in area
- Good idea! It showcases the Cathedral and Park and adds to the pleasant park atmosphere
- Good space for the YMCA work outs. Traffic calming.
- Good! Make way for humans not cars!
- Great for cycling.
- Great, I love it.
- greater safety & enjoyment for walkers and cyclists
- Greenways are good. Strategically-placed bicycle and walking pathways are great.
- I am concerned about the homeless camping here
- I am in favour of any transportation plan to makes it easier and safer to walk and cycle around the city.
- I am neutral, but it does seem like more social engineering on the part of the City of Victoria.
- I appreciate that the city has decided to close streets in order to make Victoria a more walkable city, though I think the decision to choose this street is flawed.
- I bike up vancouver street and turn onto rockland to access the YMCA. My turn onto rockland is made safer, the ride up rockland more pleasant.
- I can walk in the middle of the road and not worry about cars (for part of it anyway), it's quieter.
- I cut through here on my bike commute- not every day, but often.
- Good bike alternatives that don't involve traffic improve quality of life & attractiveness for businesses downtown looking to attract young professionals like myself to the area.
- I didn't think it was necessary to have this greenway. It made regular commuting difficult in the neighborhood I live in
- I do like the closure. my answer chanded in terms of decrease usage because I used to live on vancouver street and walked this section 2x day but have moved in the last year to farther into Fairfield and now I bike vancouver street 2x day instead but sometimes use the closed street if I travel down quadra. quadra makes for harder left turns in traffic than vancouver street though.
- I do like the Pioneer Park upgrade very much but do not see that closing HALF a block of Rockland adds anything other than confusion.
- I don't appreciate the closure. It is incredibly disruptive for very little aesthetic gain.
- I don't feel that blocking off half a street adds any value to walkers or cyclists.
- I don't like it
- I don't like it at all. The illegal # of left hand turns from Quadra onto Burdett has multiplied significantly.
- I don't like it.
- I don't like it.
- I don't like it. It hasn't enhanced my cycling experience as it is swept less so lots of detritus on

the road surface. When I bring my car to work, I find my return trip less efficient. If I don't want to use Fort St for my eastbound trip, I must go to Fairfield as Meares is one way and no left turn is permitted on Burdett. I have seen more people risk this unsafe manoeuvre

- I don't like it. The closed off area is a road. Leave it as such. A few barriers across a small section of road do not make it a greenway, it just disrupts traffic flow. I notice pedestrians including myself always use the existing sidewalk.
- I don't like it. You have cut off my direct route home from downtown. I now have a choice of going up Fort Street or driving all the way to Fairfield Road. Either choice is out of my way and wastes gas.
- I enjoy the fact that it directs car traffic elsewhere. Despite the fact that I had used the road in the past I feel completely comfortable having it closed to cars now.
- I enjoy the park more....
- I enjoy using this greenway because I feel safer turning off of quadra at this point as opposed to taking Fort st. There is a crosswalk, the traffic is generally slower due to proximity to the Y and the park. I feel that it is a convenient connection to Vancouver St and I could take my children here. Removing this greenway would hurt those who have enjoyed using it. It has allowed me to take in the architecture of the church, to see it from a new perspective.
- I feel safer walking and biking with my children
- I feel safer when walking and bike riding in this zone. I like being away from the noise and pollution of car traffic.
- I find it easier to turn left on to Rockland from Cook.
- I fully support greenway enhancements. And road closures as they make alternate ways of moving through communities possible and pleasurable.
- I go to the Y 3 times a week and rarely see anyone on the greenway.
- I have always loved this block of Rockland. So beautiful & historic. It is even better now, as there is less traffic, and the intersection of Rockland & Quadra is not as dangerous, as drivers can no longer turn onto Rockland.
- i honestly didn't even realize it was shut. I drive down Vancouver on a regular basis and haven't really noticed any change to the traffic. I think it's great - I do visit the church from time to time and there's no need for there to be a road there.
- I like any enhancements that encourage more walking, cycling and car-free places.
- I like how the crosswalk was moved from Burdett to Rockland. This was really needed, and is much safer.
- I like it being closed to traffic so that people can enjoy the park without having to watch for oncoming cars
- I like it.
- I like it. Although I used to use it with the car - I have found other routes that work just as well.
- I like that it gives a small corridor where, as a cyclist, I don't have to worry about cars passing me at break-neck speeds. I also hear that it used to be used as a common cut-through for vehicle traffic at peak times. If so, I like that it might serve as a deterrent for dangerous/impatient driver behavior- a principle similar to traffic calming, which I see as an important movement away from the dangers and expense of continued personal automobile use.

- I like that it has reduced traffic in the neighbourhood.
- I like that it is a quick and car-free / congestion free way of accessing the core.
- I like that it seems to encourage more people to use the green space around the church. It creates a sense of community when we have created areas where people can walk and interact with each other. Roads cut up our community and people are walking around things instead of creating areas where people who walk congregate into more open areas.
- As a cyclist I enjoy not having to deal with parked cars that will cut you off when pulling out of a parking spot. I found that because it was a quieter road before cars wouldn't shoulder check when pulling out and it was dangerous. I like having more bike/pedestrian only roads as it is safer for everyone.
- I like that Pioneer Square got cleaned up. They even refurbished my family's Obelisk.:)
- I like that there are fewer cars in that short thoroughfare.
- I like that there are less cars. But the parking lot at the end still has a lot of traffic.
- I like that there are no motor vehicles using it. It makes using both the road and the park much more pleasant.
- I like the connection the greenway makes between the Cathedral and Pioneer Square. It makes a more enjoyable and cohesive public space. It has no impact traffic.
- I like the idea for this new project making the city safe.
- I like the idea if a pedestrian / bike friendly area but that area is kinda creepy and with no cars it now feels really isolated at night. Also it is about as far away from oak bay as you can get so since the rear if the road is open trying to imply that the closer at one end somehow makes the whole stretch safer is not completely true.
- I like the idea in general of creating bikeways.
- I like the peacefulness and feeling of safety from being hit by a car.
- I like the principle of it, that road closures can actually occur and it is acceptable where it makes sense to do so. I like the freedom of riding my bike in an area without vehicles. It was OK before because there wasn't much traffic on it, but it is a nod in the right direction that those who ride bikes have a valid place in the transportation system.
- I like the separation of car and bike/pedestrian traffic more. would like more.
- I like to see more pedestrian infrastructure, safe walking areas, places kids can walk and/or play, less focus on cars, less 'reward' for those who chose to drive everywhere.
- I liked how there was no cars near the park and actually found it beautiful.
- I liked that the crosswalk on Vancouver was moved from Burdett to Rockland.
- I love having a shortcut path without vehicle traffic to get downtown. I love the idea of biker/pedestrian roads to have access to Victoria, like the goose. It reduces the stress both for cyclists and drivers.
- I love it! It's quieter, makes access to the park much lovelier, feels safer for biking, and is a preferred route for biking.
- I love that it makes crossing Quadra street at the crosswalk A LOT safer - especially on the way to and from work when it's busy.
- I LOVE the closure: it's quiet, it's pleasant it's safer. People smile at me when I ride through here, it incentivizes me to stay off main roads on my bike, it's a beautiful part of town I would

otherwise avoid.

- I love the park like feeling of the area between the cathedral and the far edge of Pioneer square; no looking out for car traffic, just enjoying the trees and the serenity of the enlarged downtown park space.
- I love the respite from fighting for road space with cars.
- I LOVE the road closure. Perfect area with park and church. Walk that area everyday now. So nice. So peaceful. What a difference. Serenity.
- I really enjoy riding and walking with no vehicle traffic
- I saw a group doing tai-chi on the pavement at lunch and I thought that was just nifty.
- I support the closure. Vancouver Street is *supposed to* be a bike route, but on-street parking, combined with motorists trying to use Vancouver as a shortcut makes Vancouver very very dangerous. The Rockland closure is one small step towards reclaiming Vancouver Street as a safe thoroughfare for pedestrians cyclists, and people like me and my family who live in the neighbourhood.
- I support transferring road space to active transportation modes and appreciate increased green space (I sometimes eat lunch in the park and likely would do so more often if road space landscaped)
- I think it brings some peace to the park and is not a great inconvenience to cars.
- I think it helps pioneer park feel more friendly, as if the roadway were a part of the cathedral. Hard to explain, but it's really shifted that area to feeling more open and pedestrian friendly. As a regular driver, I still love having walking spaces. I think downtown needs slower-paced places like this.
- I think it is a bad idea.
- I think it is a good move in general allowing more people space downtown and hopefully, encouraging more drivers to walk, bike or use transit as well as reducing noise and exhaust pollution.
- I think it will be nicer to walk through this new little park.
- I think it's a relief from the ever encroachment of more and more cars. It feels safe.
- I think it's done a really good job of diverting traffic to the main streets. It's made a great route home from the YMCA
- I think the Greenway project is a great idea for a new green space.
- I'm all for putting pedestrians/cyclists first!
- I'm very much in favour of any improvements to cycle infrastructure and reduced automobile usage, more people space.
- I've been hit twice (once in a car and once on a motorcycle) in the quadra rockland intersection so I like that it is close to cars
- If it was a "proper" greenway, not just a barricaded street, I might like it but, as it is now, it's a big "nothing".
- Improved pedestrian and bicycle traffic
- Improves traffic, better bike usage and safety
- In light of the kids from Christ Church and the Y preschool using that area, I think it's a great idea to keep the greenway closed to cars. The intersection of Rockland & Vancouver was also very

dangerous before, due to the misalignment of Rockland at that location and low visibility as a result of parked cars on Vancouver. I think it was an accident waiting to happen, so again - glad that this has been rectified.

- Increase sense of safety and cleanliness
- Park looks much more esthetically pleasing
- With no traffic, it positively enhances the overall atmosphere of the park
- increased comfort for pedestrians and cyclists
- Increases pedestrian safety at the Quadra Street crosswalk
- Indifference
- it adds to the beauty of the cathedral and park
- It cuts down on necessary vehicle traffic, keeping the street nice and quiet. I don't use it as part of my bicycling route normally because it's just one block - I prefer to use it if I need to switch between Quadra and Fernwood, but as it is only one block, I don't consider it "a bicycle route"
- It feels much safer than the other options for cycling.
- it feels quieter
- It feels safe and welcoming, most roads are scary on a bike.
- It feels safer
- It has decreased the danger crossing at the intersection of Rockland and Vancouver. It has also decreased the amount of vehicles driving down Rockland as a cut-through into downtown.
- It has made it much safer to cross Rockland at Quadra as a pedestrian.
- It has made the traffic much safer and the neighbourhood more attractive. There is absolutely no need for motorized traffic between the cathedral and the park nearby.
- It helps to connect the church to the park beside it. Somehow it calms everything within what is arguably a sacred space. Potential for great public space if the right kinds of investments are made by the City.
- It increases the accessibility of the area by my chosen methods of transportation, and has the potential to actually increase greenspace in the city if it is made permanent with appropriate features.
- It is a great improvement to public space within the city.
- It is a much nicer and quieter route for me to walk downtown from my home. It also creates a nice area to connect Christ Church with the park.
- It is a perfect route to downtown. Traffic calms the area in a serious way. I love it. More please!
- It is calm around the church and graveyard
- It is great to be able to cross that section of road without worrying that a car turning won't see me. They're often so concerned about grabbing their chance to turn off Quadra that they don't check for pedestrians. It also makes the park quieter and more peaceful.
- it is much safer to turn onto Rockland and is a serene ride
- It is safe.
- It is so much quieter in Pioneer Square, much more suitable for a cemetery
- It makes that corner much less of a death trap. Cars only come speeding along from 2 directions now, not 3.

- It makes the neighborhood feel more welcoming.
- It makes the transition from downtown to Fairfield safer.
- It makes the view of the Church more enjoyable.
- It might look nice
- It proves not every single connection around downtown needs to be about motor vehicles!
- It provides a more direct route from downtown when biking.
- It provides a safe place for pedestrians and cyclists.
- It provides a safe place to walk before and after school days and events. I know the kids won't get hurt when crossing this street.
- It provides more space for walking, as that stretch of sidewalk is very narrow and bordered by scratchy tree limbs. Also it feels much safer, even when one is on the sidewalk.
- It quiets the area.
- It re-shapes the city with the right priorities. We drives DO NOT need that block. I drive ALL THE TIME (sorry), ferrying children all over James Bay, Downtown and Fairfield. This little block shut off makes me dream a little - it makes me realize that people are working for a greener, more sane world.
- It recognizes the fact, well-demonstrated around the world, that road closures are very beneficial - just as car traffic grows to fill more road space (latent demand), traffic decreases as road space decreases, as people adjust transportation habits and shift to more sustainable modes.
- IT SUCKS!!!! I hate the road closure.
- It ties into the change in the cross walk on Vancouver St
- it's a beautiful connection between the historic park and the cathedral.
- It's a peaceful way to walk to work! Quiet and I don't have to worry about cars
- It's a safer environment without cars
- It's a step in the right direction of reclaiming our city, for people, from the motor vehicle.
- It's a welcome respite from the traffic. I also appreciate how it connects the church to the park and gravesite.
- It's a wonderful little respite from cars on my bike ride to work downtown.
- It's easier to turn left on my bike from quadra onto rockland through the barriers, and is much more pleasant to bike and walk on that block.
- Also, on a woo-woo level, I just really enjoy having some space in the neighbourhood that doesnt prioritize cars.
- The new crosswalk across vancouver is such an improvement over the old awkward diagonal one at burdett that i organize my walking routes around using it. It has probably cut my jaywalking in half on vancouver-- high five, city.
- it's easy to turn left off of Quadra (when cycling) because there is a crosswalk there so cars driving north on Quadra are already prepared to stop. No cars on Rockland means that there are no cars coming out of Rockland that could turn into my bike.
- It's great to have a quiet, safe block to traverse en route to other places. We need many more car-free bits of busy downtown Victoria.
- It's great to have lower traffic volumes. Definitely feel safer walking or cycling downtown and

because of my small child, feel much more at ease letting him run around and play in the area.

- It's lovely neighbourhood for walking/cycling, the whole area is like a walk in the park.
- It's more open, so helps with visibility and provides safer environment given fact that homeless people sometimes spend time in park space.
- It's MUCH more pleasant to walk and cycle on. The corner of Rockland and Vancouver seems to have less traffic.
- There's less stress involved in crossing Vancouver.
- It's much safer for pedestrians. The crosswalk was always busy and cars would use Rockland as a shortcut and speed through endangering pedestrians.
- It's nice to have the cathedral attached to the park - they belong together. I always felt like the road was an intrusion.
- It's quieter to sit in the park and the street is more peaceful to walk on.
- it's the beginning of the inevitable sensible closure of all core area streets to cars.
- Just like the thought of more green space
- Less car traffic.
- Less cars on this section of my commute
- less cross traffic to Quadra st.
- safer crossing for kids
- Less noise pollution in the area especially during the early morning while residents are sleeping.
- less traffic
- Less traffic
- Less traffic in that area since it is so pedestrian heavy
- Like the idea of more green space, encourages walking
- location
- looks nice
- Love no traffic as I'm biking. The area is much more peaceful now
- Lovely space for the area community to use!
- Makes a nice park
- Might bring more pedestrians through. Feels nice to walk through
- More comfortable cycling
- more green space
- More greenspace and public space downtown.
- More greenspace for pedestrians
- More non motorized vehicle routes make cycling easier and less stressful.
- More room to walk with a stroller, the sidewalks are too narrow
- More space for people
- Motor vehicles are prohibited which makes it easier to bike
- Moving the pedestrian walkway to Rockland from Burdett was smart.
- Much safer for pedestrians

- My cycling experience is more enjoyable and relaxing getting through town to the Galloping Goose Trail.
- My Kids do like the novelty of walking in the middle of the street.
- N/A
- Neutral - it makes sense in terms of calming traffic in the area
- Nicer
- nlvqaibwfpvstbzwjdupsjb, dwkpajxstl
- No Cars
- No cars - better for walking and cycling.
- no cars or trucks
- No cars or trucks
- No cars turning left off Quadra onto Rockland just past the pedestrian crosswalk. Also Rockland there is a narrow street not suited to amount of traffic that was using it to get between Quadra and Vancouver.
- No cars, feels safer and is peaceful and pleasant.
- No cars, safe, quiet.
- no cars!!
- No cars.
- No left turns from Quadra allows traffic to flow more easily
- No more cars turning left onto Rockland at speed from Quadra. For some reason drivers tended to be a bit reckless there.
- no traffic
- No Traffic
- No traffic worries
- No traffic, the downtown core needs more foot traffic only areas
- No worries about vehicle traffic.
- not a thing
- Not dodging a constant stream of vehicles using Rockland as a shortcut from Vancouver to downtown.
- not having to worry about cars while I am cycling.
- Not much at the moment... the street doesn't belong there still along with the ugly signs.... Let's see a proposed site sign with landscaping details...and walkway
- Not much.
- Not much. Don't see the point, it wasn't bad before.
- not one thing
- Not sure
- Nothing
- nothing
- NOTHING

- Nothing
- Nothing
- Nothing
- Nothing
- Nothing
- nothing
- nothing
- Nothing
- nothing
- Nothing
- Nothing
- Nothing except that the park is neater
- Nothing It absolutely has no affect on traffic in a positive way, it has only made it worse
- Nothing it is a wasteful enhancement.
- Nothing-it is a total waste of taxpayer money. People who walk this stretch are still using the sidewalk and it gives nothing to the cyclists that they didn't already have
- Nothing!
- Nothing!
- NOTHING!
- It's asinine. My first impression was "election year boondoggle". Don't get me wrong, I like the idea, the execution is just HORRIBLE!
- Nothing! Our house on Vancouver St has increased traffic, decreased emergency access, decreased vehicle accessibility. Also Fort St/Vancouver St bus stop/bike lane now a nightmare; raised the number of right hand turns at that corner
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing. In my mind, it serves no useful purpose.
- nothing. it annoys me!
- Nothing. Terrible idea and even worse waste of taxpayer dollars.
- nothing...I think it's wasted on this block...not that pretty for walking...and leads to nowhere...
- Now that I know that it has been closed to cars I will probably bike tree more often. It's such a great area to ride in and is on te way to the beach from my house.
- park it out more
- peaceful
- Peaceful, quite, walkers, cyclists. Perfect location between two quite spots. No need for cars on

that road. Walk it everyday and it is not disruptive to cars at all. Quite area!

- pedestrian friendly
- Perfect!!
- Pioneer square is a quieter place to enjoy
- Preferred it when it was open to vehicles. You've created a glut of vehicles turning left onto Fairfield Road, as you've eliminated the only street between Fort Street and Fairfield Road into which one can turn left legally. I never see pedestrians or cyclists on it. Please, change it back.
- Prevented autos from turns onto Rockland Ave., safer for pedestrians.
- Provides a more seamless, safe route. Nice crossing at Quadra.
- Provides a nice calm space for pedestrians and a good calmed neighbourhood bikeway.
- Provides a safer walking / cycling environment.
- provides easy access to Library and downtown without noise and pollution from traffic and is a natural connector from where we live in the Rockland/ Victoria neighbourhood
- Provides more green space and pedestrian friendly areas.
- puts pedestrians and cyclists first
- Quick pedestrian link to downtown and YMCA
- Quiet area beside Cemetery.
- Quiet space in the city
- quiet, safe
- Quiet, scenic, contemplative, no traffic.
- Quiet. Green. Calm. Feels respectful to the architecture and the surroundings. Feels like a lovely calm spot in an otherwise pretty unattractive part of downtown.
- Quieter and safer
- quieter walk; more pleasant park; openness of the area; enhances overall view of the whole church, school and park area.
- quieter, safer, and there aren't cars whipping down the street in effort to get where they are going fast. And by that, I mean the cars I encountered going down that street were clearly in a rush, and behaving less safely. This is why a lot of people use short cuts. So not only is there traffic, but drivers being less safe.
- quietness
- Quiets things down - no major impact on traffic
- Reduces backup of traffic on Quadra from vehicles trying to turn onto Rockland.
- Reduces the traffic on Vancouver Street.
- Makes for a safer walk home
- Safer for biking, especially at night
- Reduces noise in the neighbourhood
- Reduction in traffic. Its a good idea to limit cars to fewer roads and open more spaces to walking, biking and other mobility modes.
- Reduction in vehicle traffic. Increased safety for pedestrian and cyclist.
- Resident (car) no road closure

- road closures are great ways to provide pedestrian cycling infrastructure.
- Rockland was not a good street for car traffic.
- safe, pleasant space for walking and cycling. Improves the neighbourhood and calms traffic.
- Safe. Quiet.
- Safer crossing to ymca
- Safer cycling!
- safer for kids at cathedral school
- Safer for walking/biking; less fast traffic, more access for nature; beautiful connection between the Cathedral and the historic cemetery
- Safer option with children
- Safer travel for pedestrians and cyclists
- Safer, less exhaust, more peaceful - beautiful walk
- safer, more enjoyable to walk, more aesthetically pleasing, encourages walking and cycling
- Safer, more liveable, better quality of life. Thank you!
- Safer, quiet route
- Safety
- Safety for cyclists. Easier turn onto Rockland from Quadra.
- SAFETY when biking with my daughter. We often bike on Rockland as our route from downtown-> Fernwood. I feel that Rockland is safer for biking than Fort, even though Fort has a bike lane. We were quite happy to see this closure. It made biking the Rockland route even better.
- Safety! No cars is lovely. Vancouver has gotten too crowded with cars (even though is a bike lane) so it is nice respite.
- Slightl t really doesn't make much difference to me to have an empty paved road.
- Simple. Straightforward.
- Slows me down, appreciation of nature
- small but nice cut-through on a bike.
- that it is a greenway
- That it is so peaceful, because there are no cars one feels safe to look at the trees, Pioneer Square, the Cathedral
- That Victoria is finally starting to close roads to improve cycling and walking comfort.
- That was a dreadful intersection for pedestrians. I walk through there at least twice a day on my way to and from work. I was almost hit there up to three times a week by inattentive or impatient drivers. Since the closure, I have been almost hit exactly ZERO times.
- That you have closed the road
- The air is cleaner. I am happier knowing that greenhouse gas emissions are not increasing as quickly because I see people being encouraged to cycle and walk. I don't see any monster trucks with Alberta license plates and this makes me quite happy.
- The City finally improved the pedestrian crossing at Rockland and Vancouver ... it's safer for pedestrians and vehicles too ... the improvement was long overdue

- The closure reduces traffic back ups in a very busy pedestrian crossing areas of Quadra. This reduces the uncertainty pedestrians feel when crossing the road. The closure also improves the serenity of the cemetery and the pedestrian commute to Fairfield.
- The concept of greenway enhancement - the more the better in the downtown area especially as it relates to the improvement of bicycle corridors and lanes.
- The greenway enhancement is very nice.
- As for the road closure, I don't see the reason behind it. Kind of useless.
- The greenway has been a wonderful enhancement to the area. It is great to have one more safe stretch on the way downtown. This is my favorite part of the whole ride between downtown and East Fairfield. I also stop in the park now, because it is so peaceful. Although I still make car trips, it is no inconvenience because i just take Meares instead. We have so many street catering to the car. PLEASE keep tiny spaces like this car free.
- The park improvements are great.
- The park space can be expanded and the road was just annoying for traffic on Quadra.
- The rationale, for me, is that it creates less traffic around the school.
- The recognition of the priority cycling should be for the city and the recognition that it is unnecessary for cars to have access everywhere.
- The sidewalk is narrow and often congested with pedestrians walking at different paces, and runners. The option of moving to the road to "pass" makes it a safer route. I also enjoyed seeing skateboarders and cyclists claim it as their "space." I think it has also increased the number of cyclists using Rockland.
- The space feels much safer for active transportation.
- The thing I like most is that cars aren't trying to cross Vancouver from this section of Rockland now. That was very scary in the past as a cyclist that uses Vancouver every day.
- The walk is quieter, safer without auto traffic; and healthier with less exhaust fumes; I am more inclined to take that route than before and linger and enjoy the greenery; free of autos it seems more appropriate of the cemetery; with reduced exhaust fumes it seems to me there is less potential for destructive erosion to the gravestones and cathedral stone walls; I appreciate having more space to walk free of auto traffic.
- There are fewer cars on the road when riding through (so it's bother safer and just generally more comfortable) and when sitting in Pioneer Square. It's more peaceful.
- There are no cars in the area of the closure
- There is no crosswalk between the Cathedral and Pioneer Square on Quadra, and it has always been dangerous for pedestrians due to motor traffic. This closure has made access to the Quadra/YMCA crosswalk much safer and accessible.
- There seems to be fewer people using Rockland as a through street from Oak Bay to downtown. Far fewer people speeding on that street.
- This is a closure of an insignificant block. It does not impact self-propelled transportation at all, and so I don't like or dislike it.
- This project prioritizes pedestrians and cyclists.
- Eliminates or diverts cut through traffic that typically uses neighborhoods as a fast short cut around busy streets, and they typically speed.
- It's better to keep the shortcut motorists away from park, residential, and quiet neighborhoods.

- Ties the Cathedral and park together. Takes cars out of the question of turning on/ off Quadra while cycling
- traffic calming
- it's a nice area to be quieter
- Traffic calming, better feature in the community. Quiet.
- Traffic calming!
- trees and residential atmosphere
- Turning onto Rockland ave from Quadra heading from south to east on my bicycle is now easier as there are no cars coming out of Rockland onto Quadra.
- Victoria could be a much foot and bike friendly. This is a start to removing so many cars from downtown
- Way better now
- Fits with the park and cathedral to make a quiet space.
- We need more of these! It provides a safe entry to the church and the Y.
- We should be encouraging walking and cycling in every way we can.
- When citizens got together an animated the space through Greater Victoria Placemaking Network.
- When crossing Quadra, the lack of traffic coming from Rockland means there's less of an opportunity for me to be hit by a car. As a cyclist, it offers me a car-free way to get over to Vancouver street and beyond.
- While on my bike, I have a moment of peace on my commute home.
- Yes, it truly makes a difference in a smooth connection of quiet roads to cycle, It makes a big difference to cyclist -- vehicles have many other options.

Total Respondents: 466

Q7 What do you think could be improved about the greenway enhancement and closure?

- 0
- - Make it permanent.
- - Install nice-looking permanent barriers on Quadra and Rockland which complement the church's architecture.
- - Add more plants/trees down middle of Rockland to further beautify the greenway.
- ***There ought to be a cement barricade at Rockland and Vancouver preventing cars from turning off of Vancouver to Rockland (especially left) where the new crosswalk is. Car traffic could still access Rockland from Cook St side
- 1. Better signage for the pedestrian crosswalk to slow cars: The pedestrian crosswalk between the greenway and YMCA is very busy. I find cars often do not stop for pedestrians crossing between these areas.

- 2. Assigned cycling lanes: Cycling lanes around the need to improved to connect with the greenway.
- 3. Lighting: It is also poorly lit, so I avoid using the greenway at night for safety.
- A bikepath extending the greenway along Rockland. Safer for cyclists.
- A clearly marked cyclist left turn lane onto rockland from Quadra so cars understand we have a right to be there while wait for oncoming traffic to clear.
- A left turn lane for bicycles from Quadra Street.
- A left turn lane for bicycles from southbound on Quadra onto Rockland.
- A public washroom!
- A strip of green or some plants to liven it up
- Access to dog poopie bags ;)
- Add artwork and beautify the road (make it less of a road!)
- add some sort of activated traffic light for crossing Vancouver and Quadra
- Additional closures to expand the project.
- Allowing cars still travel eastbound on Rockland.
- Appreciate the enhanced pedestrian crosswalk crossing Vancouver St. and wish there were a walkway extending all the way up Rockland Ave. to Oak Bay Ave.
- As a driver, the closure makes it difficult to get from the Y (or other nearby businesses) to Cook street. Your only choice now is Fairfield or Fort because Meares is one-way and there's no left turn on to Burdett. Perhaps remove the prohibition on left turns at Burdett?
- Asking area residents if there was ever a real problem. I used to live on 1700 block of Rockland and I have never found this part of Rockland busy.
- Beautified and tied in to park.
- Better left hand from Quadra onto Rockland heading south
- Better lighting
- better separation of pedestrians and cyclists - it's a bit of a free for all right now
- Better signage
- Aspects of the road closer to Quadra could be made more appealing to pedestrians and cyclists
- Bicycle left turn lane on Quadra to Rockland.
- Certainly, make it permanent! Put in the plantings and rejoin the cathedral and its "yard"
- change design into a greenspace / park land
- Change it back to the way it was.
- Clean it once and a while in the fall. It took forever for the city to clear a thick cover of leaves which are very unsafe for cyclist when it's wet. Put in a cobble style ground and perhaps some more plants to create lanes.

- Clearer bike lanes and path
- Close more streets!
- Close off Government Street, too!
- Close the road at the beginning of Pioneer Park, &. Develop a car turn around for people who visit the church & the Care Residence.
- Closure should have been better advertised. Activities should be hosted in the space, or at least something done with the space, such as putting in vegetable boxes, public art, street hockey, etc.
- Community garden and benches on the road
- Community gardens
- Complete the project as planned.
- cover the existing roadway with grass, a pedestrian park and a bicycle path.
- Designated cycle/walking route for safety
- Designated cycling and walking lanes and lines. Or, signage to encourage walkers to "keep right."
- develop it as more of a bike/walking path; garden the parts that aren't needed for the path.
- different paving of closed portion or grass....
- dig up the asphalt, provide 2 - 3 spots of parking for park use, use that area for bike rack installment, more benches
- Do it on Meares rather than Rockland.
- This brings two main benefits: 1. The new greenspace is IN THE SUN rather than in the shadow of the cathedral. 2. Access to/from Broughton St (i.e. YMCA, Library Parkade and Royal Theatre) is safer from Rockland than from Meares (traffic backs up from Fort/Quadra intersection) or Burdette (poor visibility as Quadra goes down the hill).
- Do more of these, wherever possible!
- Don't do it.
- Don't like bollards as they look so imposing....maybe some planters?
- Drivers are taking liberties to park in areas that would otherwise be illegal before the closure. The markings and signage are unclear regarding the parking so these should be updated too.
- Either enhance, or open the road
- Elements could be added to encourage people to hang out
- eliminate it
- ENDING IT IMMEDIATELY.
- Eventually, I hope that it can be a narrow bike and pedestrian pathway rather than a road

- Expand it
- Expand it.
- Expand the concept to include other areas.
- Expand the park into the street area closure area. Then it's no longer a street it's a park.
- extend it
- extend it and make more greenway enhancements around Victoria.
- Extend it to other areas of the city
- Extend it!
- Extending it
- find pastoral routes to set free...and routes that have connectivity...one block closures are a waste of time...
- Fix crosswalk at Rockland/Quadra - scary!
- Focus on some seating options for pedestrians, lighting at night
- Force Seniors Care Home at nw corner of Rockland and Vancouver Street to use an enclosed structure to store waste bins.
- Gardens and benches. Restore gravestones.
- Get rid of it
- Get rid of it.
- Get rid of it. Again, don't see the point. It wasn't bad before and is now just inconvenient for drivers.
- Get rid of the road and make the park bigger.
- Grass it in, plant trees and flowers, create an enhanced sense of space.
- Grass or benches on the old road
- Have it made permanent
- Hmm -- pretty good
- How about some green in the greenway. (as in, ditch the asphalt.)
- I do feel that at Quadra, when I am biking, cars seem to not look out for traffic coming out of this street since the closure. Maybe more signs to make them aware that there is bike traffic coming through.
- As well, it might be a nice idea to get rid of the raised sidewalk and have it more level with the existing road. Kinda like in Europe where the road and sidewalks then to blend together. It forces both bikers and pedestrians to be more aware of where they are walking and not do so blindly.
- I don't know
- I don't know. I haven't seen it yet.
- I feel there might be opportunities, especially with the Church's input, as well as the input of some of the surrounding residents (maybe the Y), for some improvements in

terms of functionality. Taking the principles of 'placemaking' might increase the value of the space for the surrounding community, especially if it was connected to increasing the use of the park.

- I hope eventually you will fill in the western end of Rockland with grass, a playground, some kind of nice setting. With a bike path going through to Quadra St.
- I think far too much attention and public funding have been directed at a project with little public value. The park can be refreshed without stopping traffic entirely on what was always a low-use street. The street closure doesn't seem like a good use of funds.
- I think it functions well as it is. I had once thought that a meditation labyrinth would be an asset, but not now -- it's of greater use to pedestrians, cyclists and boarders.
- I think it is fine as is but I can also see some reconfiguring of the road and sidewalks for joint use and esthetics.
- I think it is perfect the way it is.
- I think it looks nice, no complaints.
- I think it should be reopened for vehicle traffic
- I think it's great just the way it is!
- I think you need to make that part of town not so creepy to walk through. Around the park when I used to walk it there was always a vagrant or two and sometimes it felt like they were doing not so legal things which is kinda creepy.
- I work one half block from the Cathedral. The inability to turn left on Burdett from Quadra combined with the Rockland greenway means I have to drive 6 blocks to pick my child up from school. A controlled intersection at Burdett would be a great improvement.
- I would like to see it be made permanent.
- I would like to see the pavement removed except for a bicycle path.
- I would love to see it made permanent with more greenery and dedicated bike lanes.
- I'd like to see more traffic calming on vancouver street itself bc cars drive very fast and I see 'almost collisions' a lot between cars and bikes or cars and pedestrians. maybe add those planter boxes I the middle of the street along vancouver street between fort and Fairfield? the closed section of rockland could have improved lighting and add grass.
- I'm not sure how much it's used by pedestrians and cyclists. Most people I see cut through the church or Pioneer Square
- if it is permanently closed, I am presuming part of Rockland as it connects with Quadra would become "green" as in grassed and part of pioneer square. the current metal barriers are not conducive to walking
- If it is to become permanent, an upgrade of the road would be nice. Separate designated lanes for pedestrians and cyclists would be helpful as the usage increases.
- If it was made permanent

- If it's going to be permanent, make the Quadra end a narrow bottleneck, rather than bollards, so only ped and bike traffic can get through.
- If they are going to close it they need to plow under the road, extend creative landscaping to Christ Church Cathedral with a special walking path along side the park and Christ Church Cathedral...
- If we had something vibrant there, such as a restaurant or plantings or a place to sit.
- Improve the sidewalks on Rockland Ave.
- Integrate more of the space into the park precinct. Reduce the access road to a driveway.
- It could look nicer. Planters could be used instead of bars.
- It doesn't go nearly far enough. The City should be planning these as a whole corridor, not just one isolated corridor.
- It functioned perfectly well before for pedestrians, cyclists and motorists, so retain its original layout and functions.
- It has become a safety hazard. People don't pay attention that part of the road is still open to vehicles. Either open it up again or close the entire section
- It is ironic thus is being called a Greenway Enhancement when the total enhancement is five or six steel bollards. No green has been added.
- It is ugly the way it is screened off. Would need attractive barriers.
- It isn't attractive or inviting.
- It now feels like a park
- return grave stones
- make it permanent
- It should be made permanent. The pavement should be replaced with greener features, like a permeable surface and grass.
- It should be much longer. At least a 20 minute bike ride.
- It shows little commitment/effort, such a tiny baby step that it's progress is muted by the mass of blacktop in our city.
- It's ONLY 1 city block. Get serious about your promises.
- Victoria's Official Community Plan and the Downtown Core Area Plan reflect an old-school, car-centric perspective, in spite of the plans' well-intentioned aspirations to create sustainable transportation and mobility systems that give priority to pedestrians, cyclists, and transit—a lofty goal void of wind beneath its wings. The only sign of “priority to pedestrians, cyclists, and transit” provided in the plans is a simple chart: an inverted pyramid that places pedestrians at the top and motorists at the bottom - but it's a lie.
- It's time to follow through with the city's promises to prioritize vulnerable road users.
- It would be great if we could drive down the street again. It could be on an uneven or raised surface to slow the cars down. Like in a parking lot or side street.

- It would be nice if it was actually extended.
- It'd look nice if it was somewhat blended into the park.
- It's a nice way to get into downtown from the east without going all the way up to the bike lane on Yates, as the light at Rockland makes crossing Cook easier. (I *never* cross at Richardson, the so-called "bike route", because it's far too unsafe/uncomfortable without a light.) However, the crossings of Vancouver and Quadra on either side of this block are very difficult! They both have fast cars, little visibility, and weird jogs. This could be a very useful and pleasant "all ages and abilities" cycling connector *only* if you improve these two crossings.
- It's at the perfect quite location. I can't think of anything but please keep the greenway!
- It's great. But we need similar closures elsewhere in town. In areas of the city where the streets are in grid fashion, there's a lot of short-cutting of vehicles through residential neighbourhoods. Closures like this could be useful. So go ahead and roll it out elsewhere!
- It's hard to turn left onto it when on a bike coming down Quadra. Especially in rush hour at the end of the day.
- It's perfect now.
- It's very dimly lit, drunks and drug addicts hang out in the side church entrance on Rockland and have no consequences because the police can't drive through and see them
- It's very short, so I'm not sure how useful it really is, and crossing Vancouver at Rockland by bike is dangerous.
- its elimination
- Its fine
- Just keeping it and adding more streets as no car streets such as lower Gov. street with the addition of street vendors and musicians..It's worked very well in many European cities.
- Keep it
- Keep motorcycles and scooters out. They use it, as if they are a bike, and they are too fast and noisy.
- Keep the greenway, make more
- Keep this permanent.Have a street fest.
- Keeping it closed. It's not necessary to keep open.
- landscaping of the roadway to tie it into the park wit wide pedestrian and bicycle path.
- Landscaping.
- Leave it open
- Less asphalt, more green.
- Less concrete, more grass

- Less pavement, more attractive permanent bollards and curbs, more green space and trees.
- lighting, walking/cycling lanes marked on pavement
- Like what doing
- Local markets or enhanced landscaping to encourage people to walk through. Perhaps gardens with local plants, or some landscape art.
- Longer and more connected network of people friendly trails
- Looks great - more young oaks and nature plants planted for succession
- Looks just like a closed street. It should have planters and greenery as well as public seating
- Love it as is. Need more in city neighbourhoods
- Made permanent
- Make it a park or some kind of play area e.g., playground, basketball court. That part of town is in desperate need for these kinds of facilities. Nice compliment also to the services provided by the "Y" and the Christ Church School.
- Make it bigger! Make enhancements to make it even more people friendly.
- make it longer
- Smaller footprint posted making it easier to turn into
- Make it longer and permanent.
- Make it longer. Make a car-free corridor.
- Make it permanent
- make it permanent
- Make it permanent
- Make it permanent and landscaping in to tie the cathedral and Pioneer Square back together visually.
- Make it permanent and make a seamless park-like transition to the Cathedral property.
- Make it permanent and maybe remove some of the 'road' feel to it.
- Make it permanent not trial.
- Make it permanent with separate bike and pedestrian lanes
- Make it permanent! I love it.
- Make it permanent. Roll out some grass and plants. Make the pavement porous. Provide a wide place for walking and biking instead of a road which still looks car-centric and means it is not permanent.
- make it prettier -- flowers
- sidewalk is rough for wheelchairs-improve it
- Make Rockland a one way street from Quadra to Vancouver.
- make sure that you are finding ways to enhance parking within the city.

- Make the no thru traffic zone longer. Plant more trees.
- Make the posts at Quadra & Rockland wider apart so that i don't have to worry about hitting them when turning on to Rockland from Quadra.
- Make the street a bike path and plant grass and trees along it.
- Making it green?
- Making sure it's well labelled on maps and streets so motorists don't get peeved when they try going down it.
- Making sure that information is on maps (eg: CRD cycling map)
- Maybe a bit more lighting at night?
- Maybe just better signage off Quadra?
- Maybe permitting left turns on to Burdett going southbound
- Maybe putting large planters on the section of road that is effectively automobile-innaccessible. Or, eventually, removing the paving altogether.
- More activities!
- Swings! Pic nic tables! Benches! Gardens! Pop-up Markets! Large games of chess!
- MORE closures. MORE roads dedicated to cycling.
- More connectivity with other greenways.
- More controlled ingress and egress for bikes merging into busy streets
- More greenery? Boulevards into living gardens instead of just grass, or something? Might at well.
- more greenery.
- More greenway -- Vancouver street or something? Traffic is getting worse all the time -- I've lived in Fairfield for a dozen years -- Vancouver is a natural bike route but there is increasing traffic (car) making it scary. More and more scary all the time.
- More greenways!
- More landscaping
- More landscaping in the park. The cenotaph looks nice, but the rest of the park could do with some flowers or nice shrubs. The lighting situation has improved, but it is still quite dark at night and I don't feel safe walking down the street.
- More of it. I am particularly concerned about how unsafe it is for bicycles to ride in Victoria.
- More of them!
- more perennials
- More permanent measures could be taken to modify the street to better pedestrianize it and connect the Cathedral site to the park - e.g. plantings, surface treatments, etc.
- more plants!
- More publicity so drivers aren't surprised and angry.

- more relaxed atmosphere. That pioneer park is a haven of propriety and dullness.
- More similar road closures (but open for bikes and walking) What about Government Street??
- More street cleaning, make it one way east bound
- More trees
- More trees and shrubs
- N.A.: I think the road should be re-opened.
- n/a
- N/a.
- nada
- nicer barriers
- nlvqaibwfpvstbzwjdupsjb, dwkpajxstl
- No comment!
- No idea
- None at this point.
- Not really related - but there is still a lot of drug use/camping going on in Pioneer Square since the park improvements were made. Police need to patrol the area more, or put up an iron fence around the park to discourage that kind of activity.
- Not sure
- not sure, seems pretty good right now
- nothing
- nothing
- Nothing - it's good.
- ok as is
- On a bike, turning from Rockland onto Vancouver to get to the greenway is quite unsafe. Poor visibility and lots of traffic. While it is possible to dismount and cross at the crosswalk this is not ideal. A stop sign or another priority cycling signal / safety measures would be ideal.
- One way traffic on the alternate streets and roads.
- Only improvement is to re-open it.
- Open it back up
- Open it back up to cars. Also, put an advanced left at Fairfield Road.
- Open it back up to traffic.
- Open it back up to vehicular traffic!
- Open it back up!
- open it back up.. you cant turn left on Burdett so it doesnt work to close off this access

road.

- open it up again
- Open it up again.
- open road back up
- Open the road
- Open the road again
- Open the road again. It only moves traffic to other roadways.
- Open the road!
- Open up Rockland Avenue and make it a one way street.
- opening the road to cars,
- Paint bike lanes perhaps.
- Park tables & benches to enhance use
- Perhaps a bike lane specifically. It would be hard to see though since there are so many leaves that fall on the path during the fall (and seeds in the spring).
- Also getting through the intersections prior and after the greenway can be tricky sometimes with a bike. Would be cool if the quadra exit by the YMCA had a cross walk directly at the end of it.
- Perhaps adding a bike lane but leaving it open to people in cars and other vehicles. .
- perhaps put some benches for people to sit and relax and read a book
- PERMANENT installation of closure devices
- Permanent removal of the pavement or enhancement with more green features such as tree planters or flower beds.
- Personally, I drive and prefer it open to vehicular traffic. It's a great concept, but an odd spot to have it. It's out of the way. Why not shut down Gov't St to all but foot traffic - put vendors in the middle of the street!
- Pioneer Square has always been a sketchy park. The addition of the lighting hasn't improved this. And the addition of the greenway has only made it worse. The lighting isn't the problem. Nor are the cars that passed down the streets on either side. In point of fact, having Rockland open to car usage made the park feel safer. The park attracts shady characters and appears dangerous because no one uses the park to commute (if you're walking anywhere, you walk parallel to the park but not through it), there are no shops around it or city life to speak of (the cathedral, which is more active on the Burdet side, is dead apart from Sundays, the offices along the opposite side similarly dead, the YMCA faces away from the park etc.).
- Pioneer Square, and now Rockland Greenway, are basic urban planning failures. As Jane Jacobs, and generations of urban planners since, have taught us, parks like Pioneer Square need more through traffic, more city life, not lessâ€” the addition of the parkway reduces the amount of eyes on the park, and subsequently makes it more dangerous. I avoid walking down it, preferring to take the open and active Burdett, or

the bustle of Fort street. Walking down the Greenway at night (especially on weekends) is a harrowing experience, one which I encourage the decision makers to do, as shady figures congregate in the park, and in the stairwells alongside the cathedral. More traffic through this area makes it feel more normalized and more safe, especially at night.

- Place them on more direct street running to the downtown.
- planter boxes
- planters overflowing with flowers, benches
- Plantings, benches, more attractive barriers.
- Please change the ugly bollards that are installed on Quadra. Some foliage, trees, or
- Different bollards would be more pleasing to the eye.
- Please ensure it is easy to get into & out of on a bicycle
- Probably removing that parking lot at the end of the street, folks in cars still fly down the street trying to get to the end of the for the parking lot. Maybe throwing up a new "No exit" sign on the Vancouver street, I can't remember if one is there.
- Proper maintenance of sidewalks on both sides of Rockland Avenue.
- Provide calming all through Rockland/Courtney downtown, not through closure necessarily, but speed limits and such
- Provide more continuity for cyclists/pedestrians so it is not confined to one street
- Public art!
- put a pedestrian-activated flashing light on the crosswalk across Quadra
- Put it back the way it was
- put it somewhere else... maybe on Mason st, the one-way street on the other side of pioneer square. Make that a bike only laneway.
- put up some nice planers in the centre to separate the street into two lanes
- rain gardens or greenery in appropriate parts of the roadway
- Re-landscape the roadway so that it blends into park and churchyard. Include greenspace as well as hard-scaping for walking/bikes.
- RE-OPEN ROCKLAND
- Re-open Rockland as I have never observed any serious traffic build-ups from southbound vehicles turning left onto Rockland
- Re-open the road
- Re-open the road!
- Re-open the street
- Re-open the street, or get rid of the street portion altogether, now it just looks shabby.
- Rebuild the street so cars don't feel deprived or accidently drive into barricade. Tear out the street, plant and design a nice slowspeed pathway designed with the cathedral adjacent.

- Remove curb and road surface; install narrower path and green space. It looks too much like a road right now. I rarely see people using it.
- Remove it and open it up to vehicles again.
- Remove it.
- Remove pavement, replace with walking path and cycling path (separate), landscaping incl. native grasses, shrubs (berries?), flowers, gardens...
- Remove roadway, turn to greener. The permanent dark shadow cast by the cathedral makes this are somewhat unpleasant at all times. I do not believe it attracts for any reason beyond as a thoroughfare.
- Remove some of the tarmac - close more roads
- Remove the asphalt; replace with walkway and grass
- Remove the pavement while allowing for cyclists and mobility aids.
- Remove the road and put in some community garden spaces.
- Remove the road to make a pedestrian and bike path. Make the cathedral flow smoothly into the park.
- Remove the stupid blockage.
- Removing it
- Reopen
- Reopen it to vehicular traffic.
- Replace the metal barriers with some large permanent, garden boxes.
- Restore the street back to its original purpose.
- Revert to how it was previously
- right beside the church it is rather dark at night, but the section is short so the street light beyond arrives quickly
- rip out the asphalt and put in grass with a designated cycle path
- Show me a design for making it into a greenway!
- Signage. Monitoring the area re: homeless and possibly drug use. Dealing with left turn probs as it is difficult to do so from Meares and Burdett. Engage public with street market or events. I often park in the area (Meares/Vancouver St.) and walk downtown. My husband worked in area for years. Engage people!
- Some cement picnic tables for eating your lunch or picnicking, some historical signs about houses, some maps on special walks in the hood.
- Some flower beds etc.
- Specific lanes for walking or biking.
- start anywhere and put in place a citizens' board to create a process of citizen inputs to change...
- Stretching and extending it to reach further roads.

- Take it down.
- Take the barriers down and leave it as it was.
- Tear up some of the road and make it grass with bike/walking paths
- Tear up the asphalt and create a public plaza.
- The bollards at the end should be changed to concrete planters. The road surface should be changed from asphalt (an impervious surface) to a better surface - something that allows drainage and enhances the nearby greenery of the park.
- The city needs to find a way to connect this to other cycling/walking paths, right now, it is disconnected
- The creation of a designated bike area in the greenway would help with using the space for non-cycling activities - running, other exercise activities or relaxing. More seating to give it a park-like feel rather than a road feel.
- The crosswalk leading to Vancouver/rockland (or lack there of) it's very dimly lit and for people continuing onto cook-very dangerous..
- The park is scary to me. It doesn't seem friendly and it's dark and not well used.
- The paved part is not very interesting or attractive. Maybe it could be "livened up" somehow. Sorry, I don't have great ideas but it seems like a bit of wasted space that could be green or used for kids to play or...? Maybe the Y could partner is promoting it as it's so close. Maybe they have some ideas.
- The plans look great, particularly increasing the green and reducing the road.
- The possible turning of Burdett Ave into one-way EB, to make a short couple around the whole Cathedral precinct.
- The road needs updating, very uneven and often messy with leaves and branches.
- This survey was manually entered and appeared to be missing the second page
- To make it permanent!
- Traffic calming at the intersection of Rockland and Vancouver.
- Often motorists travel at high speed on the road on their way to parking behind the cathedral.
- traffic is safer
- Turn it back into roadway. Travelling by car you have to go all the way to Fairfield on Quadra to return to Rockland since both adjacent roads are one way or do not enter. Really inconvenient.
- Turn that whole stretch of road into sidewalk - same height, same paving, so that families can walk together on one level. It would help to have a crosswalk in front of the church, so that when you walk on the closed road area, you come out to a crosswalk rather than having to double back to find the crosswalk at the YMCA.
- Turn the road into a bike path!

- Undo it
- Unfortunately, it now means drivers going south on Quadra cannot make a legal left turn from Fort Street until Fairfield Street although very many do now, at Burdett in front of my building. In the five years I have lived here I have seen 4 accidents none of which involved a left hand turn onto Burdett. The problem has always been cars travelling too fast on Quadra especially going North. My suggestion would be to remove the no left turn at Burdett allowing cars to legally turn there, and put in a yellow painted road bump near the crest of the hill and a flashing orange light with a "Dangerous Intersection " sign or a speed restriction on approaching the intersection or perhaps a yield sign and enforce it. My experience is the danger is the speeding cars approaching the intersection going too fast and not watching out or being attentive using defensive driving skills. Truck drivers seem to be more aware and approach slower and cautiously from what I have witnessed, but then they are professionals.
- Use the space for a purpose to justify the closure. Sunday market etc.
- veggie boxes, more greenspace
- We don't need the whole road, plant some trees, native plants,,,less pavement!
- Welcoming signs for cyclists. Painted left turn lane on Cook St. Landscaped area with grass, benches and a children's play area (along with cycle path).
- Would like it to connect to other separated bike lanes- not just paint on pavement.
- Look at how separated bike lanes in Paris and Vancouver have improved commute ability, safety, and less congestion. Victoria doesn't need to re-invent the wheel- just copy what other cities are already doing well.
- Would like to see landscaping of road space, even if only some planters and benches.

Total Respondents: 427

Q8 What do you dislike about the greenway enhancement and closure?

- 0
- - Drivers are doing illegal left turns onto Burdett Ave. from Quadra St. now to avoid having to drive down the hill to Fairfield Rd. to turn left. This has created a dangerous situation and increased traffic on Burdett Ave which already has extra traffic
- As a cyclist, exiting to Quadra is confusing, difficult, potentially dangerous, with conflicts between cyclist as pedestrians, turns onto Quadra. Somewhat but less so entering off Quadra.
- Barriers are ugly, an impediment to cycling
- As I live on Vancouver St. in between Fort and Fairfield. It is a real pain to get to Vancouver Street from downtown. The only options are Fort or Fairfield (that is 6 blocks

in between) as on Quadra the street prior to Rockland is a oneway down and the next street Burdett is no left turn, and then next St. McClure is blocked off. So it is now a huge detour to get home every evening. Not only that I have noticed a considerable more amount of traffic at the Fort and Blanshard St. and View St. intersections as everyone is now turning left there...and the traffic is very congested at peak times after work. Often waiting for 2-3 sets of lights to turn left on View/Fort.

- As it is, it is ugly and uninviting for people to stay.
- blocks traffic flow and the signs are ugly - not inviting.
- Can't cut through in my car, have to drive 2 blocks out of my way - wasting gas, causing emissions
- Can't drive through to Vancouver St
- Closes a habitat ____ (can't read word) by car
- Closure to vehicular traffic. I think this eliminates most or all left turns from Quadra when heading south between Fort and Fairfield. Open it up again.
- Completely unnecessary. Seems like it was a make-work project.
- Could be longer
- Didn't know it was going to be closed until I almost drove into barricade.
- Difficult to see the bollards at twilight. Need a raised curb.
- Disruptive for commuters with very little aesthetic gain. I took that specific route every day x 2. I feel that walkers, commuters and cyclists all used this street efficiently. Blocking off street seems unnecessary at best.
- Does not go far enough
- Everything
- everything
- Everything.
- Everything. Roads are for cars. Sidewalks are for pedestrians.
- First of all, your own description of "Greenway" is that it "follows natural land or water features". How in the world does this apply to that block of Rockland? My impression, as someone who walks to town this way several times a week, is that it has made no difference to myself. On the other hand, it must be a considerable inconvenience to motorists. In what sense have you created a "Greenway"? You've added yellow and black markers onto a stretch of grey asphalt. Is it 'green' to require cars to drive further?
- Forces drivers to Fairfield Rd. when travelling south on Quadra before they can turn left .Open up the other road beside the church to left turns.
- Forcing vehicle traffic to the adjoining roadways must be a PITA for those on Meares St (for instance).
- funnels traffic on to other streets, reduce parking.
- Further impacts traffic. There are already one-way streets and intersections that do not

allow you to turn left when heading towards Fairfield. Therefore, trying to go left means going even farther out of my way. I don't really understand this closure. It's positive impact is not very far reaching. Why aren't you looking for a bigger shift, like making part of Govt St. a pedestrian walk??

- Greatly reduces vehicle routes between that part of downtown and Rockland/Fairfield. With no other routes between Fort and Fairfield I'm seeing more illegal lefts onto Burdett (I do it myself) and more congestion at the Quadra/Fairfield intersection as there is no room for a turning lane.
- Have to take more circuitous routes, out of the way.
- having half a block closed for traffic is ridiculous. how is it supposed to make it safer when you get to the end and there's nowhere for cyclists to go but on the road again? the crosswalk and the sidewalk were fine. I use them all the time.
- high fences
- How temporary it looks
- I believe that many more people make illegal left turns now to park near the church and probably go to the Y (noting Y parking tags in car windows). You can't turn left after Fort resulting in lots of extra blocks to park when it used to be easy to do so. I think if I saw lots of people using it I wouldn't mind as much.
- I can't turn left off Quadra to get to Vancouver. But this really isn't a problem.
- I can't turn onto Quadra, but I am willing to lose this in favour of a quieter, safer neighborhood.
- I do miss driving to work on Rockland all the way, now I have to do a bunch of corners.
- I don't like that we can't go left anymore to get to our place on Burdett. We can't turn left onto Burdett and now we have to go up Fort, a much more congested street. A small inconvenience, I guess...
- I don't like the current look of the closure- it is ugly and not clear that it is a through way for cyclists.
- I don't like where the cross walk is on Vancouver - it's too far from Rockland if you are walking north so people don't bother using it (they still cross Vancouver at Burdett)
- I don't live at the closure point so I can't comment on how it affects others. From my view there are no negatives.
- I don't see why the road has been closed. People who used to drive this street now have to go a longer route around, although I see many people making an illegal left turn at the following block - that is a dangerous place to make a left. I also see more traffic down at the Fairfield intersection.
- I either have to make an illegal left turn onto Burdett to get home, or turn right on Burdett, do an illegal U-turn, then cross over Quadra.
- I grew up on Richardson St and often walked and frequented the area. What was a pleasant park is a little more sketchy now so attention could be given to making it more

user friendly and safe. Plus my comments above re: left turns from both parallel streets. Too grey.

- I have seen many cars surprised about the blocked road
- I like everything about it, just wish it was longer.
- I like it
- I like it but ultimately I don't really get it. It's such a short section of road. Looking at the big picture, does closing it really matter?
- I like it!
- I like it!
- I like the whole project.
- I love it
- I support the concept of Greenways in the right context, but this particular Greenway enhancement has nearly no benefit at all. Vehicle use of the roadway was never an issue in terms of "Greenway uses" in this area. So this gives significant inconvenience to drivers, more fuel use, generation of exhaust, etc, for no benefit.
- I think it is a huge waste of taxpayer money. Closing one street does not make it a greenway. It is still pavedâ€¦ not green! I was attending a city council meeting for another issue and was horrified to witness how much time and money was being spent on this when it could have been used elsewhere.
- I think it is perfect the way it is.
- I usually forgot it was closed, which was irritating s a driver.
- I wish it could be longer!
- I would never want to walk through there at night.
- I used to drive elderly relatives along the street to show them one of the pretty little areas after Beacon Hill Park was closed . There are getting to be fewer places in town to take the elderly and very young that don't involve long walks in good weather.
- I'd move the cross walk down a few feet. Everytime I approach from the end heading west cars think I'm going to cycle across the cross walk. I'd say 75% of those drivers are totally unsure of how this situation works and are over cautious to the point of being unsafe. In those situations, the person that takes the initiative is the safest which is usually the cyclist.
- I'd prefer if it were bigger, but that's not really feasible.
- I would prefer if the no left turn designation onto Burdett were lifted.
- Often it can be difficult to turn left onto the greenway when on bicycle because of traffic. It's easier to (illegally) turn left onto Burdett, which I often do. Traffic seems to thin out by then, even though it's only one more block.
- If debris accumulates it takes a while to have the road clean, and when it's dark, wet and full of leaves and branches riding can be a challenge
- ignorant comments from drivers

- ill think on that
- im ok with it
- impedes traffic
- In its current form, it is not permanent and so could made into a street again.
- Inconvenient for drivers heading down Quadra...have to take Fort or Fairfield if you want to turn left! It wasn't bad before, I don't see the logic in changing it. Sadistic?
- It attempts to meet some admirable goals but does not. Even if the road were narrowed for bicycles only, it would still be a thoroughfare unsuitable for children's games, picnicking, etc.
- It blocks the flow of traffic leaving downtown, simply going to Rockland, forcing it into a busier congested area and onto Fort St ...
- It cuts off a useful route for driving between home and downtown.
- It does not seem like there is much upkeep or thought put into the closure with the exception of putting in the barricades.
- It has been inconvenient to drive around the area on the days that I take my car.
- It has caused a major traffic problem. I watch drivers making illegal left hand turns from Quadra onto Burdett all the time, including commercial vehicles.
- It has diverted traffic to Burdett and has resulted in an increase in vehicles making illegal left turns from Quadra on to Burdett. It is dangerous and will result in a serious accident or death.
- It has pushed more traffic to Fairfield. I live on Fairfield, between Cook and Moss. There are more cars, travelling at higher speeds. This is dangerous for cyclists, pedestrians anyone trying to get out of a parked car along that road.
- It has redirected an enormous amount of additional traffic on already overcrowded residential roads in the area
- It is a total waste of tax payers dollars, and no one is benefiting from it. There already is a wonderful park, that hardly anyone uses, and this closure only inconveniences people that travel in the area.
- It is an inconvenience not to be able to drive thru this street. In addition, I would not feel safe walking in this area of town, especially at night.
- It is an unnecessary inconvenience for anyone using Rockland to access either the Broughton or Courtney entrance to the Library parkade.
- It is counter productive because it causes cars to drive 4 or more blocks extra to go around. This causes more CO2 emissions and puts strain on other intersections. Also more dangerous because some cars turn left on a dangerous intersection. The space isn't used for any purpose - except for cyclists - to justify the closure other than aesthetics.
- It is paved asphalt, we could just have path for bikes and pedestrians and more plantings, a community garden or a restaurant.

- it is short, but a start.
- It is short, we could have more like this around Victoria.
- It is too short.
- It isn't _____ (permanent? perennial? Manual application, can't read writing)
- It makes driving from the Rockland area to downtown more dangerous with additional requirements for left hand turns and more of a nuisance.
- It makes for a more expensive cab ride home when drinking downtown.
- It makes it more difficult to explore parking spots in the area when going to the YWCA. However, I can put up with that.
- It may have resulted in more traffic on Vancouver Street, but the new crosswalk counterbalances that.
- It needs to be longer!
- It seems like a small, almost useless gesture. The area affected is tiny and it seems pointless to me, given that it is an inconvenience for a lot of people who live and work in the area and are trying to get in and out of town.
- It seems pointless. Open it back up to traffic.
- It serves no real (as opposed to theoretical) positive purpose. In the countless times I've used that section of road both as a pedestrian and motorist over many years, I've never found the road busy, with speeding traffic. Cyclists and pedestrians were already safe.
- It is highly inconvenient when driving to have no place to turn left off of Quadra between Fort and Fairfield Road (Meares is one way in the opposite direction, and left turns onto Burdett are already prohibited (I live in Fairfield between Fort and Fairfield Road). There is nowhere else in the City that I can think of where drivers have so few options (except the 'new' Beacon Hill Park, with its much-disliked road closures). Rockland was always a secondary, through road, from Quadra to Oak Bay Ave. It makes no sense to chop one block off of that. It is stated above that the closure takes traffic off a residential street. But one whole side of the street is taken up by the Cathedral precinct, and the other side of the street is half Pioneer Park, partly an extended care home (which doesn't generate many pedestrians), and only one very small apartment building. All the rest of Rockland Ave., which continues to be a secondary thoroughfare for cars, is totally residential!
- Also, I have heard comments that the road is much less safe after the closure, because of remaining drivers having to turn around in a narrow street-end.
- It serves very little purpose for very little if any benefit to anyone. It was a useful connection between Quadra Street and Rockland Avenue for people in cars and other vehicles. It was a much more complete street before this cul -de-sac approach was tested. It provided connections for every one. The street is in shade most of the time so it is not a place a pedestrian would necessarily linger. Pioneer Park does not need any additional space.
- It still feels a little too hard and concrete, more planter boxes to emphasize the green

space?

- It still feels temporary
- It was done with super ugly black and yellow bars. Couldn't the same thing be accomplished with cement planters (like on Southgate & Vancouver St.) to enhance our "Garden City"?
- It's a basic urban planning failure (see my more lengthy response to Question 7). Few cars pass down this area of Rockland to begin with and Pioneer Square, which attracts urban blight owing to the fact that it is situated in a dead and under-surveilled area, has only become more dangerous, despite the investment of lighting.
- It's a bit drab, as it is. Better signage could let bicyclist know that it's a throughfare to other cycling routes (like the upcoming re-do of Vancouver St) or Cook St Village (or other key destinations). Wayfinding is important, not just for residents and Victorians, but also for tourists who might visit Victoria and want to explore all we have to offer via bike or foot.
- It's a nuisance as have to find alternative roads to travel on
- It's disappointing that it was a pilot or test project.
- It should have just been done, and the money spent on reviewing and assessing could have been better used to implement other greenway enhancements and road closures. The results were a no brainer that shouldn't have required all of these costly discussion and surveys.
- Show some courage in the future and just cut to the chase. Motorists will adapt - yes they will whine, they always do, so just cut out the wasted efforts to appease or convince them.
- It's great! Nothing bad to say about it. I'd just like to see more of these around the city.
- It's incomplete and looks like a temporary closure. Also, there is no blending of Pioneer Sq and the Cathedral It;s still two siloed bits of territory.
- It's just another bad idea brought to you by the idiots running city hall.
- It's kind of shabby at the moment, bike lanes are defined, it's dark and the cross walk in a poor location.
- It's only 1 block, so it really doesn't create a legitimate greenway corridor. Creating more closures along a route (like Haultain) would be better.
- It's only one block, needs to be expanded
- It's only temporary.
- It's too short
- lack of access to downtown/Broughton St
- Lack of advertisement.
- Lack of vehicle access and thoroughfare.
- less options to drive home
- Looks temporary

- makes access to Rockland and to Richardson from the west and north much more difficult and confusing, unnecessarily. despite the gushy prose about making the so-called "greenway safer and more enjoyable for pedestrians and cyclists", it does no such thing; it just creates a dead zone. it is neither green nor an enhancement.
- Makes it hard to get to Vancouver street area from Broughton street area
- Makes it much more difficult to access downtown library area. One has to drive down View, or down Meares and make a difficult left turn onto Quadra then right onto Broughton, or down Rockland, then left to Burdett, right on Burdett, right on Quadra (at the top of the hill, which can be quite dangerous) and left on Broughton...whereas before one could drive straight down Rockland, right onto Quadra and left onto Broughton...much easier and safer too.
- Makes travel in the area by car more frustrating requiring more cross traffic crossing
- Money should have been spent on other municipal concerns
- n/a
- n/a
- n/a
- n/a
- N/a,
- nada
- Needs to be made permanent.
- Nil
- nil
- Nil
- nlvqaibwfpvstbzwjdupsjb, dwkpajxstl
- No access to parking when visiting friends or going to work. Used to pay for a spot on church property.
- No complaints, just please make this permanent.
- No complaints, love it! That was always a dodgy corner for pedestrians, due to a cross walk right next to it.
- No dislikes - support fully,
- No dislikes. It could be longer!!
- No longer accessible to those that cannot get around under their own steam, as is Beacon Hill Park. When my mother was dying with cancer, could not driver her through her favorite part.
- Nobody said what it was until I saw this survey. All I knew was that it was a road closure. Perhaps I missed the initial press releases.
- not a thing

- Not green enough, yet.
- Not sure
- Nothing
- nothing
- Nothing
- Nothing
- Nothing
- Nothing
- nothing
- Nothing
- Nothing
- nothing
- Nothing
- nothing
- Nothing
- nothing
- Nothing
- nothing
- Nothing
- nothing
- Nothing
- nothing
- Nothing
- Nothing except that we need more of them.
- Nothing to dislike.
- Nothing to dislike. It's a great idea.
- Nothing-- it's great!
- Nothing, although once it becomes permanent public space and is no longer reserved for private cars, the asphalt can go. The area will then become a true attraction.
- Nothing, excellent idea
- Nothing, except the remaining pavement.
- Nothing, I think it's awesome
- nothing, I wish every street were like that.

- Nothing, it merely requires expansion
- Nothing, we should do this more.
- Nothing!
- Nothing!
- Nothing!
- Nothing! We love it.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing.
- Nothing. (well, I guess the bollards are a bit ugly - a green barricade would be better)
- Nothing. Although I enjoyed the experience of driving down this street, I am in no way inconvenienced by it. It improves walk ability and cycling in Victoria.
- nothing. I love it.
- Nothing. I love it.
- Nothing. It's great!
- Nothing. Just wish there were more of these spaces around town.
- Nothing...I love it...

- nothing; I see no negatives
- Old road instead of grass/gravel
- Pain in the ass, congests surrounding streets.
- People (illegally) turn left onto Burdett once they realise that they can't go down Rockland from Quadra.
- Poor signage entering on to greenway (cars don't expect bikes to turn)
- Poor use of funds, closure is inconvenient for me personally twice a week, and kind of odd. I understand that there are planning priorities and a good principle of enhancing walkability, but this project doesn't seem to increase convenience for walkers or cyclists much. Maybe the church community likes it? I don't understand what constituency was actually being served or benefiting from this change.
- Preferred it's use for vehicles. It is too short of a stretch of road to cut off and make into a pedestrian traffic zone.
- Re question above
- 3 streets with no left turn access now from Quadra
- replace signs with permanent artistoc barriers
- Resident (car) no road closure
- Right now it's boring
- road shut down
- Rockland is a through street. It is essential for traffic flow and for access to buildings on both sides of the street.
- Rockland rd is now too wide beside the church. Add more green space.
- Rockland street is the shortest path between home and the office for me. I generally walk or bike, but occasionally have to drive. The closure didn't really bring any improvement to my experience biking or walking and has created a great deal of frustration for driving.
- I'm coming from Richardson St and going to the Library parkade. There's now no safe or legal option other than the high volume (and out of my way) paths of Fort St and Fairfield.
- I have a 5 minute drive no matter what, so my frustration is more about the increased hassle and hazzard of driving on Fort & Fairfield rather than Rockland.
- As I said, it seems like a good idea, but put the greenspace in the sun.
- The Tai Chi in the middle of the street was really annoying when I was trying to ride through on my bike.
- see #6
- see #7
- See 6
- See above
- See above

- See above, it is very very dark after 5pm
- See above. I frequently walk this way at night and find the area dark and unwelcoming. I felt safer knowing there was vehicle traffic also using the street.
- See my answers to Q 6 and Q7-no added value to anyone; waste of taxpayer money, safety hazard
- See note in question 7. Also - the greenway barely counts. It's only half a block. If the idea is to make it safer for pedestrians and cyclists, it's really only a token measure. I'm through it on my bike in about 10 seconds. I would rather see better traffic control measures, more and better controlled/lighted crosswalks, and way better cycling lanes everywhere. If you close a road you should think through alternate travel routes. This wasn't done.
- See point 6
- See question 7
- seems to minimize parking
- Seems unnecessary. What improvement does it make to a low-volume traffic street? How much does all of this consultation cost?
- Short
- Sick of motorists being inconvenienced and cyclists taking over!
- Since you cannot make a left hand turn on Burdett, I have to drive all the way down Quadra to Fairfield and then back up Cook to get home from the YMCA. I use to go down Rockland.
- some cars take the road still then try and 3/4/5/6/7 point turn around and halt all the other people using it.
- sort of ugly barricades
- Street does not get cleaned as often of debris be it leaves or other stuff.
- Temporary look and feel.
- That currently it is only temporary.
- That I can't drive on it anymore. SO EVERYTHING, REALLY.
- That it has taken this long to enact, hahaha. Seriously, though, a differentiation of cycling versus walking lanes would be a nice touch.
- That it is being done as an experiment. You generally know what the results will be, so you don't really need to experiment. This was proposed decades ago, and it's surprising that it's taken so long to accomplish.
- That it is closed to motor vehicles.
- That it is not permanent and that some believe it should be open to motor vehicles
- That it isn't bigger.... I wish it could be longer
- That it isn't longer

- that it made driving more dangerous and inconvenient when either trying to turn left on Quadra or heading back downtown from Rockland.
- that it may go away
- That it might be temporary
- That it too so long to close.
- That it took so long to conceive of the idea.
- That park is a bit sketchy with drug users
- That there's not more of them!
- That we can not turn left onto Rockland heading south on Quadra.
- The bollards are a bit too close together, a bit more space between them would be safer for cyclists.
- The bollards are ugly, uninviting and dangerous for cyclists. They should be replaced/enhanced with something better designed, when the greenway is made permanent.
- The bollards are ugly. Permanent curbing and more green space instead of asphalt would be better.
- The closure results in everyone turning onto and then off of Meares Street to go around the closed area. Meares has parking on both sides and it narrow. This results in a long line of traffic waiting as people are parking. Also the turn onto Quadra is so much more dangerous from Meares than Rockland due to sightlines. I often thought if there was an accident there the person should sue the City for putting them in that situation unnecessarily.
- The excuses people make around how this change has forced drivers to make illegal left turns one block south off Quadra.
- The fact that it is closed!
- The greenway does not slow the traffic along Quadra and still creates an awkward bike route if you have to turn left on Vancouver coming from the East or West on Rockland.
- the increased GHGs by diverting traffic to a longer route, probably increased illegal turns to find alternate routes
- The lamps in the park are glaringly bright making it unpleasant to sit or even walk in the park once they come on. I often would go there to watch the sunset and evening dusk settle in but now find it too uncomfortable due to the harshness of the bulbs. Perhaps a softer more glowing light like the street lamps there with lower wattage could be installed to make it more pleasant and still serving the purpose of safety.
- The Mickey mouse signs to close the street are an eyesore.
- Difficult to drive downtown now. It was very handy to go to the library. It had very little traffic anyway. What was the point?
- The only thing is that there's nowhere to turn left off of Quadra between Fort and Fairfield, with the "no left turn" at Burdett, one-way at Meares, dead-ends at McClure

and Collinson, and all of a sudden, that's a huge circumvention. Just sayin'.

- The park is still mostly just a haven for drug users. I don't see anyone sitting in the park and reading a book. The problem is that many homeless people don't have anywhere else safe and free to go during the day, so who can blame them?
- The pillions blocking cars are a hazard to bicycles.
- The road closure. Nothing done yet. I see no great benefit
- The road remains.
- The temporary gates are set too close together and are hard to navigate easily by bike. The lack of easy left-hand turn option for bikes.
- The volume of entitled whining from car drivers might reverse it!
- There is no signage that I could see when I drove by that was trying to promote the "greenway". The only reason I know what that closure is all about is because of FB.
- There is no way around
- there is nothing to dislike about this greenway
- There should be more
- This is a complete waste of tax payer money. There is plenty of walkable space either side of the park and around the Christchurch area.
- this is just one link... we need to get to a fossil-fuel free zone soon....
- This survey was manually entered and appeared to be missing the second page
- Tired of seeing roads closed...
- Too dark in that area
- too little too late too seldom too dull
- Too little, too late.
- It's such an insignificant effort, to an insignificant area of town.
- Too short
- too short
- type of barriers
- UNACCEPTABLE lack of left turn access (eastward) for Quadra St. southbound vehicles for 5 consecutive streets between Fort and Fairfield !
- Dislike having to use the congested Fort street and additional time and fuel while eastbound on Broughton or Courtney from Blanshard.
- Vehicles still use the first section - especially to turnaround - making it blocked or narrow and car filled (when on a bike).
- Very few additional people are using it. It was never a high traffic area. We now use one street over...not Fort or Fairfield.
- Was never a busy street, so it doesn't really add much to close it off. And now when I do drive, I have to make dangerous left or right turns to get from Cook to

Quadra&Broughton.

- Well... it's not very green. It's gray. But I understand that's because it's temporary.
- What I dislike most is the amount of time and effort the City has spent on this. It is one block. There is no street life because there is no business to activate it. The park is used primarily by homeless people, which does not make it inviting for most people. (please do not use this as an excuse to further persecute the homeless.)
- This block is not worth caring about.
- what s to dislike
- While it seemed like a good idea, since the closure I have noticed a HUGE increase in illegal left turns southbound from Quadra onto Burdett Street in order to access Vancouver Street. This is very dangerous as Burdett is at the top of a hill and northbound cars have no time to stop. I believe it was a fatality years ago which resulted in the no left turn.
- You have cut off my direct route home from downtown. I now have a choice of going up Fort Street or driving all the way to Fairfield Road. Either choice is out of my way and wastes gas.

Total Respondents: 417

Q9 What else could be done to further enhance this section of Rockland Ave for pedestrians and cyclists?

- 0
- - Improve and widen the sidewalk on the south side of Rockland.
- - Add benches on the south side of Rockland.
- ?
- * Would be cool if the quadra exit had a cross walk directly at the end of it.
- * Bike lanes on the quadra side.
- 1) Remove pavement, replace with walking path and cycling path (separate), landscaping incl. native grasses, shrubs (berries?), flowers, gardens...
- 2) Make surrounding streets pedestrian/cycling as well.
- A full closure, with an expansion down the corridor.
- A light on Vancouver.
- A sidewalk that goes straight through on both sides of the road
- Add a bike lane and a proper traffic light on cook and quadra with a bicycle button.
- Add some pleasant sitting/resting areas along the route.
- Adding reasons to be in the area. Shops businesses anything to actually go there besides the park
- Address access issues with intersection (or lack thereof) @ Vancouver and Rockland avenue.
- Advanced bike light at Rockland and Vancouver and Rockland and Quadra to make it bike primary.
- again, re-landscaping so it doesn't just look like a blocked of road.
- Are there even bicycle lanes on rock land at all? Put up share the road signs like on cook street. Pedestrians can walk on sidewalks.
- As above - Welcoming signs for cyclists. Painted left turn lane on Cook St. Landscaped area with grass, benches and a children's play area (along with cycle path).
- As I said in Q7, make the crossings of Quadra and Vancouver safer for people of all ages/abilities on bicycles. In addition, landscape it more like a park than a parking lot. I would like to see the closures like the ones that exist in the West End of Vancouver. Having lived there, I can attest that they are a great benefit to the neighbourhood.
- ban cars permanently
- Beautification
- Better crosswalks, extend through to cook street.
- Better lighting at night

- Better lighting?
- Better signage and knowledge about the walkway/thru-way
- Better signage and road markings re: bike lane. Brighten it up, looks dark and grey. A welcome sign with description so people know it's more than a blocked road.
- better signage for cyclists and pedestrians to direct them towards other connecting greenways/bike routes
- Better street lights at night? I don't know. It isn't a very welcoming street as it is.
- Bike lanes connecting to a separated bike/ walk route along Brighton to the coast.
- Bike lanes, community gardens & other green sitting spaces, benches
- Bike lock ups. Benches.
- bike path on Quadra, get cars off Vancouver st. with bike permeable blockades (Vancouver has done marvellous traffic calming for bikes.)
- Can't think of a thing.
- Central planters of native plants to divided the "lanes." We are the garden city ;)
- Clean up debris on the closed section of the road; widen and level the sidewalk adjacent to the park. I walk to work everyday and see many people with mobility aids struggling to navigate the narrow and uneven sidewalk.
- Clean up trees and shrubberies along the sidewalk side. Provide a crosswalk at the end of the closed area.
- clearly defined bike lanes
- Close all of Vancouver Street to cars and convert it to a bike lane. Or, you could remove parking from one side of the street and create a separated bike lane.
- Close of Burdett, which is not as frequently travelled as Rockland
- Conduct a contest amongst qualified landscape professionals.
- connect it to a wider network
- bike racks
- Connect the street area to the park and match the purpose. Add a bike kiosk for bicycle repairs like there is on the Goose. Add an information kiosk about how this change came to be. Accentuate the positive!
- Continue a cycling route through Fairfield and downtown that is primarily for bicycles. Meares would be a great bike route instead of using Fort. Likewise, Haultain makes a better bike route than Bay st.
- Continuous bike lanes along this road.
- Could you also close the next block (to the east?)
- Create a more obvious walk vs. ride area. If anything.
- Create bicycle lanes
- Dedicate bike lanes.

- Dedicated bike lanes that are physically separated from traffic
- Designated cycle/walk paths with space for others to enjoy without getting in each other's way.
- Divide the lanes like they are in Beacon Hill Park to separate pedestrians and cyclists.
- Do something to lessen the crazy increased car traffic on Vancouver Street like create traffic calming roundabouts at Meares and Humboldt or better yet, block off access from Southgate (going North) and Fort Street (going South). That way cyclists and pedestrians will have a bit of respite from the ever increasing vehicular traffic.
- Doesn't need enhancement. The street was already quiet enough for cyclists - never a high-volume, dangerous thoroughfare - and suitable for pedestrians - they (we) already had adequate sidewalks plus all of Pioneer Park to walk in.
- If you insist on doing something, put a line down the road to separate cars from bicycles (but even this seems unnecessary - none of the rest of Rockland Ave, with far greater traffic volumes has a bike lane).
- don't know
- don't know
- Encourage use of diagonal pathway through the park.
- Enforce the residential parking. Currently staff from a nearby old folks home monopolise all of the available spots.
- Establish a right of way for cyclists ride southward on Quadra Street and turning left onto Rockland.
- Expand it, now, not sometime in the future after some pilot projects - NOW.
- Expanding it would be wonderful, but the existing portion is perfect as is
- extend it so that people notice it more
- Extend it.
- extend the greenway
- Extending the greenway further into Fairfield.
- Fix Vancouver St. Crosswalk at Rockland to make it more visible. Make sure the turning light at Fort and Quadra is actually working
- Folks in cars slowing down for the cross walk on Quadra, they fly up and down that street.
- Food trucks or coffee kiosks
- Formalize the edge of Quadra so vehicles don't mistakenly turn before noticing it is closed.
- gardens in the street. skateboard jump. benches. or bike racks. Gardens for vegetables everywhere. Why are we still planting thousands of dollars worth of ornamentals every year and no edibles for those who would and should be benefitting from this waste of P anR dollars.

- Give the cyclists their own lane as we still can't walk on the street for fear of being run over by bikes.
- Green space and attractive walkway, bicycle path and seating. However, money would be better spent in doing this in another part of the downtown area. See below #10.
- Have a greenway that connects all the way across Cook as Cook near Rockland is a poor street for cycling
- Have Traffic and Roads engineers actually ride bicycles, both ways, on this section to realize what-all needs to be improved and upgraded.
- Hmmm. Maybe a little bit better signage, but it's not bad at all right now.
- How about remembering the commuters!!!!
- How can you further enhance it? It's closed to cars. Isn't the the holy grail for cyclists and pedestrians?
- I don't know
- I don't think Rockland is worth a lot of attention. It is narrow, windy and hilly, which does not make it a great connector.
- I don't think the people in the nearby home would walk in that area. And I doubt that parents of the school kids are encouraging them to wander there either.
- I find this preoccupation with only bikes and pedestrians wording. I generally walk to and from the downtown area but recognise that the town must be accessible to all forms of transportation.
- i have never seen a problem - it never been on that section of road at same time as a bicycle - unlike Vancouver St, where i see bikes commuting regularly
- I like that the road is wide for cyclists and pedestrians. As a pedestrian my preference is always to walk on something softer than concrete as it is preferable for my joints. So if you reconfigure the roadway would you please use asphalt or bark mulch for walkers and not concrete. Thank you!!!
- I think drug use and loitering in Pioneer Square is a problem. I wouldn't walk through there at night, nor would I sit on the grass or let my kids wander through there for fear of hypodermic needles. I wish I had the answer to this, rather than just a comment on the problem, sorry.
- I think it is excellent overall, I just do not like it that from Fort St to Fairfield Rd it is illegal to turn left of of Quadra. I feel that is a long distance...
- I think it is perfect the way it is
- I'd like to see a bike path added to the greenway that extends down Rockland to Vancouver and a pedestrian and cyclist-controlled turn/crosswalk onto Vancouver. Even though Vancouver is the bike route, a left turn off Rockland is tricky to navigate due to views obstructed by parking and fast vehicles along Vancouver. I usually avoid this route for biking due to having to turn left at this awkward intersection.
- I'm not certain, you've already asked this question.

- if you think you could somehow widen and put in a bike lane, go for it. pedestrians are fine on the sidewalk. I have used it that way for 4 years and had no problems.
- Improve cycling facilities leading to the closure. Ex: proper cyclist crossing at Rockland and Vancouver street.
- improve pedestrian crossing at Rockland and Vancouver
- Improve the connections to the section so that it is a more useable route across the city. Particularly Vancouver St.
- Improve the park beside the church. It's not inviting.
- In order for this closure to make sense in the context of a pathway, it seems Rockland would have to be widened (or, gasp, made a one-way street) to accommodate real bike lanes. But as someone who doesn't even own a car, and who is less inconvenienced by this project now than when it was first instituted, I still think the closure is misguided as a practical decision.
- Include a bench or two and maybe some planters so that people could stop awhile & enjoy the park.
- Increase the number and length of traffic calmed streets in the surrounding area to create a better network for pedestrians and cyclists, because good networks enhance mobility than single projects.
- Install a cyclist crossing light activator.
- Reduce speeds on Vancouver and Quadra (throughout Victoria), and increase enforcement of safe driving, to encourage a sense of community.
- Although they aren't often violating the actual speed limit to any great degree, motorists drive far too fast on Vancouver and Quadra in this neighborhood.
- Integrate it with Pioneer square.
- It already felt pedestrian friendly before the changes as it is easy to walk through the park and then on to the sidewalk. Cyclists and cars can use the street together.
- It feels disconnected, need to connect to Meares and/extend a bit more so people can use
- It has a sidewalk, it's not like it was even enhanced for walkers. Cyclists have plenty of space on the road and had it before the change. Don't see the point of it.
- it has never needed any enhancement for pedestrians or cyclists
- It needs to be returned to its original purpose. I rarely see cyclists or pedestrians on it. It is unsafe to walk down this stretch of Rockland at night and sometimes in the day due to the shaded park, shading from the mammoth church structure and the type of loiterers and visitors it attracts.
- It needs to link up better with a broader network of safe spaces.
- It was fine before!! Relaxed traffic and the odd person on the sidewalk. Never seen a cyclist using that street, either before or after the closure.
- It was fine the way it was. People have a sidewalk and the whole park to walk through.

Giving cyclists one block free of traffic doesn't seem to add that much value... cyclists already used that road anyways. Why close it off further. It makes no sense.

- It was fine the way it was. The improvements to Pioneer Square are welcome, but there is no need to eliminate vehicular traffic on Rockland.
- It's such a short stretch that it seems pointless.
- Just some landscaping to better integrate the church and existing park space.
- There are a few sections further along Rockland where power poles set in the side walk leave little space for pedestrians - would be nice if this could be corrected.
- Just what you are doing is fine
- Keep pedestrians and cyclists separated with a physical barrier.
- Landscaping, public art, and regionally compliant way finding be added. That's the standard white on green signage without CoV corporate branding.
- Landscaping.
- Left turn lane on Quadra for cyclists? It's difficult to turn there when traffic builds up behind the crosswalk.
- Less pavement, more attractive permanent bollards and curbs, more green space and trees.
- lighting, separation of bikes & walkers / runners
- Lights.
- Love it as is
- Maintaining Pioneer Park was all that was necessary.
- make it longer
- Smaller footprint posted making it easier to turn into
- Make it longer! The entire two blocks behind the Y, down to "Humboldt Valley" could be turned into pedestrian and cyclist routes. More people out and about, chatting, playing music - what could be better?
- Make it obvious that it is a bike route. I'm guessing that it's a bit of a secret at the moment.
- Make it permanent
- Make it permanent and divide cyclists from pedestrians more clearly.
- Make it permanent by removing pavement, installing bike lane(s), and replacing the rest with grass and/or paving stones.
- Make it permanent!
- Make it permanent! Widen the park from the cathedral to connect to Pioneer square. Narrow the paved surface.
- Make it possible to bike through still, but have a raised curb to go over so bikes don't go through at top speed.

- Make the closure permanent and expand to other parts of the neighbourhood
- Make this closure one of many.
- markings on the road, lighting
- Maybe delineating a bike lane, and then "turning over" the rest of that part of the street to pedestrians (which might involve removal of pavement and sidewalk, replaced with a footpath and a bike path).
- Maybe put up a sign indicating bike route (if there is one I haven't noticed it).
- maybe improved lighting? or make the left turn from quadra a bit safer somehow?
- mini light posts beside side walks for nights.
- mini light posts for night time.
- More activities!
- Swings! Pic nic tables! Benches! Gardens! Pop-up Markets! Large games of chess!
- More bike racks.
- more green - grass or a garden
- more green and growing things!
- put up a bike sign!
- More green features. More signage. Better connections on adjacent roads going east-west.
- More green paint
- More ____?
- Need a full network
- More greener or lawns..
- More lighting
- More lighting to improve safety (re: homeless)
- More maintenance.
- More marked crosswalks for peds.
- More must be done to make Vancouver Street friendly for cyclists.
- More notification about it.
- More plants, expand concret to earth/ gardens
- More signage for cars
- more signage for cars?
- More signage, earlier in the routes.
- More street lighting, quite dim right now.
- More trees and shrubs
- More trees planted.
- Move the cross walk to the corner of Rockland and Vancouver (on the west side)

- Move the crosswalk further south on Quadra so it aligns with the greenway. Also, widen the crosswalk and paint wider crosswalk stripes so it's really visible. Cars sometimes do not stop for pedestrians at the crosswalk in the current setup.
- My comment above regarding having more of a level street and curb would be nice.
- My office is on Broughton so we are very near the park. And I live nearby. We don't use the park because it used to have a lot of garbage, sometimes needles and certainly cigarette butts from homeless people. The road really had nothing to do with this.
- n/a
- N/a
- n/a
- nada
- nil
- no
- No idea
- Not much because of the big buildings that are aligned.
- Maybe a street food truck festival?
- Not sure
- not sure
- Not sure.
- Nothing
- nothing
- nothing
- Nothing
- Nothing beyond expanding the park into the street area.
- Nothing comes to mind.
- Nothing for this section.
- Nothing needs to be done on this section, but the rest of Rockland could use speed enforcement. 50 is the normal speed, even though it's posted at 30kmh.
- Nothing occurs to me - the fact it exists is fabulous!
- Nothing that I can think of. However, I would love to see bikes lanes installed on the rest of Rockland or Richardson or even Fairfield Road.
- Nothing, I hope
- Nothing.
- Nothing. Save the tax money for other necessary projects.
- nothing...it doesn't go anywhere...
- One of those nifty Bike stations with pumps and tools that Saanich installed. Come now,

this is Victoria, we are way better than Saanich!

- Paint bicycle lanes on both sides of Vancouver Street between Richardson and Pandora to facilitate bicycle movements onto other bicycle routes
- paint road excitingly
- paths CLEARLY designated separately for pedestrians and cyclists
- Pedestrians have a sidewalk on either side of this section of Rockland so the closure does nothing for them. There is more than enough room for both cars and cyclists to co-exist safely on this section. Besides, you can count the number of cyclists who use this section daily on one hand.
- Pedestrians have sidewalks and who cares about cyclists? Cyclists have been given too much consideration for the small percentage of the population they represent
- Perhaps a pedestrian activated light for the crosswalk across Quadra? People seem to just walk right out without looking and a light could help with visibility.
- Perhaps a traffic calming approach or Woonerf approach could be implemented. This would enhance the pedestrian and bicyclist experience but not exclude the connection through for people in cars and vehicles.
- Picnic tables/ benches/grass
- please remove the barricades and turn it back into a road
- Police walkthroughs, brighter lights
- Protected left hand turn pocket off of Quadra for cyclists. Wider bollard spacing and bollards further back from intersection to allow for smoother turns.
- Public art, benches, etc
- Pull up the pavement and extend the green space, excepting a bicycle lane.
- Put a bike lane down the one side. I notice no one walks down the blocked off area...everyone uses the sidewalk...why not put a bike lane down the one side and leave the lane open for cars to pass.
- Put in a playground or some kind of interesting structure to make it a little less morbid and more inviting a space.
- Put in lights to stop traffic for cyclists on either end.
- PUT IT BACK THE WAY IT WAS!
- Put it somewhere else... maybe on Mason st, the one-way street on the other side of pioneer square. Make that a bike only laneway.
- put paving stones in instead of road pavement to absorb rainfall by the surrounding trees and plants; put more trees and plants for shade and beauty and benches for rest stops for those who need a bit of respite in their travelling.
- RE-OPEN ROCKLAND
- reduce the speed limit, add separated bike lanes.
- Remove enough pavement that it no longer looks like a road.

- Remove part of the road and replace with plants.
- Remove road, add fountain, sculptures
- Remove some of the tarmac - close more roads
- Reopen the street to car traffic. Choose a different street, one which already has significant through-traffic. Learn a little about urban planning before making decisions, and attempt to get an understanding of the area before you make them.
- Return it to its 'natural state'. (Which is probably not what you would mean by this.)
- Rip up pavement except for a smaller bike path
- Rockland was always available to pedestrians and cyclists before. I used it many times in cars, on a bike and walking.
- Safe crossing Quadra and Vancouver. Many cars don't see bikers
- seating, greenspace, making it welcoming to use for placemaking and public enjoyment
Space for a bike corral? Could it be used for market space? Live music? Summer festival? (Rifflandia venue?!)
- see #7
- See #7
- See #7
- See #7
- See #7
- See above
- see above
- see above
- See answer for #7...less pavement.
- See answer to #7, above.
- See my answer to Q7. Close the entire section or open the entire section.
- See my answer to Question 7 above.
- See note #7 re controlled intersection at Burdett to allow and facilitate safe left turns.
- See question 7 answer.
- Seems good
- Separate Danish - Copenhagen style bike lanes.
- Separate pedestrians from cyclists
- Should not just be for pedestrians and cyclists
- Show me a design that incorporates the space between the Cathedral and The wonderful grand job on Pioneer Square
- Sidewalks along the south side of Rockland in this block could be improved and made more accessible.

- Signage, more seating, paving
- Since pets cannot go on the grass, we have to try to keep them on the narrow sidewalk, but cyclists drive on the far right side of the street making it hard to walk a pet in this area. We're always watching out for cyclist - made even worse when some think they have full access to the sidewalk. Perhaps painted lines keeping cyclist closer to the centerline and keeping them off the sidewalk. This is really only an issue because of the restriction that prevents dogs from going onto the grass (and the only sidewalk is on the park side)
- Slow traffic to 30 km along Vancouver.
- Some benches and greenery.
- Some bike racks for parking your bike, and visit restaurants and local shops. What about coin operated bike rental machines.
- specify location of a cycle path and walking path; designate remainder for park land or public square
- Speed bumps for the cyclists -- or some other feature to keep bicycle speed low. .
- Street art
- The City fails to show why enhancements were needed in the first place. High cyclist volume? High rate of accidents?
- The crosswalk could use a touch operated flashing light to indicate when someone wants to cross.
- The park has drug users so I don't use it after dark. Not sure how to fix this except to have more patrols.
- The pedestrians can walk on the sidewalk . . that stretch of pavement that was meant for walking. There is plenty of room on the sidewalks . . why do they need the road?
- The space could benefit from a map billboard to show commuting routes.
- The state of the pavement on Rockland near Fort is terrible, especially on a bicycle.
- There are other areas around the Castle and Government House where similar traffic limitations should be made.
- There is no need to further enhance this section. The money could be better spent elsewhere where there is more pedestrian activity.
- This survey was manually entered and appeared to be missing the second page
- Tie in access through Vancouver St for bikes and pedestrians. Continue walkway feel.
- vegetable boxes and other forms of place making
- water fountain, nice places to sit plantings
- Wayfinding signage being added and more green space rather than asphalt.
- We are walkers and feel there is excellent pedestrian and cycle access. Too much catering to cyclists
- Well, pedestrians could stick to walking on the sidewalks. Imagine?!

- And cyclists could abide by the rules of the road. Imagine that too?!
- What about those of us who cannot cycle? We can't walk everywhere.
- What more can be done?! This is a stupid question.
- Who cares
- Who cares
- Widen the sidewalks. Open the god damn road!
- Works for me.

Total Respondents: 402

Q10 Do you have any additional comments or suggestions?

- 0
- - This greenway is great and should be made permanent!
- - I live three blocks down from Pioneer Square and walk through the square at least once a day. I love this greenway - great initiative!
- - It's great to see the City taking real steps to improve wa
- 1. The survey design could be improved by allowing selection of several items in some questions, e.g. Question 3
- 2. If the City places much weight on online surveys, they should be much better advertised to ensure greater awareness, opportunity for better sampling of opinion, and avoidance of abuse by interest groups.
- a very bad corner before . traffic has a bad habit of crowding at this location .
- All the closure of Rockland has done is give additional security & privacy to the drug users to sit and shoot up and leave their needles in the grasses, & smoke dope & now makes it unsafe for adults or children to enjoy any of the park...any day...any time. Greenway made safer & more enjoyable for pedestrians??? What a joke
- Although I mostly walk downtown, I do empathize with the drivers frustration around this Burdett and Quadra intersection. Too often, almost daily I see and hear the angry frustration between drivers trying to make the illegal turn and impatient, even self righteous reactions of drivers behind them that only increase the risk of accident by emotionally forcing the turning driver to take a bigger risk than their objective reasoning would prefer. Removing the left turn sign would eliminate this dangerous dynamic which ticketing has not remedied. Personally, I don not want to see more traffic passing in front of my home but then I don't want to see unnecessary conflicts or worse yet, accidents. I have spoken with engineers about this who have come and taken measurements to apply to theoretical models which is fine. But there is no substitute for actual experience over time as to how effective these theories are in real life. Even the

accident statistics and descriptions do not reveal all that is involved or what stress- full human dynamics are playing out. I hope you will consider the insights I am sharing as additional information regarding this problem and finding a solution. It is my opinion that something needs to change sooner than later.

- As above
- Be bold, follow staffs advise, and enable this type of project to be completed.
- Be proud and promote that it's a bike route. Could even make it 30km along there so that cars aren't jerks when passing cyclists.
- Blocking one short space is not a solution at all. Open it back up and rethink this strategy.
- City staff have done great work on this project to date.
- Clarification of my interest: past citizen of Victoria. Fully intend to retire in Victoria when my skiing years are done. Will continue to bike wherever I can as long as I can!
- Close off Government Street, too!
- Close the corresponding section of Meares to through traffic. Give access the driveways of the buildings on the Fort ST side.
- This puts the new green space in the SUN rather than in the shadow of the cathedral. This will make it a much nicer place to walk and bike.
- Closures such as this are cost effective ways at improving active transportation. More should be undertaken.
- Connect this street to other parts of the cycling network like Richardson and Vancouver so cyclists can find calmer routes through town
- Connecting this greenway to a cycle route on Vancouver St and beyond.
- consider closures, try summer months trial, on Government. Be bold, be courageous!
- Consider more closures of this kind in the city. I would like to see a city where the car can have access but doest rule.
- Disgusted with (once again) City Halls' waste of resources on a tiny park with little draw for the vast majority of the city's residents. This work is so not needed.
- Do it elsewhere! Please cut down on vehicles short cutting through residential streets! Drivers criss-crossing through grid streets drive very fast and often don't stop at stop signs when cornering. I see this at many streets that connect to Fairfield and Dallas Rds.
- Don't capitulate to vehicle owners
- Don't restrict access or parking too much or people will flock to the malls and our lovely downtown will suffer. Overall I have nothing against this greenway, but wonder about the impact on the area.
- Ecosystem considerations. Why not reclaim some of the area for native vegetation and parkland

- Even though i am a pedestrian and occassional cyclist here, I feel it is more important that the road be open to vehicular traffic. Without this avenue, it is not easy to turn left into the area without going several streets down (Meares is one way the other way). There is not a lot of traffic; I feel it more important it be left open to cars; pedestrians wold prefer to walk through the cemetary anyway; and bicycles can still use it.
- Expand trial road closures throughout the city. Copenhagen and other cities have had great success implementing "road diets" where road space and parking is incrementally taken away from cars every year and given over to pedestrian and bike space or other public uses. It is proven that far from worsening congestion, people gradually adjust their travel habits in response to such measures. The result is modal shift away from cars towards active transportation, and lower city costs to maintain ever less amounts of road infrastructure.
- Extend a bicycle lane up Rockland to Linden Avenue then along Richardson to Davie Street.
- Extending the greenway or painting in cycle paths and more signage.
- Find a way to welcome wild animals and birds - place educational materials of some sort about how to live alongside wild creatures - try to get the message out that 'inconvenience' to humans does not warrant 'removal/cull'.
- Get rid of it please.
- Get your head out of your collective asses and open the fucking road!!!
- Good effort and wishful thinking, but useless. It must have been a political decision, not based on peoples needs.
- However, the park looks much nicer now. (nothing to do with the street closure)
- Greenway Selkirk ave from Sunnyside yo Arm
- I also greatly appreciate the recent improvements including side walk and cross walk at Rockland and Vancouver. This was always one of the more frightening crossing of my commute to and from down town Victoria.
- I also would like to see a controlled crosswalk installed at Brougthon St across Quadra St. that could be controlled by both pedestrians and cyclists so the can safety turn left. This would encourage less j-walking here and facilitate a safer left turn onto Quadra for cyclists. It may even reduce the speed of vehicles along Quadra.
- I am glad to have an opportunity to make my views known and welcome the chance to continue to do so.
- I am primarily a driver due to work, and am happy to see these kinds of road closures that makes biking and walking more safe and enjoyable.
- I applaud the city for this small action and hope to see other areas undergo similar re-visioning.
- I appreciate these road closure experiments the city is doing. I hope to see more.
- I believe it is timely and very important that the City of Victoria start to seriously create more bike separate roadways. My friend got hit by a cop car the other day! No matter

who you are it just doesn't seem like a safe idea to keep cyclists and drivers on the same road. They are too different vehicles to be sharing road space it seems. Please seriously start to develop Victoria into a safer place to encourage cyclists in the city. :D

- I commute by car about 3 days /wk. to my office on Courtney St. There is no noticeable increase of traffic on Quadra and my lunch time walks are made more pleasant.
- I don't understand the stated benefit of increasing green-space by having it right from the Cathedral through Pioneer Park. Pioneer Park was already a lovely little urban gem without road closure. The closed road, being on the north side of a tall building is always in shade - not a place park users or pedestrians would want to linger, especially if bicyclists are riding along the road.
- I strongly object to the Parks Dept/City of Victoria increasing our property taxes, by fiddling with roadways in parks (Beacon Hill Park and now Rockland Ave.), to solve imaginary, theoretical problems, and in fact to create new, larger problems which they have not thought through. It's almost as if the Parks Department is searching for ways to spend money to illustrate their power and importance! I know of no widespread public consultation before Rockland Ave. was closed - this makes citizens feel powerless!
- Also, regarding the survey questions: re. frequency of usage of Rockland Ave., the categories jump from "a few times a month" to "a few times a year". As a pedestrian I walk through Pioneer Park once or twice a month. That doesn't fit in "a few times a month", but it is oftener than "a few times a year" (which I had to check off) would imply.
- Thank you to the Parks Dept. for maintaining our wonderful parks and playgrounds, and for the beautiful garden plantings throughout the parks and the city. Please don't extend your activities to our roads!
- i have always thought Government Street from the intersection at Humboldt up to Fort or View should be closed to cars. It could be a BEAUTIFUL green space, where caf  s have their tables on the 'street', fairy lights strung across the space, buskers with music...like Lincoln Avenue in Miami. Tourists just walk out on to Government as if it is car free (they assume it is...seems like it should be) and are shocked by approaching cars.
- From December 1st through December 24th we could have a nightly 'parade' with dancing, music, drumming, fake snow...like they have in Bellevue, Washington...their 'Snowflake Lane' parade draws thousands of people to the surrounding restaurants and shops, and is an awesome memory maker for families. Victoria could easily have that parade in the Government Street greenway.
- (I understand there would be lots of restructuring for cars...delivery trucks to Government Street businesses, and those on Fort between Douglas and Government (perhaps that section would be two-way traffic instead of one-way...like Courtney Street is there).
- I have been living here for the past 5 months, and I find quite peaceful in terms of vehicle noise.
- I honestly think this is somebody's "good idea" gone wrong. It has caused a lot of

inconvenience, and a waste of taxpayers dollars.

- I hope the greenway stays. It has improved the neighborhood.
- I like the idea. As a frequent user of the area, I appreciate the reduced vehicle traffic. But as a frequent commuter, I find it a frustrating and ill conceived effort.
- I live at Rockland and Vancouver and I find this closure a pain for when I do have to drive some where it is especially bad when returning home, cause you can't turn left at Burdett when going south bound on Quadra.
- I love it that we are doing this kind of thing. I would like to see more of these throughout the city.
- I once watched a large delivery truck trying to back up the closed section of Rockland to make a food delivery to Mount Edwards. The intersection was blocked for several minutes as it manouevered back and forth. Obviously large vehicles cannot go in front first as there is no where to turn around.
- I see very little negative about this but would like to see the continuation of the improvemtn to Pioneer Square itself.
- I strongly believe that the Rockland closure should be reopened.
- I think bicycle paths or greenways are great, if they're chosen well. I don't know how useful this short section of Rockland is. Regarding bicycle pathways in general, they should be on QUIET STREETS, not on highly-trafficked bus arteries (e.g. on Vancouver St not Douglas). But I strongly support greenways in general. Thank you for welcoming input.
- I think closing this street was a ridiculous idea. Victoria has plenty of green spaces - and this street is in the centre of the city. Pioneer park is not a well attended park, except by drug users & homeless. Closing the street has not changed that fact.
- I think the closure was overkill and that traffic calming measures such as those on Leighton Rd (Jubilee area) would have been adequate.
- I truly do not see any real benefit from this change, and would be quite happy with it returning to previous confiuration.
- I use Rockland Avenue as part of a running route, so it is nice to be able to use the road rather than the sidewalk. However, it is such a short distance that is closed to traffic that it almost seems pointless, at least for my purposes.
- I wish city council would take on projects that are actually needed in this city, rather than trying to invent needless ways to spend our tax dollars.
- I would have thought that the City would have learned from its Beacon Hill Park road closure debacle. Apparently not. Return it to its previous multi-function purpose with some improvements, if possible, for bicyclists and pedestrians. I really wonder about the priorities of Parks when the funds required for this could be used for improvements that are necessary in existing parks e.g. The checkers pavilion on top of Beacon Hill.
- I would like to see the city build more infrastructure for pedestrians and cyclists. I drive, cycle (with kids) and walk downtown. Nice to have a choice off ways to get around

town, safely.

- I would like to see Vancouver Street developed as a cycling priority road all the way North and connecting to Graham St.
- I would love to see more of these; and/or more separated (not just with painted lines) bike lanes and routes.
- I would love to see more of this sort of project around the city, especially in the downtown area. Victoria likes to pride itself on its "greenness"... this is small (but very significant) step in the direction of real change toward that goal. Greenways encourage many different types of people to use those spaces (encouraging a sense of civic pride and commitment) as well as providing physical/environmental benefits (e.g. improved rainwater retention and drainage, cooling effects, bird habitat, etc).
- I would prefer that it be returned to the way it was.
- I'd love to see more roads converted to walking and biking only in the city.
- I'm so excited that the city decided to try out a project like this and I hope they try more of them in other neighbourhoods!
- If I owned a bicycle I would use the area for this activity as well.
- If I was going to pick a road to close, I would think Broad street would be a better choice so we could have restaurants etc. on the sidewalk
- If there were a few events held there and more colour it would be more inviting. I wasn't aware it was a 'greening', just a blocked road for traffic purposes. Keep it. Enhance it. And... open up Beacon Hill Park again. Used to take our elderly parents through and walk through gardens. Can't enjoy the drive thru to Dallas for their views and navigating the park is confusing. We rarely go there anymore.
- if this is kept closed I would suggest to install some flower pots to brighten up the area
- if you close one road you should look at others (like Burdett) to open so traffic can flow.. the left turn from Broughton to Fort St is way too dangerous, especially with folks coming from the Y
- It is a really beautiful space so I understand the decision to block it off but I don't find it personally better.
- It was a goofy idea. We thought the church lobbied for it.
- It would be great to see a master plan for off street bikeways and greenways so that the city can be traversed without competing with cars.
- It's a car-centered world. Let's not hand over tiny victories like the Rockland greenway back to the car. There are plenty of other routes drivers can take. and things like this go a long way towards making our city the cycling friendly, great place that it is.
- It's fine with me. No inconvenience.
- keep doing this sort of thing!
- Keep it closed please!
- Keep it closed.

- Keep it open
- Keep it up - we don't need all these roads for cars, we need safe places to skateboard, play ball, etc
- Keep it up! Streets need to be more pedestrian and bike friendly.
- keep it with the closure
- Keep up the good work
- Keep up the great work!
- Kudos to Victoria for doing this
- Leigh for mayor!
- Let's do this to more residential roads.
- Let's get serious about separated bike lanes. I cannot think that there is any good argument that says 100% of all roads must be reserved for cars.
- Looking forward to seeing similar enhancements on other Victoria streets
- love it
- Love it! Let's keep it! :)
- Many years ago, your old survey for your pedestrian master plan revealed that Victoria's citizens want car-free zones, but subsequent city plans made NO mention of this.
- Where are our pedestrian free zones? Where is proof of your vulnerable road user priority?
- What are you waiting for, a loved one of yours to be killed downtown in a crosswalk before you take action?
- Come on, get it together!
- Meares between Vancouver and Quadra is one way (east to west). Make Burdett between Vancouver and Quadra one way (east to west) and Make Rockland one way (west to east).
- More closures like these throughout the city please!
- more community vibrancy
- More no car spaces please
- More of the same!
- More of these projects in Victoria please
- more roads closed to cars please. Government, Vancouver, Haultain?
- More roads closed to cars. Concerts and art displays in the park
- More side streets should be blocked off to cars for better walking and cycling. This is a good initiative.
- Move bus stop at the Fort/Vancouver back up to Fort so that cars can turn right
- My impression is that this was a lovely stretch of road that had infrequent traffic, which

was never an issue to pedestrians or cyclists who used it. You've decided to address an issue that didn't exist. I speak as a pedestrian.

- n/a
- nada
- Need more greenways in this city.
- nil
- No
- No
- no
- no
- no
- No
- No thank you.
- No, other than I generally appreciate the City's efforts for trying to increase It's walk/cycleability and limiting traffic. You guys should try this on Government St.
- No.
- None.
- None.
- nope
- Not at this time.
- Now if only there was some easy place to cross cook st on a bike between rockland and fairfield...
- Observation about nearby crosswalks: why are drivers so reluctant to stop at the new Vancouver/Rockland crossing? It's very clearly marked. This isn't an issue at the Rockland/Quadra crossing.
- On the sign outside Pioneer Park which I walk past at least twice daily.
- Only that I read on one of the facebook threads that drivers or someone is arguing that shutting this route off to drivers 'increases immersions'. Any semi intelligent person knows that's a ridiculous argument. Please don't consider that a valid concern for people who are simply losing a short cut to rush through.
- Open the road
- Open the road again or permit a left turn at the next block to save gas and time.
- OPEN UP Rockland Ave. to eastward traffic from Quadra (revert to original 2 way traffic pattern, before closure).
- ALTERNATIVELY, allow left turn from Quadra southbound vehicles on Burdett.
- Our city needs to have a bit of courage. If you want to make it more bicycle friendly, more pedestrian friendly, start restricting the usage of cars in the downtown core. Minor

and ill conceived experiments like the Rockland Greenway demonstrate a lack of resolve (an insignificant street, poorly planned, poorly researched) and conviction in the ideas that could very well transform our city into something even more special. We have the collective will to be the most craft brew, craft coffee, craft cocktail friendly city in Canada. The shop keepers, bar tenders, cafe owners etc. are helped along by making the city more pedestrian and cyclist friendly. These emerging industries help power our economy, keeping the tech companies and the tourists happy. Projects like this one, in their poor and half-baked implementation, demonstrate that the City of Victoria's decision makers lack the resolve and the conviction to make our city better.

- I should end by saying that we have also the opportunity to be one of the most forward, green cities in North America. We can approach this again through the issue of restricting the usage of cars. However, restricting the usage of cars, and altering the flow of traffic, is not something that one can do willy nilly. It requires research, thought and urban planning. When will the city put its back into it and take a bit of heat in the name of setting in motion the plans that will make Victoria an incredible cultural, culinary and athletic destination?
- Our family is 100% supportive of closure like this, that make walking and cycling safer and more accessible. Kudos to the city for these progressive moves.
- Perhaps Vancouver Street could become more bicycle friendly. Lots of cars short cut through it & maybe they could be encouraged to take Cook or Quadra & leave Vancouver for locals, for pedestrians & bikes. It's a beautiful street.
- Plan not working revert back to roadway.
- Please add flashing lights at crosswalk at Quadra
- Please do more of this stuff. We need to take back our streets for the safety of pedestrians and cyclists.
- please don't revert to a car street
- Please don't spend tax dollars making this change permanent.
- Please keep these corridors coming! They are a good stopgap until The Public takes more seriously the need for physically separated bike lanes.
- Please keep this closure it's an amazing great start and a huge improvement in my community.
- Please keep this for cyclists, pedestrians, and other non-car use.
- Please keep this road blocked off to motor vehicles!
- Please make more of these spaces throughout the city where there is lots of redundancy in existing roadways.
- Please open it up again to vehicular traffic.
- Please open the road
- Please please don't let the gray-haired contingent reverse this like they did in Beacon Hill Park! Sometimes I swear City Hall thinks that only old people live in this city.

- PLEASE stop these silly projects. They are frustrating to more people than they are benefiting.
- Please, please keep the closure in effect!
- Please, please, please more bike lanes into downtown. It is unsafe to ride your bike in Victoria.
- Please, stop jamming up the streets - this is just a source of frustration for the residents (this area is not likely a commuter route to Oak Bay or Saanich)
- Plow under the road, remove ugly signs, install proposed site sign with details of the landscaping etc. until the decision to keep the road open or close it and landscape accordingly.
- Preferred it when it was open to vehicles. You've created a glut of vehicles turning left onto Fairfield Road, as you've eliminated the only street between Fort Street and Fairfield Road into which one can turn left legally. I never see pedestrians or cyclists on it. Please, change it back.
- quit closing roads and re-open this one!
- Reopen the street and stop this stupid ideological crusade catering to a very small segment of the city who cycle.
- Reverse the greenway. This is another bizarre way that the mayor has tried to make Victoria more "bike friendly" by reducing the areas on which we can drive cars.
- Scrap this greenway and used the money more effectively!
- should be extended to longer bike/pedestrians only streets, like in other cities such as portland. victoria has the highest per capita bike commuters but lags behind as far as being a bike friendly city.
- Shut Government Street to cars. (Again, I am a heavy driver, who frequently uses Gov St.)
- Since the closure of that section of street there has been a huge increase in vehicle traffic illegally turning left onto Burdett Ave off Quadra St. (I've even seen accidents and cops giving motorists tickets). So if this is going to be a permanent closure then you have to put in lights at the Burdett and Quadra St to stop the madness that is going on there when people panic because they could not turn left onto Rockland.
- Closing down our streets like that is creating chaos for motorists and cyclists. Why can't pedestrians walk on the sidewalks?
- Special (free) Parking Areas for autos, for walkers from other parts of Victoria, suggested walking trails or directions for walkers and site seers
- Spend tax dollars wisely .
- stop closing down roads to cars
- Stop frivolously spending money
- Stop pushing forward the biking agenda
- Stop trying to fix what isn't broken.

- Thank you for attempting the closure, and for the opportunity to fill out this survey!
- Thank you for closing Rockland and making steps towards making Victoria a more walkable and bikable place. Also I think this survey is essential. Still, for future closures I think they should be more attractive.
- Thank you for considering the needs of pedestrians.
- Thank you for doing this and keeping Victoria a liveable, walkable , bikeable city!
- Thank you for doing this, this is a very very small step toward making the city more liveable.
- Thank you for experimenting with car-free zones. We need more to encourage more pedestrian and cycling in the city. Please make this permanent, and consider increasing it by a block, or extending it to Meares as well
- Thank you for improving this most beautiful and historic block of Rockland. I would like to see more of this type of thing (access restricted to bikes & pedestrians only)
- Thank you for making the city (a little) more friendly for people who walk and cycle. More needs to be done but this is a step in the right direction.
- Thank you for providing more foot traffic areas; the down town core gets sooo congested in the summer with traffic, its nice to have somewhere where drivers are not experienceing road rage
- Thank you!
- thanks for closing this street
- Thanks for doing this!
- thanks for making the city more pedestrian and bike friendly. Car drivers do not need unlimited access to all roads for mere convenience.
- Thanks! I love it and use it all the time.
- The closure shows the truly sad state of Victoria's Planning and Engineering.
- The reason this block was closed is because it is entirely not worth caring about"if it was worth caring about, staff would never have had the courage to close it.
- Courage is what is needed, not hiding behind more so-called consultation. We can't know how great this city can be until you build it.
- And this is not building it. This has been a sad waste of time and money that has done nothing to create an active or vibrant street that people will want to spend time on. Why? Again, because you chose a street with no services to activate, and you closed one block. One block. This is pathetic.
- The end result is counter-productive if the aim is to be more ecologically friendly.
- The idea that the closure increases walkability is nonsense ... and forcing local traffic onto other streets is a stupid idea that only an engineer could come up with !!
- The intersection of Fairfield and Vancouver needs a traffic light. It seems most people can't figure out a 4-way stop.
- The Rockland Street closing is a great start... now let's move onto making adjacent

Vancouver Street more pedestrian and bicycle friendly while accommodating local vehicle traffic.

- The work done in James Bay by the wharf is a great use of green space. That could be a model.
- There doesn't seem to be much point to this closure of Rockland. As a pedestrian i don't feel any safer using this section and have noticed that most people walking still use the sidewalk. If you're trying to make people want to be in this area the homeless situation in Pioneer Square needs to be addressed.
- There has been a lot of construction and it seems they are always digging up something in the park/cemetery.
- think that's all..just safe biking and walking around town..
- This city needs much better cycling infrastructure. It is shameful.
- This is a complete waste of money and time. I would like to see a pedestrian only area in a more high profile place where many visitors could use it. (I think lower Gov.t just up from the Inner Harbour up to the Bay Centre.) Look at many examples of this in Europe and throughout the world.
- This is a great start. We need closures like this on many other streets.
- This is one half of a city block street. It makes no sense to me to pretend it helps motivate people to get out of cars and onto bicycles.
- This kind of greenway should be expanded throughout the city. Motor vehicle roads should be very limited.
- This segment of Rockland is a good connector, however Richardson should also be included as a greenway. Richardson is flatter and is a connector through to McNeil. Bikemaps.org shows that it is has higher cycling volume than Rockland does.
- This should become permanent
- This survey was manually entered and appeared to be missing the second page
- This was a great idea!
- This was a stupid idea.
- thousand s
- Traffic calming on Vancouver. It is far too busy for a bike route. Put in some speed humps etc. Make it so cars go on Cook (where they should be!)
- traffic calming, improve bike lane safety on vancouver street. drivers are too fast!
- Use other traffic caming measures such as roundabouts and diverters they work to slow cars and allow for multi-uses.
- Vancouver Street and all bike routes off main streets should be made 30km or 40km speed limit. With some enforcement of course. Johnson St bridge is now 30km but almost no one does it because there is little if any enforcement.
- Very grateful for the relocated crosswalk. I feel much safer now.

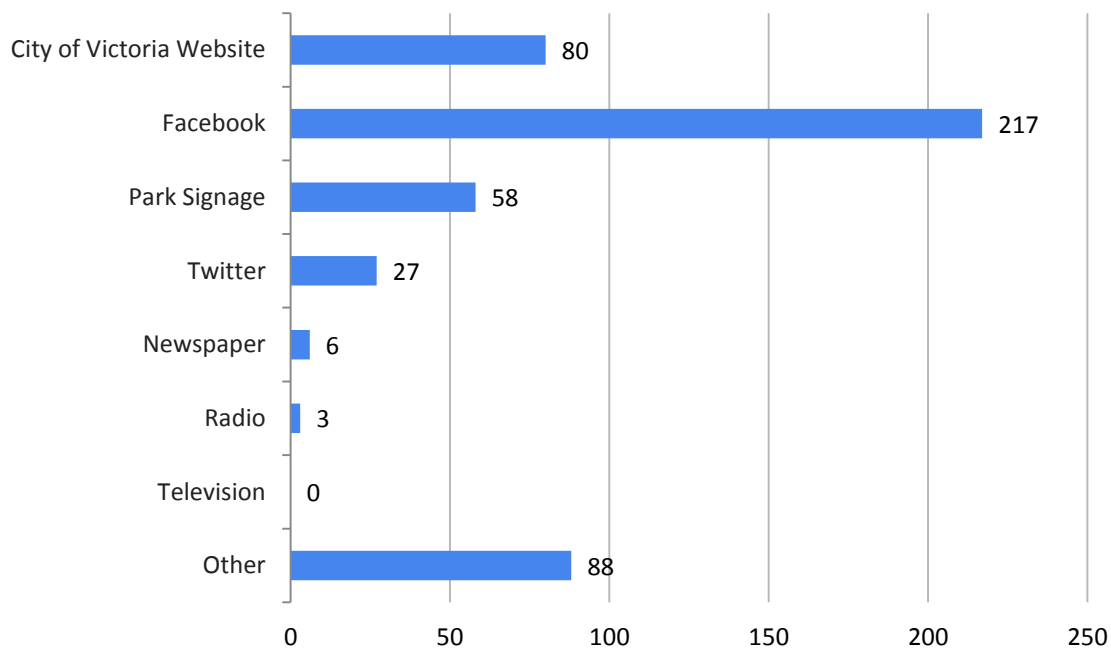
- Victoria in particular and north America in general lags very far behind Europe in creating liveable cities, spaces for humans without cars, alternate transportation systems, mass transport systems, green spaces. It's time the paradigm shifted from one where all transportation strategies revolve around the car to one where cars are secondary to clean, sustainable, healthy transportation choices.
- Victoria needs to do more than add paint to roads. I am also a car commuter some days- so I get it... but as a driver, we need to be separated from bikes & pedestrians.
- Multi-modal transportation options need to be safe for all. How much does the new blue bridge cost? How much does a separated bike lane cost?
- Walkways connect by walking, cycling and other non-vehicular modes of healthy movement of citizens from one enclave to another making Victoria a friendlier and healthier city to live in.
- WE all need more scattered road closures to reduce our love affair with the automobile.
- We need more of these projects in Victoria.
- We need more of these streets. Vancouver St is getting to be dangerous as there is an increase of vehicles that often go too fast. Where are the bike paths for Fairfield rd and Vancouver st. That's what I would like.
- We need more of these, all throughout the City! Identify areas that can become no-through roads, close them to traffic and allow people to feel safe cycling again!
- We need to do more of this.
- What's next, please.
- Why are any of my tax dollars being spent on social engineering projects when valuable infrastructure is falling apart?
- why cherry pick a single block to close to traffic...find a long and winding route for permanence...
- Why don't you leave things alone? There are so many more important matters that need our attention. I do not like the way that our money is being wasted.
- why not make it at least 1 way for vehicles? then you can have a bike corridor without taking space out of the park. I'd hate to be a recycling or garbage truck driver on that street. how the heck do you turn around? I've gotten stuck pulling out of the Y multiple times. have to get to vancouver/cook, but can't turn left on Rockland OR the next street. Waste way more fuel trying to get around the block to go home than it's worth. give us the road back!
- Without a draw for area closures to enhance the area shutting down roads aren't useful. If you want to make a pedestrian area Government St would be a better candidate.
- Worry about the garbage and people living in the park and not about the road.
- Would love to see more of this around town where feasible. Love it!
- Yes - do something about vehicle speeding on Rockland Ave, especially east of Cook St. I walk this road every day and it is not safe for pedestrians or cyclists due to

speeding. Rockland Ave. is a 30km zone but most drivers go 10-20K over the speed limit. I see close calls all the time when speeding cars try to pass bikes, especially on the several blind corners that exist there. Closer to Govt House, deer are a hazard for speeding cars. Better roadside signage would help a lot, since the current speed limit signs aren't very noticeable. I also think white painted speed limit signs on the actual asphalt (like a school zone) would help a lot. I've already noticed that cyclist and pedestrian traffic has increased since the greenway changes were made - something needs to be don't to make the rest of Rockland Ave safer. thank you

- yes, to keep Victoria healthy and vital, developers need to provide space for more neighbourhood green space, as well as adequate parking for residents, any new businesses and those tourists who come into the local areas.
- Yes, unblock Beacon Hill and revert to the original traffic patterns there. Stop faffing about.
- Yes. Remove the bollards and stop wasting my *&^\$%\$^ing tax dollars.
- you are doing a great job
- **Section 22**
- You call it a green space and therefore should be green; ie: grass, plants

Total Respondents: 401

Q11 How did you hear about this survey? (Please select all that apply)



Total Respondents: 440

Other:

- A friend put it on FB
- a friend told me
- Asked where could voice concerns
- Bicycle list-serve.
- btww
- bus signage
- Business Associate
- Christ Church Cathedral
- Christ Church Cathedral
- City employee
- co worker advised
- CRD E-mail notice
- Direct email from GVCC
- email
- email
- email
- email
- email
- Email from friend
- email from GVCC
- Emailed from a friend
- Facebook
- Facebook
- Fairfield Community Centre
- family
- feiend told me
- forwarded by others
- friend
- Friends and coworkers
- from Nick at planning.
- Greater Victoria Cycling Coalition
- Greater Victoria Cycling Coalition
- GVCC
- GVCC
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- GVCC
- GVCC
- GVCC
- GVCC - email
- GVCC email
- GVCC email
- GVCC email
- GVHA Harbour Currents email.
- Harbour Currents
- I was at the session
- interested friends
- Internet
- It was emailed to me
- It was hard to find on the site! I heard about it at a community meeting.
- John Luton
- John Luton
- Lorne Daniel had copies at an event in the greenway
- mayor's email
- Mayor's news e-mail.
- neighbour
- Old Cemeteries Society
- Passing by as a ride through many times daily
- Public open houses
- Rode by (2nd survey)
- Saw us
- spouse
- Trans-form Speaker Series
- walk by
- Walked by
- Walked by
- Walked by

- walking by
- Walking by
- Walking by
- We keep in close contact
- word of mouth
- word of mouth
- word of mouth
- Word of mouth
- Word of mouth.
- word-of-mouth

**Leigh Sifton**

From: Michelle Harris
Sent: Friday, Oct 11, 2013 10:16 AM
To: Leigh Sifton; Doug Demarzo
Cc: Julie MacDougall
Subject: FYI - FACEBOOK post re: Pioneer Square upcoming pilot partial road closure / BHP bollards pilot update

Thought you may want to include this in your public consultation file on Pioneer Square. It was posted on the City's wall late yesterday.

Section 22

I heard you are planning to close off Rockland Avenue by the cathedral. What a terrible idea! That is my family's main route to and from the Fairfield area to downtown, we use it many times per week. Meares is one-way, Fort is one-way, you can't turn left from Quadra onto Burdett, nor left from Burdett onto Quadra. Pray tell us how we are to transport our vehicles from home to downtown now? Stupid stupid idea. You are forcing us to drive much farther than necessary and make unnecessary left turns. In years past I have also picked up and dropped off residents of Mt. Edwards. How will that be accomplished now? And when are the bollards coming down in Beacon Hill park? Another stupid idea. Was it not for a trial period? Are you going to be closing all the roads in the city soon?
16 hours ago

When are you going to GPC with the results/recommendations for Beacon Hill Park? The second part of her post asks when the bollards in BHP will be coming down.

Thanks,
Michelle

From: Section 22

Sent: Thursday, Jan 9, 2014 5:48 PM

To: Parks (Public Inquiries)

Cc: Mayor (Dean Fortin)

Subject: your THREAT to close yet another vital roadway between Quadra and Vancouver as mentioned in today's newspaper.

I am totally opposed to your closing the road between Quadra and Vancouver as mentioned in today's paper. That road is just a road. Whoever thinks up this stupid greenway idea should be out fixing the potholes on Richardson Street between Durban and Moss and stop trying to close down vital links of roadway.

I live on Richardson and have lived in the area since Section 22. Who are you to close my road for cyclists and walkers only? There is a sidewalk for walkers and the cyclists should not get preferential treatment. Is this a YMCA lobby you are falling for? I am a Section 22 and I need that road to stay open. I pay taxes and it is a vital link. You have Meares going only one way and there is no left turn onto Burdett which would leave me driving up Fort which is a nightmare of traffic or going all the way down to Fairfield to get to my home on Richardson St.

Please leave what has always been a vital road alone. Who the Hell are you people anyways to change long established routes of the citizens? This makes me furious!!!!

Section 22

From: Section 22
Sent: Monday, Jan 13, 2014 2:19 PM
To: Parks (Public Inquiries)
Subject: Rockland Avenue Greenway Enhancement and Road Closure - Request for Feedback

Attention Project Leader, Rockland Avenue Greenway Enhancement and Road Closure

As we will be out of town on the date of the proposed information session, please accept the following for consideration in your summary of feedback received from the scheduled January 21 st 2014 public meeting:

1. **We are in full support of both the intent and details** of the Rockland Greenway Plan and Road Closures as announced and published to date. We believe that closure of Rockland to through traffic will mitigate the conflict presently existing both between pedestrians crossing in the Quadra Street crosswalk and southbound Quadra Street traffic attempting to turn eastwards onto Rockland, and also between pedestrians crossing both Rockland on the east side of Quadra then crossing Quadra in the crosswalk.

2. The removal of the marked crosswalk on Vancouver Street at the crest of the hill at Burdett Avenue appears to have resulted in an increase in vehicle speeds for both northbound and southbound vehicle traffic on Vancouver Street. Cathedral School on Vancouver Street is one of the few elementary schools in greater Victoria which abuts an arterial/major collector roadway upon which the posted vehicle speeds are not limited to 30 KPH.

Because vehicle sight lines are reduced buy the presence of the crest of Vancouver Street hill at Burdett Avenues, **we suggest the vehicle speeds be posted as reduced to 30 KPH between the intersections of Vancouver and Mears Streets to the intersections of Vancouver and Richardson Streets for both north and southbound traffic.**

3. With the removal of the marked crosswalk at Vancouver Street and Burdett Avenue, we have noticed that the are numerous eastbound pedestrians on the south sidewalk of Burdett who turn southbound on the sidewalk on the west side of Vancouver Street, then, as they progress downhill, jaywalk across Vancouver Street between the crest of the hill at Burdett and the bottom of the hill at Richardson. Visibility of these persons on the roadway to southbound vehicular traffic is limited by the crest of the Vancouver Street hill. During weekday nights and all day and nights on weekends, pedestrians crossing the Vancouver Street slope are further obscured to both north and southbound Vancouver Street traffic by parked vehicles on both sides of Vancouver Street.

We suggest that an additional marked and lighted crosswalk be added to Vancouver Street at the intersection of Richardson Street.

The segments of the above project completed to date, i.e. the clean-up in Pioneer Square, look good.

In addition, the repairs to sidewalks on both the east and west sides of the intersection of Vancouver Street and McClure Street have been well done by City crews with minimal inconvenience to either vehicle traffic or adjacent residents. As a result of the visibility constraints outlined above for Vancouver Street immediately south of Burdett Avenue, it should be noted that **City of Victoria crews reduced and posted the vehicle speed limits down to 30 KPH for the full duration of the sidewalk reconstruction initiative.**

Thank you for the opportunity to provide input to your information meeting. Residents in the affected areas truly appreciate the thoroughness and consideration of City of Victoria staff in designing and implementing these initiatives. Please keep up the good work.

Section 22

From: Section 22

Email

Reference :

Daytime Phone : Not provided

Closing off half of Rockland is the most inane idea. This enlargement of the green space only provides more space for the drug sellers and users. It also provides less access for cars and I realize this is the purpose of City of Victoria. Have you noticed increasing vacant store space downtown???? Downtown is falling apart thanks to decisions from City Hall.

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please notify The City of Victoria immediately by email at publicservice@victoria.ca. Thank you.

IP Address: Section 15, Section
22

From: Section 22
Sent: Saturday, Jan 18, 2014 1:42 PM
To: Parks (Public Inquiries)
Subject: Rockland Ave. Greenway

I may not be able to attend the open house so I take this opportunity to thank you for the work done thus far.

The relocation of the crosswalk is a major safety enhancement, and I thank you for making this a priority in the revitalization of Pioneer Square. I, and the many other people who cross there, can do so with much greater confidence.

I look forward to the opening of the greenway, and the re-routing of vehicles to roads designed for higher traffic volumes.

Regards

Secti
on

Section 22

City of Victoria
1 Centennial Square
Victoria, BC

January 21, 2014

Dear Mayor and Council

I received your Information Session leaflet about the Rockland Ave Greenway Enhancement and Road Closure.

I am opposed to yet another closure of a road in Victoria. The city council is turning our road system into a corn maze! How difficult it must be for tourists trying to navigate all these road that are blocked off not to mention the gardens in the middle of the roads, bike lanes etc.

Your leaflet indicates that this is being done to increase Victoria's walkability, improving this cycling corridor and for the community to experience the enhanced greenway.

I walk through Pioneer Park 10 times a week on my way to and from work and I fail to see how closing this road is improving the walkability of Victoria. I am perfectly happy walking through Pioneer Park just the way it is and closing the road is not going to enhance my walk. I also don't see that shutting down a small portion of the road to cars is going to improve the cycling corridor. This is just a bunch of utter nonsense!

I also drive this road as I find that it is the shortest, safest and easiest route when I'm going downtown to my bank on Courtney and Douglas or the Library, Bay Centre etc. You are not going to force the traffic to Fort and Fairfield Rd. I try to avoid using Cook St as it is very busy at certain times of the day and it is also difficult to make a left turn onto Yates St. I will end up using Burdett if Rockland Street is blocked off.

I also use this route coming home by car sometimes as I come along by the YMCA and turn right onto Quadra and left on Rockland as you can't make a left turn onto Burdett. Going down to Fairfield is not the most direct route to my home.

I know that you have had information sessions in Pioneer Park, but did you ever take a count of how many cars use this road every day?

Have you even asked any of the drivers where they are going and why they use this road?

Have you asked the drivers that pick up the garbage from the apartment how it will impact them?



*This pretty much sums it up.
City councils decisions are a joke!*

436537 B.C. Ltd.
 #101 905 Burdett Avenue
 Victoria, B.C.
 V8V 3G6

Parks Dept. of Victoria
 #1 Centennial Square
 Victoria, B.C.
 V8W 1P6

August 1, 2014

Dear Sir or Madam:

I am writing to give you information about what negative effects have been encountered by myself and my tenants after the closure of Rockland Avenue for the bike passageway. With our location I believe that we may be the only major property affected by such closure.

I own the black & white apartment block at 905 at the corner of Burdett Avenue and Quadra Street. I am President of 436537 B.C. Ltd which runs La Maison Blanche Apartments. My office for such is situated on the ground front floor facing Burdett Avenue. Since the closure of Rockland Avenue there have been four major problems:

1. The traffic on this street has increased considerably. It is not the quite church neighborhood street it used to be with cars only coming up and down for parking purposes. I have also noticed a lot more cyclist on this street. Why are they not using the other one?
2. Now that it has become a major thoroughfare, cars **speed** down the road trying to make up for lost time by going around or because it is a wide street. This has become a concern for parents picking up Christ Church school and daycare children. Also for those double 'parking' while they wait for a car to pull out of its spot on the street.
3. Those drivers who either don't know about the closure, until it is too late, and **do obey the NO LEFT TURN** sign onto Burdett, will drive down to the back entrance of our block's parking lot and try to turn around in a contracted space. The problem is that visibility going downhill on Quadra street is restricted because of landscaping that is required to protect a huge B.C. Hydro transformer on our property. The angle to which one has to come in at and the necessity of avoiding traffic racing up Quadra hill means that extra care must be taken. We here all know what to do but diverted traffic does not. There have been a few near misses. Then there are the ones who **disobey the NLT signs of which there are two**. There has been a considerable increase in offenders. This fact can be confirmed by the number of tickets that parked and partially hidden police officers have given out in a short period of time. I'm sure

you can check with the Police Department. When asked what the fine was, one officer once told me there were two different ones - at that time one was \$75 and the other was for \$95. Don't know what it is now but it is surely making money for the city coffers while I pay for damages on the boulevard and sidewalk in front of the building.

4. Another major problem is what drivers do in order to turn around to get into a parking spot. They either enter Burdett and then have to turn around to park on left side or they come up from Vancouver Street and then need to turn around for a spot on the other side. This means turning around in 'my' large 3 minute loading zone. I call it mine because I pay over \$900.00 per year Boulevard Tax. Smaller cars will stay on the road but trucks and SUVs think they can just drive up over the curb onto the wide entrance sidewalk and/or the grass. Years ago I asked the city to install cement pads on either side to stop mud and grass damage. They agreed it was necessary. Unfortunately, the area has become twice as bad and ugly looking (**see the photo**). I am rather annoyed that I have to have this ugliness in front. For the above mentioned money I used to get the boulevard cut and watered regularly and the street swept along the curb. Now it just looks crappy. (see other photo). I did write a letter a couple of years ago to the Property Assessment Board about not getting much work done so requesting a reassessment of tax but they said to talk to the city. I did but no one took the time to respond to my letter or request.

During the length of time that it has taken me to compose this letter, 3 trucks have turned around right up onto the lawn, 8 cars have whizzed by and 6 bicyclists have gone by - 2 without helmets. Have, before, seen police ticket bikers for this when parked out front by the church driveway 'hiding' spot. Obviously they don't know or want to use the Greenway road so has it really been worth all that money which could have been used for Park's workers to clean up weeds along street curbs. Seeing it grow worse every day when coming into work especially along upper Johnson Street going out of the city and Pandora coming in to the city, but that is another problem not connected to this but note worthy.

In closing, I hope you will give thought to my letter when final decision is made regarding closure. Again, it is the specific location of my building that has made us probably the most affected by the change. I assume I am the only property owner directly affected but by paying over \$32,000.00 Property Tax, I feel some consideration should be given,

Thank you for your time in reading the above letter.

Yours truly,



President, owner 436537 B.C. Ltd.



From: Hall, Stuart [<mailto:head@cathedralschool.ca>]
Sent: Friday, January 02, 2015 12:59 PM
To: Leigh Sifton
Subject: Re: 900 Block Rockland - Pilot Closure

Hello Leigh,

Just returned from Christmas holidays and saw this email far down the page. I realize that the deadline has passed, however, here are my thoughts briefly.

1. Much easier and safer now to cross Quadra from the YMCA to the park at Rockland.
2. Quieter now for the school due to reduced traffic on Rockland.
3. Safer for school students who often run laps around the Cathedral Hill block. The Rockland sidewalk is narrow and close to the road, so having reduced traffic increases safety.
4. School students use Pioneer Square more since it has been enhanced and cleaned up.
5. We have noticed more employees from nearby businesses using Pioneer Square more often for brown bag lunches, etc. This helps make Pioneer Square friendlier and safer.
6. I have had no complaints from parents about not being able to access Rockland from Quadra.
7. Overall the closure has been an improvement.

Thank you Leigh.

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

"I saw the angel in the marble and carved until I set him free."

-- Michelangelo



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V8W 1P6
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