



Governance and Priorities Committee Report

Date: April 24, 2014 **From:** Julie MacDougall, Assistant Director, Parks
Subject: Beacon Hill Park Transportation Management Plan – Revised Budget

Executive Summary

The purpose of this report is to seek approval of the revised project budget for implementing the approved traffic flow measures and multi-use bike lanes identified in the Beacon Hill Park Transportation Plan.

The total estimated budget to install a combination of permanent and temporary traffic flow changes and multi-use trail features is \$89,650, including contingency. This work has been identified in the 2014 budget submission and no additional funds will be required to implement this project.

Recommendation:

That Council approves the revised project budget for the implementation of the Beacon Hill Park Transportation Management Plan.

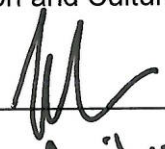
Respectfully submitted


Julie MacDougall
Assistant Director, Parks


Kate Friars
Director, Parks, Recreation and Culture

Report accepted and recommended by the City Manager: _____

Date: _____


April 17, 2014

Purpose

The purpose of this report is to seek approval of the revised project budget for implementing the approved traffic flow measures and multi-use bike lanes identified in the Beacon Hill Park Transportation Plan.

Background

In 2001, the Beacon Hill Park Management Plan was approved and one of the key recommendations was the development of a traffic management plan for the park. The overall objective is to minimize vehicle traffic in the park and promote a safe and pedestrian-friendly environment.

In September 2011, Council received a report based on best practices and community consultation that recommended 22 traffic and trail changes in the park. Council requested a pilot program be implemented and reported back.

Commencing in August 2012, a Council directed one year pilot program was implemented during which public input was gathered. On December 12th, 2013 Council resolved to undertake a number of changes including permanent changes along Circle Drive and Chestnut Row and temporary changes along Bridge Way to allow for one-way vehicular traffic with temporary infrastructure to allow for a multi-use trail.

Council's Specific motion was:

That Council, subject to the approval of the revised budget:

1. Adopt the piloted changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent with the exception of a portion of Bridge Way between the washroom buildings and cricket pitch.
2. Approve the replacement of the temporary infrastructure from the pilot with more aesthetically pleasing and permanent traffic calming features.
3. Approve formalizing a scenic drive through the park using road markings.
4. That staff plan to implement on a permanent basis only those changes common to options 1 and 3.

Improvements within Beacon Hill Park are budgeted on an annual basis, and the implementation of the Beacon Hill Transportation Plan was identified by staff as one of the key projects for 2014.

Future Beacon Hill Park transportation plan improvements will include the design and construction of the multi-use trail connecting from Circle Drive diagonally to the Dallas Road crosswalk. This will be finalized in conjunction with the parking area near the totem pole in order to design a route that will minimize trail impacts on the meadow. This project will be included in the 2015 work plan for Beacon Hill Park.

Issues & Analysis

The following table outlines treatments and estimated costs for implementing the approved recommendations:

Location	Type	Treatment	Cost
Heywood Avenue	Permanent	2 bulb outs (curb and grass)	\$10,000
Chestnut Row – connection at Circle Drive	Permanent	Bulb out (curb and grass)	\$10,000
Dallas Road/ Circle Drive intersection	Permanent	Median improvements, stencilling and paint	\$8,500
Circle Drive – Chestnut Row to Totem Pole	Permanent	Median installation, permanent concrete centreline curbing	\$35,000
Scenic route marking	Permanent	Stencilling and paint	\$1,000
Bridge Way/Arbutus intersection	Temporary	Curb adjustments, painted crosswalk	\$7,000
Bridge Way - Chestnut Row to Heywood Avenue	Temporary	Bollard adjustments, install temporary delineators	\$10,000
		Sub-total	\$81,500
Contingency			\$8,150
		Total	\$89,650

The majority of the budget is for concrete curbing to act as a safety divider between vehicle traffic and multi-use trail users along Circle Drive. Additional works include installing median improvements, upgrading accessibility ramps, line painting and sign upgrades. The concept drawings for the proposed changes are attached to this report. Detailed design drawings will reflect the temporary or permanent nature of the treatment.

The temporary improvements will be completed by June 30, 2014. The permanent improvements will begin on September 3 and will be completed by October 3, 2014 to minimize impact during peak park use.

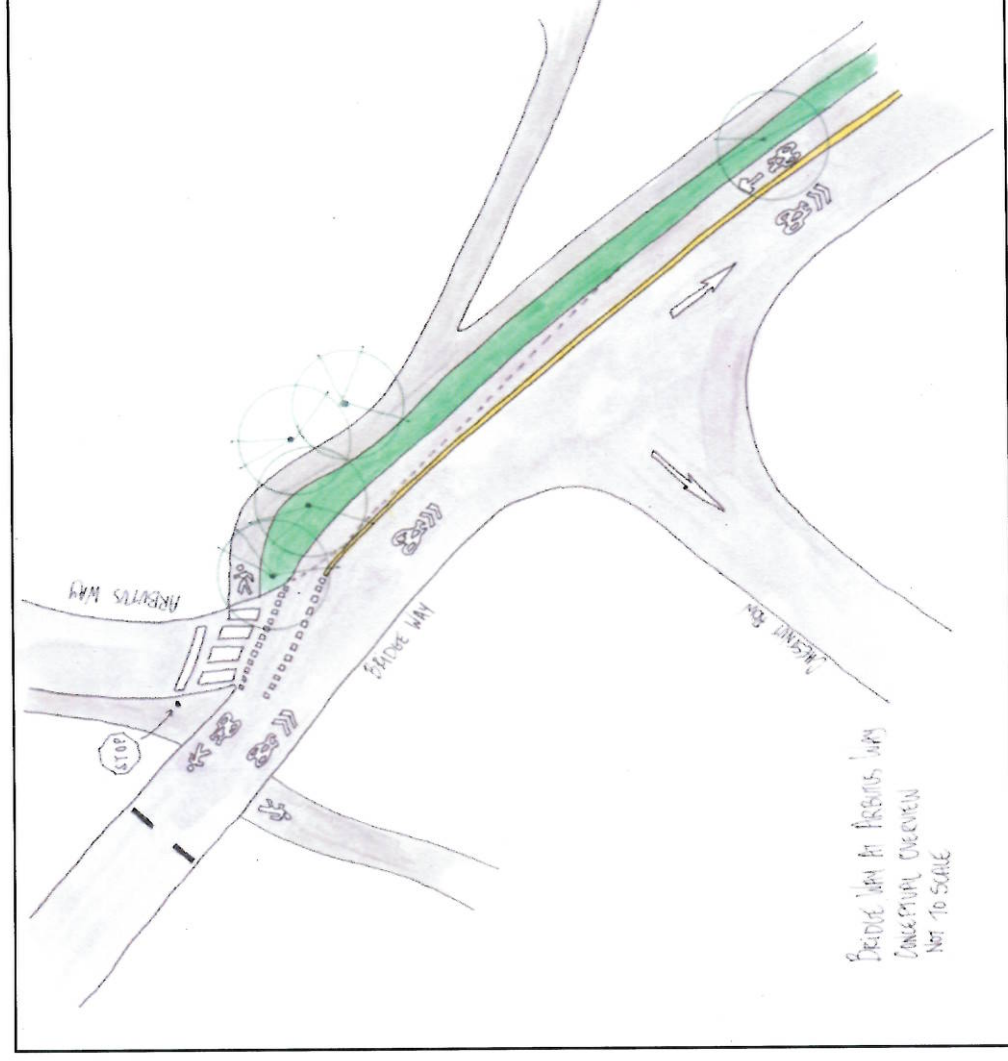
Recommendation

That Council approves the revised project budget for the implementation of the Beacon Hill Park Transportation Management Plan.

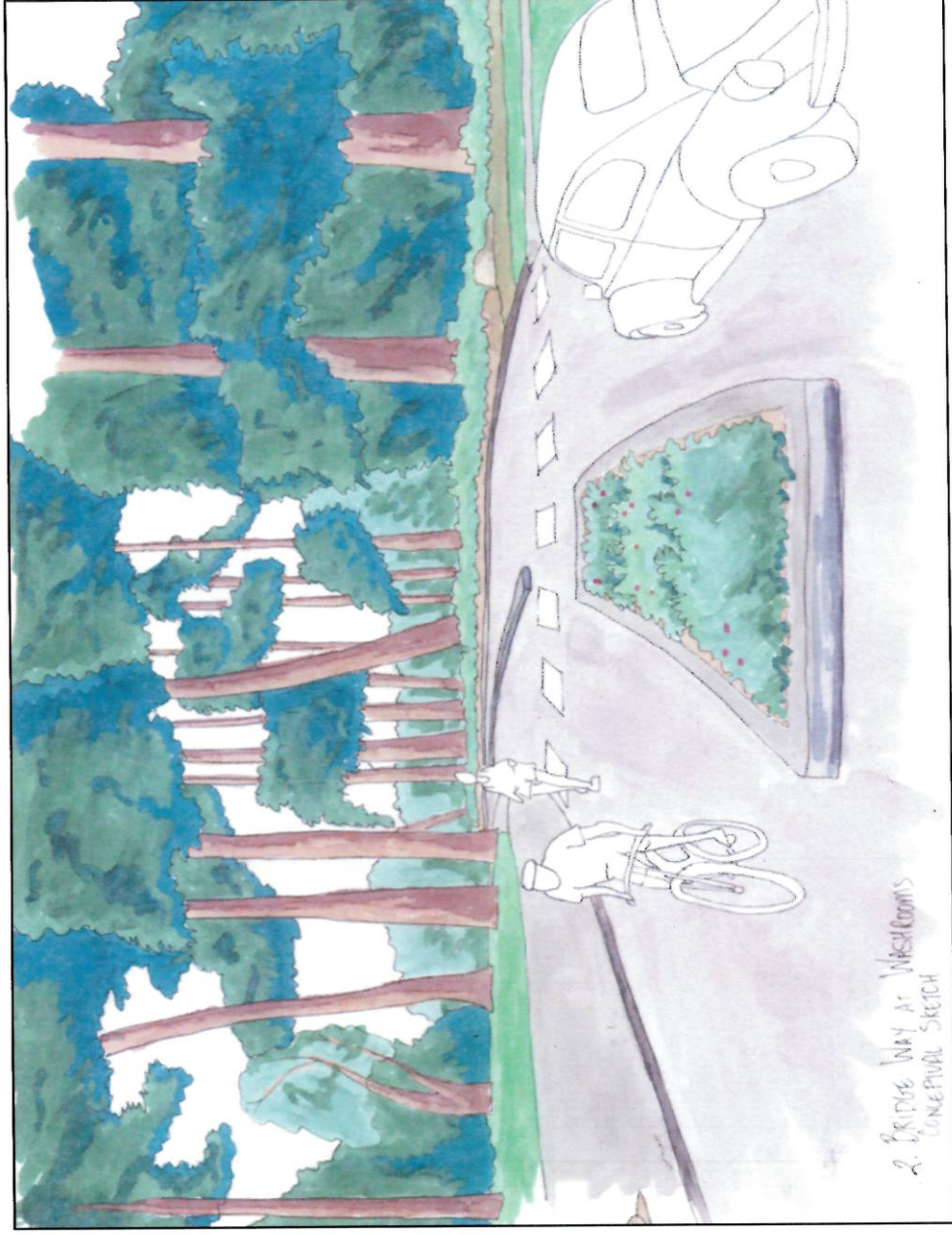
2014 Revised Road Changes



Concept Sketch: Bridge Way at Arbutus Way



Concept Sketch: Bridge Way at Washrooms



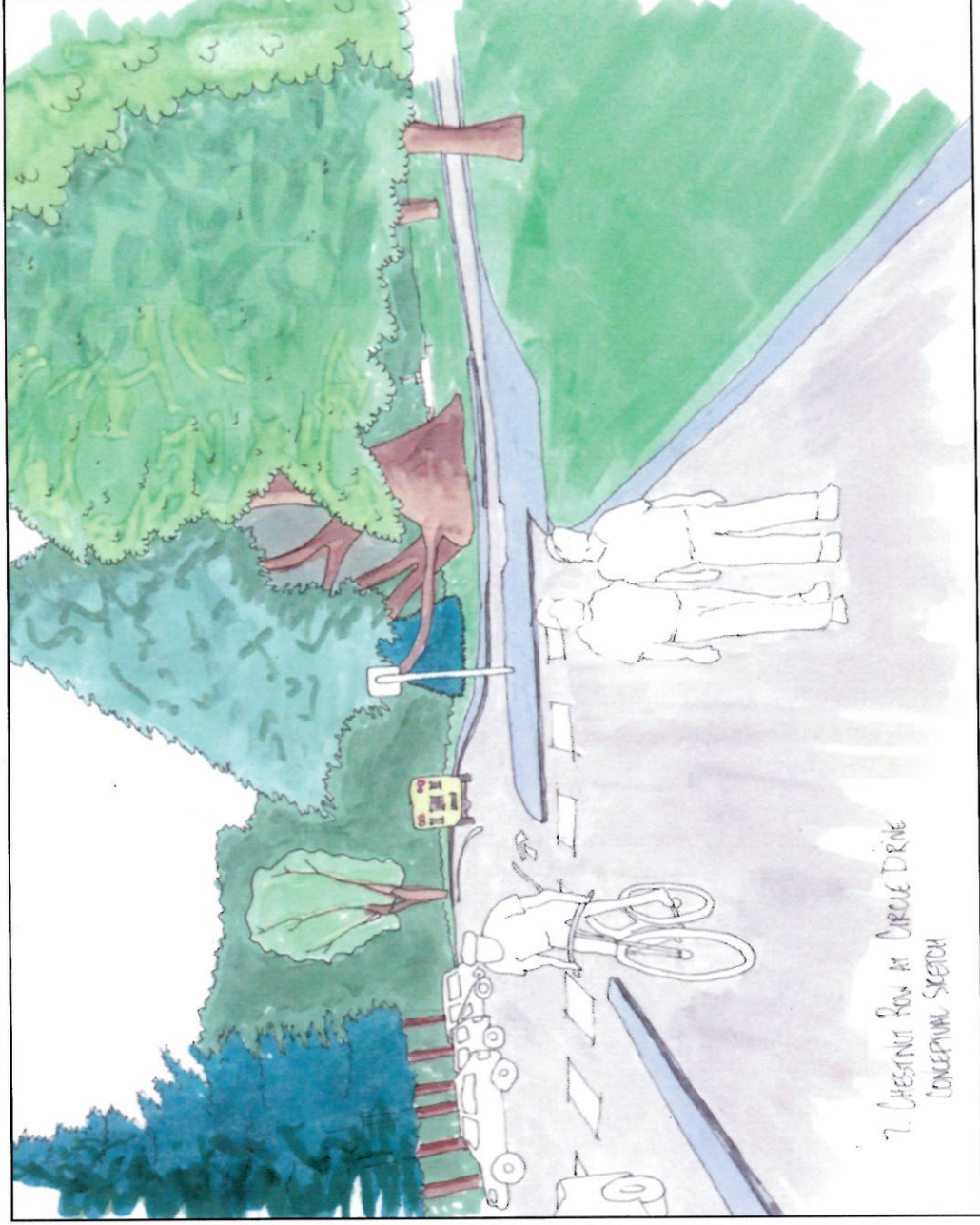
Concept Sketch: Heywood Ave at Bridge Way



Concept Sketch: Circle Dr. at Dallas Rd.



Concept Sketch: Chestnut Row at Circle Dr.



2014 Revised Road Changes



Legend

- Car Travel Lanes
- Proposed TransCanada Trail
- Road Conversion into Multi-Use
- Parking
- Temporary Parking
- Permanent Road Changes
- Temporary Road Changes

8. DECISION REQUESTS

8.1 Beacon Hill Park – Changes to Vehicular Movements and Multi-Use Trail Improvements

Committee received a report dated December 5, 2013 from Parks, Recreation & Culture that outlined Changes to Vehicular Movements and Multi-Use Trail Improvements to Beacon Hill Park. In 2001 City Council endorsed the Beacon Hill Park Management Plan, which referenced many transportation issues, both vehicular and non-vehicular. Parks planning staff initiated a transportation planning process in 2008 and reported to Council with a draft Transportation Plan suggesting permanent road closures in the heart of the park and pathway upgrades in 2011.

Mayor Fortin returned to the meeting at 12:41 p.m. and assumed the Chair.

On March 8, 2012, Council asked staff to detail a work-plan for changes to vehicular traffic. A one year pilot period started in August 2012 to August 2013. The pilot is still in place subject to approval of staff recommendations. The opportunity for public input regarding the pilot closure concluded September 1, 2013, with over 1,500 surveys received. A thorough analysis was undertaken and revised recommendations to the current pilot closures are recommended.

Action: Councillor Helps moved that Committee recommends that Council adopt the pilot changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent.

Committee discussed the motion as follows:

- The overall objective to minimize traffic in the Park and the OCP vision of a walkable City.
- This is a cost effective compromise supported by the community associations.
- Staff's recommendations are supportable; implementing them with minimal cost.
- Showing leadership for an urban park that families can enjoy without vehicle traffic.
- Concerns that this option doesn't respond to a segment of the public with accessibility issues.
- Noting that cut-through traffic has been addressed through the pilot program.
- Supporting the outcome of the survey; responding to civic engagement.
- The property near the Totem Pole and if parking could still be an option;
 - It is still possible in that option to realign the parking.

Action: Councillor Helps moved that Committee amend the motion as follows:

1. That Council adopt the pilot changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent, **and;**
2. **That Council direct staff to increase parking at the Totem Pole.**

On the amendment:

CARRIED UNANIMOUSLY 13/GPC665

Committee discussed the public engagement with respect to how many people responded to the survey and options for evaluated those responses.

On the main motion as amended:

DEFEATED 13/GPC666

For: Councillors Alto, Gudgeon, Helps and Isitt
Against: Mayor Fortin, Councillors Coleman, Madoff, Thornton-Joe and Young

- Action:** Councillor Young moved that Committee recommends that Council:
1. Adopt the piloted changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent with the exception of a portion of Bridge Way between the washroom buildings and cricket pitch.
 2. Approve the replacement of the temporary infrastructure from the pilot with more aesthetically pleasing and permanent traffic calming features.
 3. Approve formalizing a scenic drive through the park using road markings.
 4. That staff plan to implement on a permanent basis only those changes common to all options and that staff return to Council with a revised budget estimate.

Committee commented on the motion as follows:

- This is a compromise that maintains the objectives many people are interested in achieving.
- Concerns about the cost and reviewing the changes over a period of time before making them permanent.
- Concerns regarding the roads that will be opened under this proposal and the removal of accessibility parking in front of the washrooms.

- Action:** Councillor Isitt moved that Committee postpone consideration of this item pending receipt of statistical data based on City of Victoria residents who responded to the survey.

DEFEATED 13/GPC667

For: Councillor Isitt
Against: Mayor Fortin, Councillors Alto, Coleman, Gudgeon, Helps, Madoff, Thornton-Joe and Young

Committee continued its discussion on the motion:

- How to address the issue of parking by the washrooms;
 - Staff has looked at options at this location and would have to discuss it further with transportation staff.
 - Staff will return to Council with a revised budget and will include that as a line item as associated costs.
- Incremental changes that could fine tune this proposal as it moves forward.
- Details regarding the temporary closure proposed for Heywood Avenue; removing consideration of Option 2.

- Action:** Councillor Young moved that Committee amend the motion as follows:

That Council:

1. Adopt the piloted changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent with the exception of a portion of Bridge Way between the washroom buildings and cricket pitch.
2. Approve the replacement of the temporary infrastructure from the pilot with more aesthetically pleasing and permanent traffic calming features.
3. Approve formalizing a scenic drive through the park using road markings.
4. That staff plan to implement on a permanent basis only those changes common to all options **1 and 3** and that staff return to Council with a revised budget estimate.

On the amendment:

CARRIED 13/GPC668

For: Mayor Fortin, Councillors Alto, Coleman, Madoff, Thornton-Joe and Young

Against: Councillors Gudgeon, Helps and Isitt

On the main motion as amended:

CARRIED 13/GPC669

For: Mayor Fortin, Councillors Alto, Coleman, Madoff, Thornton-Joe and Young

Against: Councillors Gudgeon, Helps and Isitt



Governance and Priorities Committee

Date: December 05, 2013 **From:** Doug DeMarzo,
Manager of Parks Planning and Design
Subject: **Beacon Hill Park – Changes to Vehicular Movements and Multi-use Trail Improvements**

Executive Summary

Beacon Hill Park is the City of Victoria's largest and most popular park with an estimated one million park visitors per year. The Park is highly valued by City of Victoria and regional residents for a wide variety of leisure activities.

In 2001 City Council endorsed the Beacon Hill Park Management Plan. This plan referenced many transportation issues including both vehicular and non-vehicular. In particular, the plan recommended the development of a transportation plan for the park.

Parks planning staff initiated a transportation planning process in 2008 and reported to Council with a draft Transportation Plan suggesting permanent road closures in the heart of the park and pathway upgrades in 2011.

On March 08, 2012 Council asked staff to detail a work-plan for changes to vehicular traffic. The key focus of the work-plan was to present cost effective alternatives on a pilot basis with an opportunity for public input. The one year pilot period was August 2012 to August 2013. The pilot is still in place subject to approval of the recommendations.

The opportunity for input into the pilot closure concluded September 1st 2013 with over 1500 surveys received.

- A total of 52% indicated they were unsupportive (13%) or very unsupportive (39%) of the pilot changes.
- A total of 44% indicated they were supportive (8%) or very supportive (36%) of making the changes permanent
- 4% were neutral

A thorough analysis was undertaken and revised recommendations to the current pilot closures are recommended. Aside from the aesthetics of the pilot the main issue seemed to be lack of accessibility throughout the park especially along Bridge Way.

With consideration for the 2001 Beacon Hill Park Management Plan and public consultation, three primary changes are proposed from the current pilot condition:

1. Bridge Way to be re-opened to one way traffic with a parallel multi-use bike lane between the washroom buildings and cricket pitch.
2. New parking at the totem pole resulting in a new multi-use trail in the adjacent field connecting to the current sidewalk on Dallas Road.

3. Scenic Drive route to be identified through the park.

It is proposed the remainder of the pilot changes remain in place with upgrades to permanent infrastructure. These changes if approved are included in the Parks, Recreation and Culture annual operating budget and are estimated to cost \$120,000.

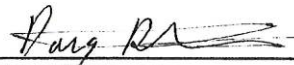
Recommendation

That Council adopt the piloted changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent with the exception of a portion of Bridge Way between the washroom buildings and cricket pitch

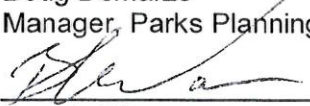
That Council approve the replacement of the temporary infrastructure from the pilot with more aesthetically pleasing and permanent traffic calming features.

That Council approve formalizing a scenic drive through the park using road markings.

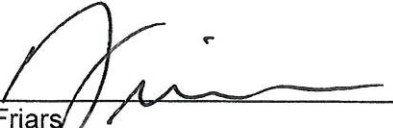
Respectfully submitted,



Doug Demarzo
Manager, Parks Planning and Design



Brenda Warner
Director of Finance



Kate Friars
Director, Parks, Recreation and Culture

Report accepted and recommended by the Acting City Manager:



Purpose

The purpose of this report is to seek approval to make the changes of the Beacon Hill Park Transportation Pilot permanent with the exception of Bridge Way. The report outlines a work-plan to change vehicular movements in Beacon Hill Park. The changes may be implemented within existing capital/operating budgets and are responsive to the transportation planning process and public comments.

Background

Beacon Hill Park is the City of Victoria's largest and most popular park with estimated 1 million park visitors per year. Beacon Hill Park was developed in the 1880's as a Victorian era pleasure park. The original park included a number of formal carriageways and pathways. Over the past 130 years these carriageways have become roads, new roads have been developed as have many formal and informal pathways. Today the park includes 4 kms of roadway, more than 10 formal designated vehicle parking areas with 583 parking stalls, and many kilometers of pathways.

Council approved a Management Plan for Beacon Hill Park in 2001. A key recommendation in the Management Plan was the development of a Traffic Management Plan for the park. The 2001 Management Plan recommended that the overall objective of the Traffic Management Plan would be to minimize traffic in the park and promote a safe and pedestrian friendly environment.

In 2008 staff initiated work on the Beacon Hill Transportation Management Plan. The approach taken was to look at three Transportation Plan issues – vehicle traffic in the park, parking in the park, and pedestrian / bicycle trails in the park. As part of this plan Boulevard Transportation Group was retained to complete a study on current traffic. The study findings confirmed that both speeding and short-cutting were evident in the Park.

- Based on traffic counts it was found that vehicle speeds exceed the 30km/h posted speed limit on park roads. Particular concern is the data that revealed 85 percent of motor vehicle speeds on Circle Drive are in the 41-45km/h range, well beyond the posted speed limit.
- Cut-through traffic was as high as 87% in the morning peak hours and 71% in the evening peak hours.

On September 8th, 2011 Staff presented a report to Council based on best practices and community consultation for recommending 22 traffic and trail changes in the park. The plan received strong community support but some community opposition to the plan highlighted the loss of the ability to drive-through park, limited senior access, night time security and budget. Council advised staff to undertake further work to address some of the concerns that arose during the original consultation process.

Staff detailed a work plan focused on implementing a cost effective pilot with an opportunity for public input over a one year period. A description of the pilot and a map is attached to this document in Attachment 1.

Consultation was an integral part of the pilot closure. The overall objective of the consultation plan was to determine the level of public support for one of the following future actions:

- Adopting the Pilot changes
- Reverting to pre-pilot vehicle movements
- Expanding closures to include Chestnut and the west portion of Circle Drive (from the petting farm to Dallas Road).

Consultation commenced in August 2012 and concluded September 1, 2013. The following methods were used to solicit public feedback:

- Information about the closures was available in a variety of formats including a fact sheet, a sign at the petting farm in Beacon Hill Park, an article in Connect newsletter, through media coverage and on the City website.
- There were several opportunities made available to the public to participate in a survey regarding the changes.
 - Paper surveys were available at six different times at park information booths. Two of the times the information booths were advertised and the other four were impromptu set-ups by staff. Staff also monitored the parks on busy weekends including the 150th anniversary celebration to observe pedestrian and vehicle movements.
 - Paper surveys were also available at the Parks Office and City Hall for the entirety of the pilot.
 - Surveys were available on-line.
 - Surveys were emailed to interested individuals.
 - Surveys were conducted during all four seasons in recognition of the varying visitor patterns and uses within the park

Over 1500 surveys were received.

Issues & Analysis

Public Feedback

The primary objective of the pilot project was to solicit public feedback over an entire year while the pilot changes were in place. Public interest throughout the pilot has been high. The following is a summary of the responses and additional information can be found in Attachment 2.

Demographics

- Location:
 - 30% of respondents live or work a 5 minute walk from the park
 - 25% live or work a 15 minute walk from the park.
 - 34% were from Victoria but not within a 15 minute walk.
 - The remaining 11% were from outside Victoria including other municipalities within the Greater Victoria area
- Age:
 - 37% were 51-65 years of age
 - 30% of respondents were 31-50 years of age
 - 24% were 66+ years of age
 - 11% of respondents were less than 30 years of age with less than 1% of those being under 15 years.

Frequency of park attendance: The majority of the respondents visit the park frequently.

- 46% of respondents visit the park more than once a week
- 36% visit the park a few times a month
- 16% visit the park a few times a year
- 2% visit at least once a year
- Less than 1% of respondents say they never visit the park

Method of transportation: The top two modes of transportation for getting to the park were by car and walking:

- 46% of respondents arrive via car
- 37% walk to the park
- 14% bike to the park
- Less than 1% of respondents arrive via transit

Support Level for Current Pilot Changes: Level of support for changes was divided:

- A total of 52% indicated they were unsupportive (13%) or very unsupportive (39%)
- A total of 44% indicated they were supportive (8%) or very supportive (36%)
- 4% were neutral
- Qualitative comments also indicated the polarization of positions – with comments both very much against (I hate it, this is stupid, waste of money) and very much in support (I love it, park is so much quieter/safer, do more).
- Numerous respondents provided comments that they felt the pilot changes created challenges for seniors or physically challenged individuals, however, there were also comments that indicated the respondents felt the changes improved the condition for elderly/physically challenged (i.e. I'm in a wheelchair and love the changes because I can use the roadways now).

Support Level for Additional Changes: Half of the respondents indicated that they would not support further conversion of vehicle roads to green space.

- 52% were not supportive of additional changes
- 42% were supportive
- 6% indicated they had no opinion

Parking: Half of respondents indicated they felt parking was adequate during the pilot

- 46% indicated parking was adequate during pilot
- 34% didn't feel there was enough parking during the pilot
- 20% of respondents indicated no opinion
- Numerous respondents commented that access to washrooms during pilot has been challenging

Numerous comments were received that Trans Canada Trail should end at Mile Zero and that it should go along Dallas Road past Fisherman's Wharf and Ogden Point rather than through the park.

During the pilot three concerns emerged for those not supportive of the changes. They were:

- Budget – many felt the City tax dollars would be better spent somewhere else. The proposed budget of \$120,000 is mainly required to make the multi-use lanes safe.
- Scenic drive – People missed being able to drive through the park.
- Accessibility – Lack of accessibility to all features. The new proposed changes will re-open Bridge Way to vehicle traffic increasing accessibility.

During the pilot those supportive of the plan generally felt the park was more calming, more user friendly for all types of non-motorized park users and felt more could be done to keep cars to the perimeter. The proposed recommendations would not enhance this support but it would improve it over the original conditions.

The public feedback during the process exhibited two polarized point of views with a slight edge of respondents not supportive of the changes. In addition to public feedback the decision for the proposed circulation routes consider:

- The 2001 Beacon Hill Park Management Plan objectives to reduce traffic in the park,
- The 2010 open house process contained favorable results in support of more road conversions than proposed in the pilot,
- Mis-information received in respondents surveys and other public correspondence during the process,
- The build-out of the surrounding urban area and increasing pressures to have places for refuge and respite.

A compromise between the pilot and original vehicle circulation routes are proposed as a result of public input during the pilot.

Overview of Recommended Circulation Changes

The result of the pilot were mixed and as a result of the mixed responses staff are proposing the final recommendation consistent with the public feedback and best park management principals. The aggregate amount of space is relatively small change for vehicle circulation, but the impact on usability, ambience, safety, and air quality will be much improved.

Three primary changes are proposed from the current pilot condition:

4. Bridge Way to be re-opened to one way traffic with a parallel multi-use bike lane between the washroom buildings and cricket pitch.
5. New parking at the totem pole resulting in a new multi-use trail in the adjacent field connecting to the current sidewalk on Dallas Road.
6. Scenic Drive route to be identified through the park.

Attachment 3 outlines the treatment and infrastructure tested during the pilot as well as the final recommended treatment for vehicular and bicycle movements in the park. Attachment 3 also contains maps and sketches to aid in visualising the recommendations.

Adjacent Traffic Impacts

The Transportation Study, completed by Boulevard Transportation Group in 2009, noted the impact of increased traffic on adjacent roads and length of waiting times at adjacent intersections would be minimal if roads were closed within Beacon Hill Park. This assessment is still valid for all options presented in this report.

Parking

Responses during the pilot did not identify availability of parking as a major concern. This is consistent with the parking surveys conducted in summer of 2009 and 2011. Two areas were identified as needing better parking options. The first area of concern was the central washroom building where only two designated spots for people with mobility issues existed during the pilot and no drop off or temporary parking. Future proposed improvements to this area could solve this issue by increasing the number of parking spots near the washroom building and/or providing washroom facilities near the main parking lot. The second area to improve parking is at the totem pole. Improvements to parking at the totem pole are compatible with the proposed multi-use trail alignment.

Observations during the pilot in the peak summer periods indicated parking was still available near major attractions. The rear gravel area of the Main Parking lot and/or the Cricket Pitch parking area had available parking during peak use periods.

Speeding

Over the years there have been several near vehicle mishaps with children and wildlife, namely peacocks have been injured and killed.

During the pilot no further analysis has been completed to determine if speeding is still an issue. Indirect traffic calming was implemented by reducing the opportunities for short-cutting and narrower travel lanes. No direct approaches such as speed tables were installed during the pilot to decrease speeding.

Direct speed approaches, such as speed tables, would negatively impact the ability of horse and carriage operators to utilize the park. Horse and carriage activity in the park is generally supported because it is within the scale of the park and operates within the posted speed limits.

Intersections

The following intersections were re-configured as part of the pilot.

- Dallas Road – south bound only with left and right turn
 - No major issues were identified with this change with the exception of the need to improve bicycle integration.
- Chestnut Road/Circle Drive/Main Parking Lot exit
 - There was a greater sense of congestion identified in this area during the pilot changes. The recommendations propose re-aligning the main parking lot exit to a different location and slight realignment of the curb on Chestnut Road/Circle Drive to provide greater protection to the sequoia tree and better accessibility ramps.
- Chestnut Road/Bridge Way/Arbutus Road
 - This intersection has always had minor pedestrian and vehicle conflicts. The pilot project introduced an additional lane crossing for vehicle movement potentially causing more conflicts. The recommendations propose converting the area so vehicle movements do not have to cross any lanes and improving the sidewalk crossing to a multi-use elephant foot crossing for counter-flow bicycles. Minor conflicts may still occur due to the alignment and shared space of the multi-use trail along Bridge Way.

Washroom Facilities

During the pilot it became apparent the importance of having vehicle access near washroom facilities in the Beacon Hill Park. There are currently three permanent washroom facilities in the park. Additionally, a seasonal washroom is installed by the watering can in the summer. The lack of access and parking near the central washroom building was frequently mentioned during the survey.

Providing an additional facility by the main parking lot would be beneficial. Park users park here when participating in field sports, visiting the petting farm, or enjoying the other surrounding activities. If this additional washroom is provided in the future it may be possible to re-consider the proposed shared use of Bridge Way.

Accessibility

The pilot changes have resulted in two perspectives on accessibility. The first perspective is accessibility has been limited to areas of the park by vehicles. The pilot project ensured all areas of the park were still accessible by car however the circulation to get to these areas was compromised to reduce short-cutting. Parallel parking was also reduced along Bridge Way and Chestnut Road close to the ornamental features and Cameron Bandshell. The parking spots near the Totem Pole were also removed during the pilot. Where parking was reduced, for example near the totem pole, the proposed recommendations in this report will re-instate parking for people with mobility issues. The proposed recommendations will identify a scenic drive for vehicles to follow starting at Arbutus and continuing through the heart of the park to Dallas Road.

The second perspective was accessibility was improved. Many comments were put forth about Circle Drive and how much easier it was for people to navigate between Dallas Road and the petting farm/ornamental area within Beacon Hill Park. The proposed recommendations will continue to support these multi-use paths.

Tourism Operators

At the beginning of the pilot there were some initial concerns from tour bus and pedi-cab operators. Some operators indicated that they would no longer use the park for tours. Observations throughout the year saw all tourism operators who formally used the park continue their use during the pilot.

Special Events

During the pilot the major event that could have been impacted was the Victoria Marathon. Fortunately, the bollards were removable allowing the marathon to continue using their proposed route. Under the proposed more permanent recommendations the Marathon would utilize a new route through the park.

The Victoria Marathon also has other course alignment concerns in Oak Bay and will be re-certifying the course. This is the opportune time to make changes to the course through Beacon Hill Park since the re-certification process is already underway. Discussions with marathon organizers indicate support for the new route.

Another popular summer venue is the afternoon performances at Stage in the Park. Staff held info booths after a performance to solicit feedback. The reduced parking opportunities were of concern to the public. To help alleviate these concerns staff changed the hours of parking on Arbutus Way to be allow for parking during performance times and changed the existing bollards on Bridge Way to continue to encourage the informal parking between the "Old Bandstand" and Cameron Bandshell. These changes were made during the pilot and are recommended to remain in place.

Trans-Canada Trail

The Trans-Canada Trail was considering a route going through the park. Since the commencement of this survey a new preferred option along David Foster Way and the proposed Dallas Road bike path has emerged. This will be the subject of a Council report early next year.

Budget

The proposed changes can be phased in within the current operational budget if approved. A high level estimate based on the attached sketches to complete the work is \$120,000. Implementation of the transportation plan has been identified as a priority within approved budgets for Beacon Hill Park. There will be no impacts to existing services in park operations as a result of this project.

The work could be completed by 2015 based on existing operational budgets for Beacon Hill Park specifically under Beacon Hill Park Management Plan Implementation line item. The changes to vehicle circulation can be completed subject to approval of the recommendations along Bridge Way and additional infrastructure improvements will start in 2014.

The majority of the budget is for 600m of concrete curbing to act as a safety divider between vehicle traffic and multi-use trail users. Additional works include the multi-use trail near the totem pole, upgraded accessible ramps, line painting and sign upgrades.

Options & Impacts

Option 1 (recommended) – Adopt Pilot with the exception of a portion of Bridge Way

If approved, the plan is a step towards the intent of the 2001 Beacon Hill Park Management Plan and would greatly reduce short-cutting opportunities by keeping the portion of Heywood Avenue closed. From a park safety and ambience perspective this is not the best option however, during the public consultation process the pilot closure of Bridge Way was noted as the most inconvenient pilot change with regards to washroom access and circulation.

It is recommended to allow vehicle traffic to continue southbound along to Bridge Way while maintaining a multi-use trail in one lane as shown in Attachment 3. This would create a continued one-way southbound route and convert the pilot turn-around area to parking accommodate parking for people with disabilities and a drop off zone.

Re-opening Bridge Way would increase traffic at the Park Boulevard and Heywood Avenue junction. Some residents on Heywood Avenue have expressed concerns about traffic on their road. During the pilot, resident opinions to staff were varied and some indicated traffic levels were reduced and others indicated traffic levels increased. Identifying a scenic route in the park that does not utilize Bridge Way may also help reduce traffic in this area.

Future consideration to convert this portion of Bridge Way back to the pilot condition could be considered but it is highly recommended a washroom building be established near the main parking lot prior to any future decisions.

The budget to complete this project in accordance with the concept sketches is \$120,000.

Option 2 – Return to pre-pilot traffic patterns

This is the most cost effective solution in the long term but lacks response to the concerns to the Council endorsed Beacon Hill Park Management Plan, approved in 2001. In particular recommendation number 10 which states the following:

"Develop a Traffic Management Plan for the park that addresses appropriate levels of traffic within the park, circulation, roads and parking with the overall objective to minimize traffic in the park and promote a safe and pedestrian-friendly environment."

From a traditional park function perspective of managing a calming environment for respite, health and recreation without the impacts of vehicle traffic this is the least desirable option presented. From a vehicle circulation perspective this remains the best of the three proposed options.

The budget to complete this option is \$4000.

Option 3 – Adopt Pilot

If approved, the plan is a step towards the intent of the approved Beacon Hill Park Management Plan and would greatly reduce short-cutting opportunities. This in turn may also reduce speeding. It was evident during the pilot that many users enjoyed the road conversions for new park uses.

This option would see bollards replaced with traffic calming elements such as planted medians for barriers and a permanent solution separating Dallas Road is still envisioned.

Vehicle restrictions will continue to allow motorists to travel through the park to the same destinations as the existing pilot network. All destination points and existing parking lots as well as washroom facilities can still be accessed by vehicles. Main Parking lot upgrades are still proposed be completed at Chestnut Road and Circle Drive to reduce congestion.

The budget to complete this work would \$90,000.

Option 4 Adopt Pilot with current infrastructure

An alternative infrastructure solution to adopting Option 3 would be to leave all pilot improvements in place. This would be beneficial from a cost savings perspective as well allow future flexibility for events. However, from an aesthetics standpoint, the current infrastructure has negatively impacted scenic landscape views in the park and was often mentioned as "ugly" in the public comments. The budget to complete this would be minimal.

Recommendation

That Council adopt the piloted changes for vehicular movements and multi-use trails in Beacon Hill Park as permanent with the exception of a portion of Bridge Way between the washroom buildings and cricket pitch.

That Council approve the replacement of the temporary infrastructure from the pilot with more aesthetically pleasing and permanent traffic calming features.

That Council approve formalizing a scenic drive through the park using road markings.

Attachment 1 – Description of Pilot Changes

1) Arbutus Way: One-way vehicle access into the park remains at Southgate Street, but parallel parking is reduced and restricted to time limits on weekday mornings.

2) Chestnut Row: Located between Arbutus Way and Circle Drive, Chestnut Row has changed direction, becoming one-way southbound for motorists.

- Motorists have the opportunity to turn left (east) and right (west) from Chestnut Row onto Circle Drive to exit the park at Dallas Road or Douglas Street.
- The route serves as a primary horse and carriage pathway in the park.

3) Bridge Way: The road is closed to traffic at the crosswalk next to the public washrooms. New curbing enables vehicles to turn around and take Chestnut Row to Circle Drive.

- Two new designated parking spots for people with mobility challenges are provided.
- A new multi-use path is available from the public washrooms to Heywood Way on the closed road.

4) Circle Drive: Between Chestnut Row and Dallas Road, Circle Drive is one-way eastbound, heading out of the park.

- The westbound lane (leading into the park from Dallas Road up to the Petting Zoo crosswalk) serves as a multi-use path for pedestrians and cyclists.
- New designated parking for families and seniors is provided.

5) Heywood Way: The southbound lane of Heywood Way ends at the Cricket Pitch in the park, with no vehicle access to Circle Drive. Designated vehicle parking and a turn-around area are available.

- Heywood Way between Circle Drive and Bridge Way has been converted into a multi-use trail.

The following map outlines the pilot changes in the park.

Pilot Road Changes at Beacon Hill Park



Legend

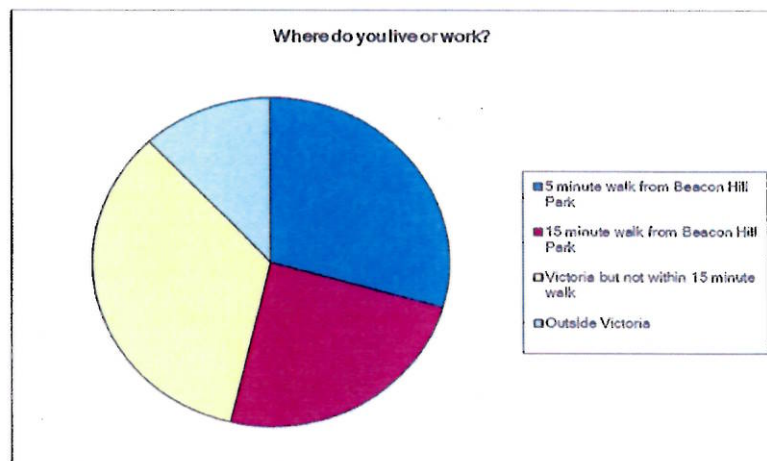
- Car Travel Lanes
- Proposed Trans Canada Trail
- Road Conversion into Multi-Use Pathway

Attachment 2 – Survey Questions and Results

Survey Results

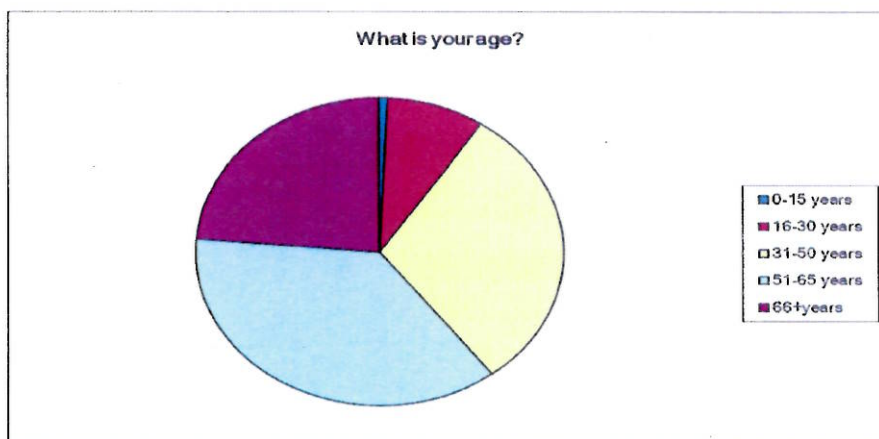
1) Where do you live or work? (Please circle.)

5 minute walk from Beacon Hill Park	15 minute walk from Beacon Hill Park	Victoria but not within 15 minute walk	Outside City of Victoria
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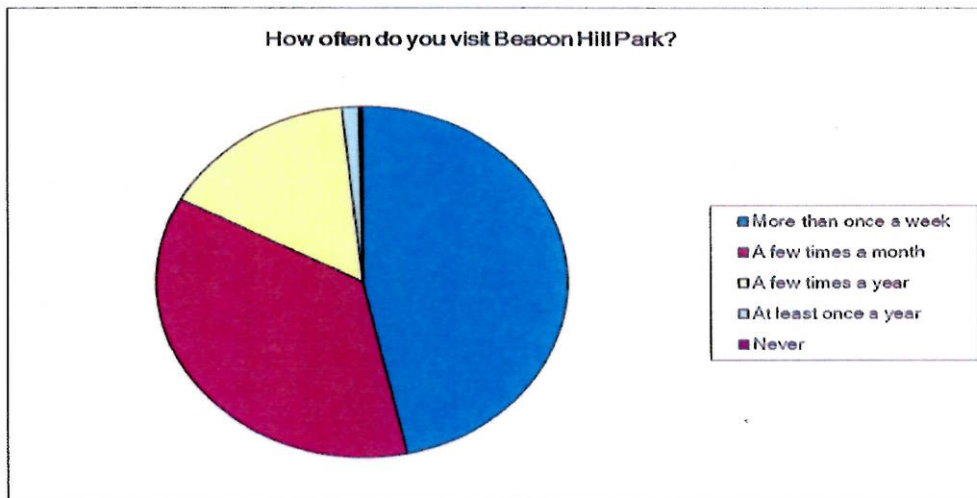
2) What is your age? (Please circle.)

0-15 years	16-30 years	31-50 years	51-65 years	66+years
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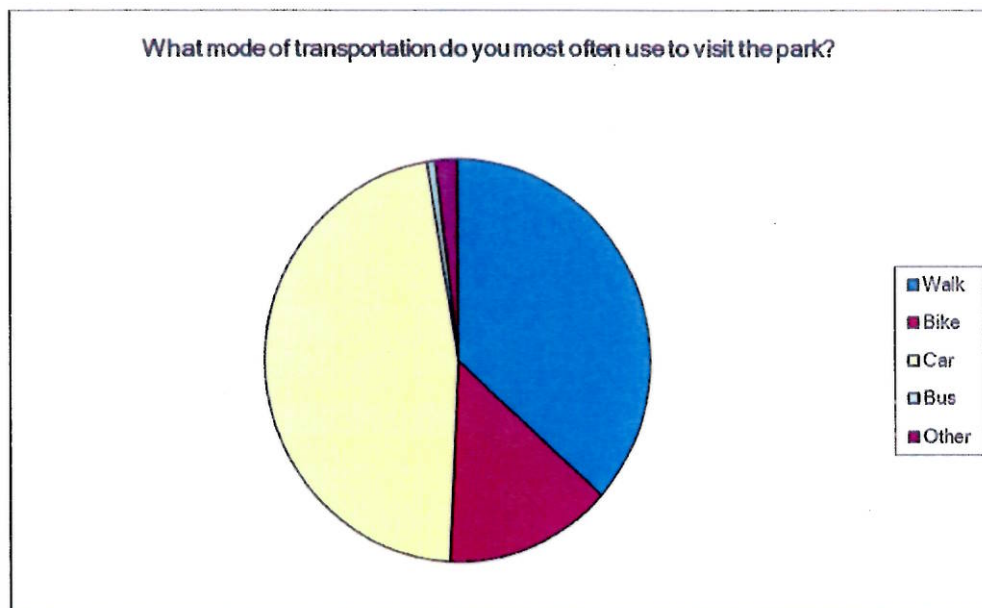
3) How often do you visit Beacon Hill Park? (Please circle.)

More than once a week	A few times a month	A few times a year	At least once a year	Never
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4) What mode of transportation do you most often use to visit the park? (Please circle.)

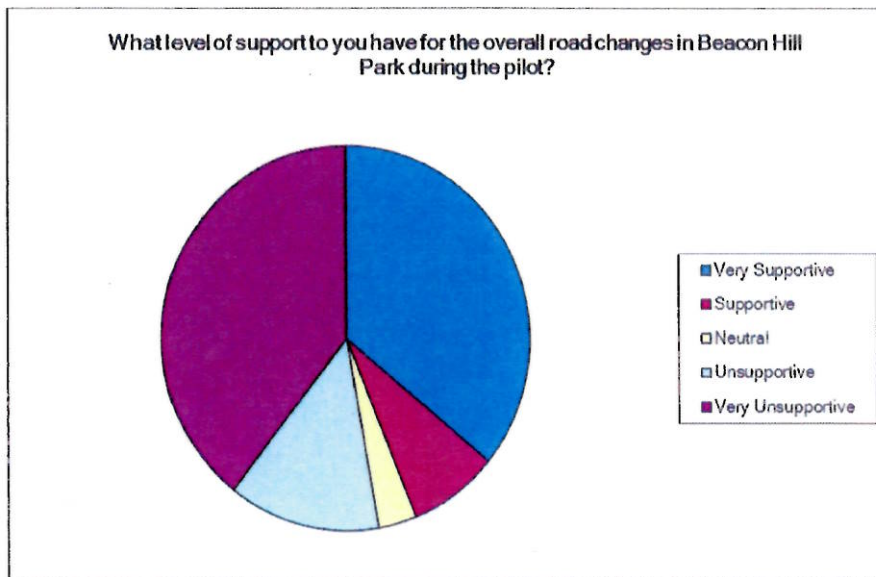
Walk	Bike	Car	Bus	Other
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5) What level of support do you have for the overall road changes in Beacon Hill Park during the pilot? (Please circle.)

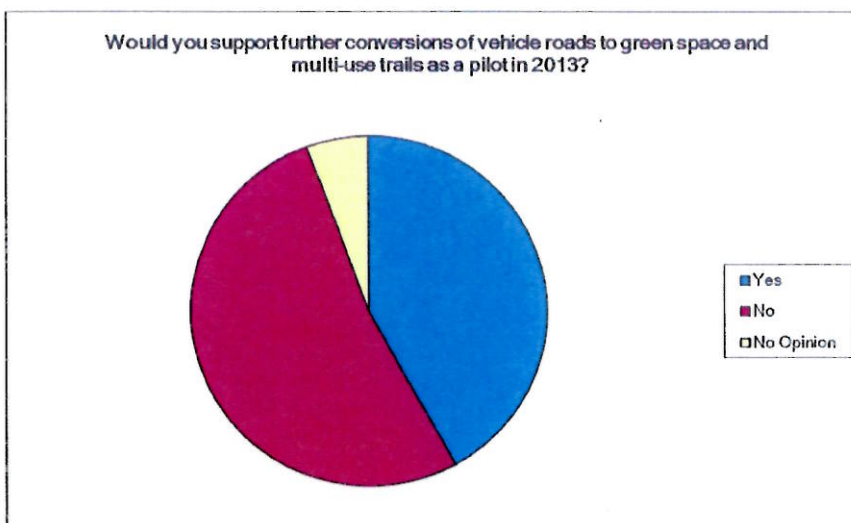
Very Supportive	Supportive	Neutral	Unsupportive	Very Unsupportive
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Additional Comments:



6) Would you support further conversions of vehicle roads to green space and multi-use trails as a pilot in 2013? (Please circle one.)

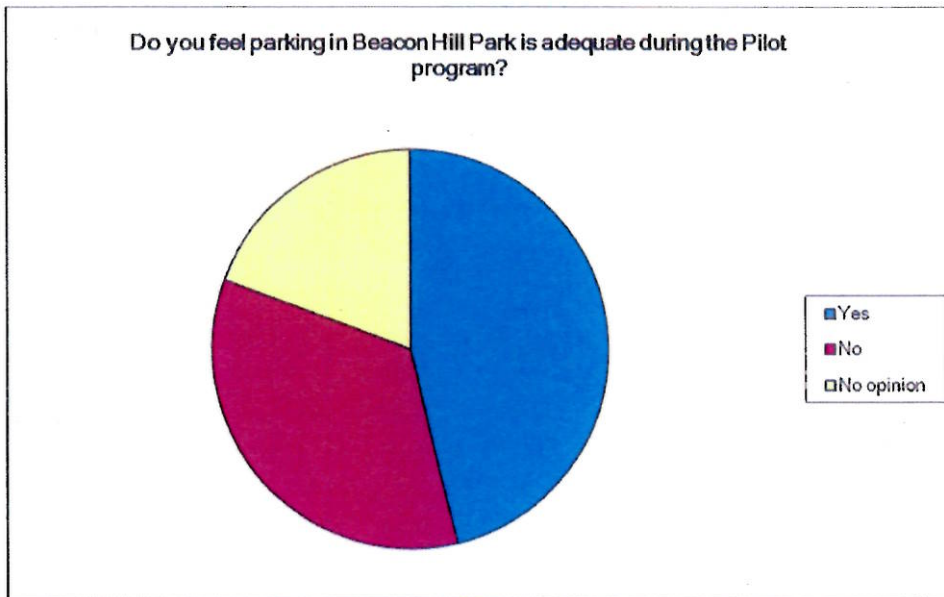
Yes No No opinion



7) Do you feel parking in Beacon Hill Park is adequate during the pilot program?
(Please circle one.)

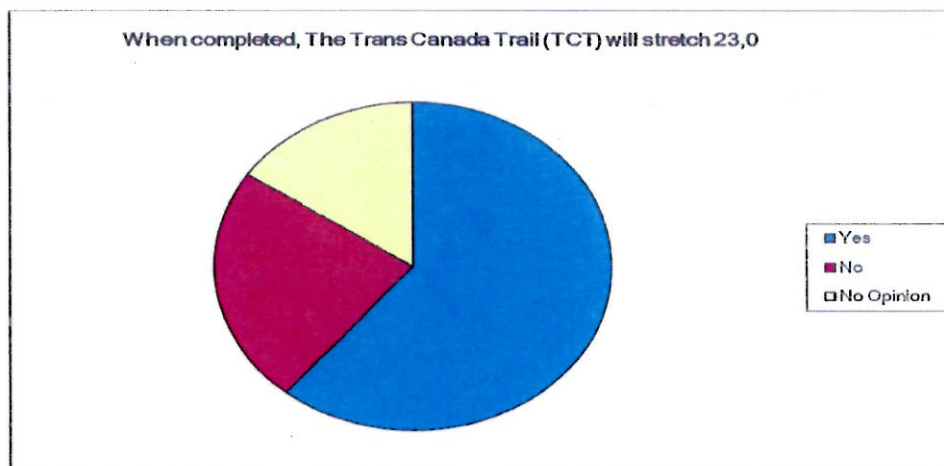
Yes No No opinion

If no, please explain how you would like to see parking improved in the park.



8) When completed, The Trans Canada Trail (TCT) will stretch 23,000 kilometres from the Pacific to the Atlantic and Arctic Oceans connecting every province and territory. The TCT is proposed to go through the park using existing trails. Do you support the idea of the Trans Canada Trail being located in Beacon Hill Park? (Please circle one.)

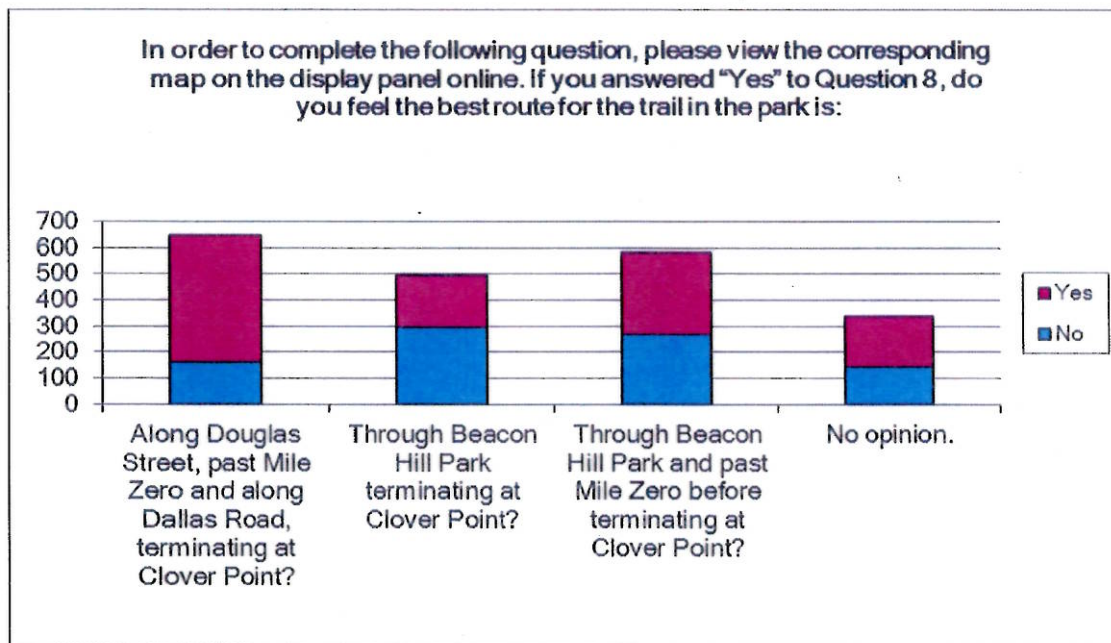
Yes No No opinion



9) In order to complete the following question, please view the corresponding map at the end of this survey, on the display panel in the park or online at www.victoria.ca

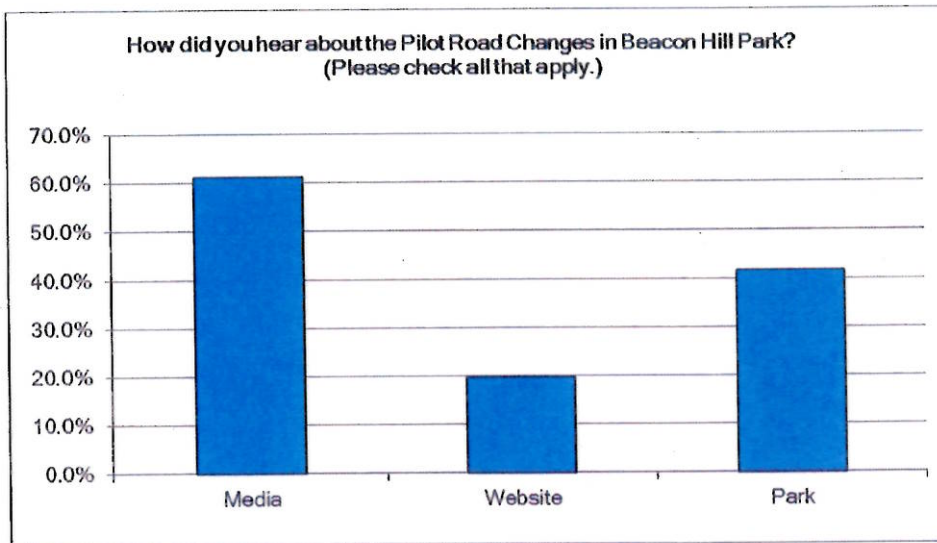
If you answered "Yes" to Question 8, do you feel the best route for the trail in the park is:

Description of Possible Trans Canada Trail Routes	Yes	No
a) Along Douglas Street past Mile Zero and along Dallas Road terminating at Clover Point?		
b) Through Beacon Hill Park terminating at Clover Point?		
c) Through Beacon Hill Park and past Mile Zero before terminating at Clover Point?		
d) No opinion.		



11) How did you hear about the Pilot Road Changes in Beacon Hill Park?
(Please check those that apply.)

Media Website Park



10) Do you have any additional comments or suggestions?

The following comments are a summary of the verbatim comments collected during the survey process.

BHP 2012 Pilot Survey: Compiled Qualitative Comments

Comment	Number of Times Mentioned			
	Q5	Q6	Q7	Q8
NEGATIVE COMMENTS				
Keep the park the way it was / put it back to how it was	68	50	21	149
Didn't think there was a problem before / Trying to solve a problem that didn't exist	45	20	5	18
Flow was better before / now congested	18	6	6	6
Road closures ruin the park / hate it / it's unwelcoming	19	7	2	3
Project seems poorly planned	5	5	1	2
Spend tax money on core issues / This was waste of taxpayer money resources or staff time	41	16	1	57
It's ugly (comments on bollards, signs, etc.)	16	1	2	19
It's confusing; annoying	22	2	4	12
Don't think there was an issue with speeding	7	7		11
Don't think there was an issue with cutting-through	14	2	1	14
Access for elderly / handicapped is challenging (general)	58	20	7	48
Pilot has increased traffic elsewhere (cook and dallas, douglas)	14	3	6	8
Miss being able to drive through park	26	10	7	29
Should be for all uses not special interest groups like cyclists	4	1		16
I feel less safe now	20	2		2
I no longer visit / visit less	25	4	1	
Can only via access via car so don't like closures	13			
Have to drive all the way around or get in & out of/not enough entrances/inconvenient for drivers	2	2	8	25
POSITIVE COMMENTS				
Love it / Like it / Support it	73	65	2	123
Didn't like it at first but it's grown on me	5		1	
I'm disabled but I like it/love it because I can use roadways with my wheelchair/walker/scooter	8	5		1
Better for wildlife / natural aspects of park	3	3		4
Better experience for cyclists	11	9	1	9
Better experience for runners	8			2
Better experience for walkers	16	4		14
Better experience for kids	7	2		8
Makes park more peaceful and quiet / pleasant	28	13	2	21
Keep cars to perimeter / parks aren't for cars / less traffic is better	40	25	16	34
Like but need better access for seniors/disabled	7	11		10
Park feels safer now (general)	7	2	2	8
Heywood specifically feels safer now		1		4
Park is no longer used as a shortcut	11	5		22
Speeding is reduced	4	3		14
PARKING SPECIFIC COMMENTS				

Seems like there is enough parking	1		77	2
Parking near washroom is difficult	9	1	20	18
Parking/Access issues at Heywood/Cricket pitch	6		6	1
Need more parking at totem pole	4	3	3	3
Need more parking (generally)	8	9	13	3
Need more handicapped/ family parking			8	5
General parking issues (can't find spots, etc.)	1		27	8
Need better parking near Totem Pole		2	4	1
TRANS CANADA TRAIL COMMENTS				
TCT shouldn't go through park				21
TCT should end at Mille Zero				24
TCT should go along Dallas (past Fisherman's, Ogden Point)				29
SUGGESTIONS FOR CHANGES				
Re-open Heywood to Circle Drive	5	1		3
Re-open Bridge Way	6	2	8	5
Re-open Bridge Way to Heywood with access north to Park Ave only	3	1		
Re-open Bridge Way to Circle Drive only	3		1	2
Chestnut Row is too narrow / not enough parking				1
Revert Chestnut Row to previous direction	1	1		1
Circle Drive should be 2-way (revert to original)	11	1		12
Revert rest but keep Heywood closed	1	1		
Circle Drive should be in/out from Douglas only (closed at Dallas with turnaround, parking at Totem)	1			
Just use speed bumps	21	5		41
Need better enforcement of parking time lines	2	1	15	5
Need more maps showing points of interest; better signage	10	2		6
Do more / make it car free	6	4	9	59
Consider seasonal closures	2			
Need more bike parking, bike racks			4	

Question 5: Other Comments

I cycle to work through the park and run or walk through the park 5 week. I would like a recognized route for non motorized traffic that goes both directions along Arbutus Way and Chestnut Row. I think at present the roadway is wide enough. A marked 2 way bike lane would be good. Thank you. cyclits
What are the specific facts re speeding and safety-these should be posted as should survey results ie # of response for/against.
Using one lane of Circle Drive for walking, hiking, biking, skateboarding, motorized wheelchair was a wonderful change. I saw people using the lane for walking, etc. having a wonderful time. Prior to the change, the only choice often involved walking in the ditch while trying to avoid being rundown.
Particularly like the pedestrian way between the playground and the walk to the petting zoo.
I agree with the concept - but not the specific routes that were chosen.
This question is very poorly worded!
I want to be able to drive from the main road where the Children's Zoo is directly to the Cook Street village. It is ridiculous the way cars are shunted onto Dallas Road when trying to get to the Cook Street Village!
I used to drive south on Vancouver street to Dallas Road; not so easy now

is now a nightmare to get from central area back to the north/east
Bicycles forced to ride on sidewalks with pedestrians on former horse race circuit. Lack of car mobility. Terrible road changes. Revert ASAP. Cyclist pedestrian mayhem, who thinks of putting bikes and pedestrians on the same sidewalk except for a motorist?
Changes justified on the basis of safety problems: what accidents justified this change?
i think the changes are uncalled for an unnecessary and are dangerous for james bay residents if there is ever an emergency and need to get out of the area in a hurry as one of the very few exit routes has been blocked off by these changes
Since the pilot changes access by car to the north side of the Park from Circle Drive and adjacent parking areas necessitates leaving the Park and re-entering from Southgate. A major problem and inconvenience for people with mobility issues wishing to see the north side of the Park and/or use washroom facilities. e Park
As a cyclist the changes make it easier to access the washrooms, especially from the Dallas Rd entrance
I don't know much about them.
I think the changes strike a good compromise between reducing vehicle traffic and maintaining accessibility.
Even more closures between parking lot off Southgate and the rest of the park (petting zoo), and No Tour Busses anywhere in the park
Cyclists travel way too fast. Need a speed limit. More frightened of getting hit by zooming tour de France wanna be's than I ever was of cars.
I don't like riding on the wrong side of the road along Circle drive
Supportive if the roads are not physically altered, but good signage and alterable barriers only are used. The option to take down barriers and open the roads for special occasions or at certain times during the year is important.
Access to Cameron Band Shell has become much more difficult for the disabled
I use the park heavily, walking in the park for 3-4 hours a week. I have lived just off the park for over 30 years. In all that time, I have never seen a dangerous situation due to vehicle traffic. I really don't believe that the car is the culprit that park staff make it out to be. If speeding is an issue in the early morning, speed bumps could solve that problem without eliminating the ability to drive through the park. In addition, I find it hard to believe that the park can find \$500,000 for this project if it can't pay for staff to maintain the perennial border, which used to be a major attraction for me and is now a disgrace.
We're open to road changes however we don't find the ones made in the park are very convenient or intuitive. In fact, they are restrictive if you are traveling from Fairfield, for instance.
I am supportive of any change that makes walkers and cyclists more safe, however, Beacon Hill Park wouldn't necessarily be where I would start.
Because of the road changes, we have to drive several extra minutes to park by the animal farm.
It feels very constrained to have dead end roads
1. The design is flawed, go back to the previous road/path layout. 2. Why has money been spent on this at all when other priorities exist both within the park and outside. 3. I am opposed to the extension of the pilot, was this a case of not getting the desired result so it was extended. 4. I want full disclosure of the cost of the pilot, including design, consultation, staffing & labour, materials(including cost of failed stick on dividers)
The changes are a waste of money and staff time. Return to the previous traffic circulation pattern. The new one funnels vehicles south to Circle Drive the very busiest pedestrian area in the Park - the Petting Zoo and the chestnut tree at the corner. This is the least safe intersection for pedestrians and vehicle drivers in the park now.
i'm still not completely used to it from a driving perspective, as sometimes when I would be driving home from somewhere I would go through the park
now very senior friendly - no longer afraid of speeding cars
I am dependent on my car to get around as I have a mobility problem Although the disability spaces near the washroom are convenient, I don't come to the park as often as I used to because getting in and out of the park when I have other errands to run is extremely inconvenient now the way the roads are blocked off.
vehicle roadway past the animal farm towards Dallas needs to a bit wider-the pedestrian/bike side could be a little narrower
Pedi cabs are forced to follow car rules thereby making it much less navigable for walkers impaired
Love the bike/walk lanes. I can safely jog without worrying about cars hitting me.
The routings do not make sense and cutting off the roadway at the washrooms makes it difficult to access when in need. If you are planning to leave it this way, you need to create a parking lot for non disabled people in the same area. I don't like that you cannot come in off dallas and access the main road area near petting zoo. it would make more sense to have the access off dallas and reduce traffic near beacon drive in given the children's play park right there. also hard to navigate the area where cricket pitch is, have yet to be able to access from park.
I often drove elderly or infirm folk to Beacon Hill so that they could enjoy it. It is frankly stupid the way it has been butchered now. I cannot even get them near to the washrooms or rosegarden.

restricting so much roadway is a waste. A bike lane would have been sufficient. Now we are trying to mix pedestrians (many small people) with bicycles in a restricted lane.
Not smart.
it is much more inviting now to walk or cycle and still possible for those with disabilities to drive to the park
Please make your changes permanent.
Makes no sense. to reduce cut through traffic all that it needed is to limit access to the cricket pitch from Heywood.
I am grateful that the road changes during this pilot have been temporary. I walk through the park as well as drive (driving through the park every day), and have seen no greater use of the park by bikers, hikers, or joggers, which ought to be the main/only criteria for determining whether the pilot road changes have been successful or not. I don't care what other parks in the world (or how many) have successfully changed their roads if, during this time of experimentation, our own Beacon Hill Park has seen no greater advantage taken by those for whom the proposed changes have been made. I sed to be able to drive up Simcoe Street through the park, passing the cricket pitch, and out by Cook Street village. What a beautiful ride that was! Or I'd return home from Cook Street village going the opposite direction. Any number of times I'd stop and watch a cricket match. I'll bet cricket game watching has decreased during the temporary road changes. To me it is a great shame that our beautiful park is now being less used, not more, since the road changes have been put into effect. It's time now to recognize that the proposed road changes didn't bring the stated hoped-for results. Nothing wrong with trying. But there is something wrong with refusing to admit the results, and refusing to act accordingly in a timely manner. The roads through the park prior to the changes have worked just fine, and afforded walkers, hikers, joggers, and drivers the wonderful feeling of beautiful (and beautifully maintained) country in our city. Yes, occasionally some fool will drive too fast, but that same fool will drive too fast wherever he or she goes. You know that.
As an avid park user, these changes have made the park less accessible for myself and my family. Also, you have blocked off parking for the park on Douglas street in the little turn about. Park users will now use residential parking and myself and visitors to my home will not be able to use the parking that is intended for the use of the people who live here.
I was aware that changes were taking place in the park but didn't experience them first-hand until I decided to check out the spring flowers in the park on a recent bike ride. I entered off Dallas Road and felt it was very unsafe riding my bike on the multi-use path, as pedestrians were totally oblivious to the presence of any one else on the path. I much prefer to ride on the road with cars. I also thought the bollards, etc. used to separate traffic were hideously ugly and totally detracted from the park aesthetic.
My puppy was recently killed by a vehicle at Arbutus Way on leash
Punishing the victims more than the racers.
It is irritating not to be able to drive my car through the park. In winter months I don't feel safe walking in the park after dark. It is dangerous for Tourist buses to travel Arbutus Way / Chestnut Row and right or left on Circle Dr the road is too narrow. Buses should park on Douglas St and visitors should walk through the park.
i drive a horse through the park it has totally messed up our routes. cars are way more impatient with us now there is no room to pass anywhere. someone is going to get killed
These road closures restrict access to many areas of the park for those that need to use a vehicle to get around in the park. If the main purpose of these closures is to control vehicle speed there are many traffic taming devices that can be used that do not require complete closure of the roads. A good example of excellen speed control devices is on Cowper St in the Tillicum Area.
The current changes may be OK for people who know the park and the traffic pattern but for folks who are unfamiliar, the changes do not account for those who need to turn around because they went too far along the 'one way'.
get rid of the scum that camp there, they are nasty and harrass people!
I would like to see the roadway from the washrooms past the picnic area and cricket pitch to Circle Drive reopened. Just block traffic from Heywood continuing south past the cricket pitch.
I am now blocked from coming home from Dallas, through the one side of BH Park and down Heywood - very unhappy about having my way home blocked.
Making it more like Stanley Park in Vancouver will create a more relaxed walking, biking environment. Much more conducive to people interacting and enjoying what the park has to offer.
used to take seniors with me but they won't go now as it is more difficult for them
angry
The traffic use is fine. the cost is not justified when we have other important priorities. Less traffic in places like this have ALWAYS encouraged undesirable behaviours to start. Look at Calgary's Stephen avenue. Try times instead of structure. No traffic on road X between the hours of that is a very good, cost effective and progressive option.
I would have done the closures differently

It would be nice to be able to leave the park by car towards a less busy street.
haven't noticed changes, primarily visit Dallas Rd, almost never visit park interior
Access to washrooms has been reduced which is difficult for those with small children and the elderly and disabled. I would support the changes if extra washrooms were built eg near petting zoo.
I would have no objections if there were more parking spaces near the washrooms, the bandshell and sundial. I am fine now, but when I had my hip replacement, I certainly appreciated the handicapped parking close to facilities. Many folks need this kind of parking all the time. It would be better if you could re-instate the parking on the road across from the washrooms down to the playing field.
I used to cut through the park in my car, north and southbound, on Circle Dr past the cricket pitch. I do not like the changes at all. I cannot drive thru the park northbound, and must take Douglas/Southgate and then Cook St northbound. The "blind" ped crossing on Southgate is dangerous and does not benefit from more traffic. Douglas St is more crowded than the park, and now I must pass by South Park school zone. Southbound, sometimes I take Arbutus etc to Circle Drive and then out of the park by the BH drive-in. I've encountered "wrong way" cyclists, horse drawn carriages (which I support), and families with prams on the travelled portion of Arbutus. The road is too narrow for extra car traffic, given other modes of transport, and one cannot pass safely or at all. Also, while walking in the new pedestrian/cycle lane on Circle Dr, I was almost run over by a cyclist. This change is dumb and unsafe too. Since there was no problem before, I strongly recommend eliminating the changes and reverting to the status quo ante.
The bike lane on the WRONG side of Circle Drive is dangerous
Current closures seem to work well. Closing Circle Drive completely is totally unacceptable for people with disabilities, the elderly who are not mobile and tour operators. Your anti-tour bus bias fails to recognize that this IS a tourist city and you obviously have no concept whatsoever what is involved in moving thousands of people a day around this city. If you don't want tourists please tell them to stay home.
I wrote to council years ago suggesting a similar project. I never thought I live to see it happen. We are going to hear all the excuses: grandma/granddad card, police access, my right, from the drivers who can't get access to Dallas as a short cut or park nearer the ducks Parks has seen the future and it's a park full of traffic where children, cyclists, walkers etc, won't be safe. I won't be around to see the park car free. It will be a safer, cleaner park for all. The roads everywhere will be jammed by then but future generations will have somewhere to escape.
We have thousands of miles devoted to cars. The park is a respite from all that. Thank you for enhancing the park.
I'm an event planner. My events happen there, many handicap. Pethetic. My events have decreased
The changes you are making will create problems just as great or greater than the current difficulties.
I walk through nearly every day, the park feels so much calmer without all the cut through traffic. You don't have to worry about getting run over by speeding cars by the children's zone.
I do not see any need for the current road changes, find them confusing at best and not the least bit useful to the overall safety of the park.
have arthritis in spine so very aggressive act v people like me
Having vehicle traffic at night at more security
The concept is "good", but the methodology is severely lacking.
I go to the park for birdwatching from my car as I drive thru. I am unable to walk more than fifty feet. These changes will restrict my monitoring of birds, particularly nesting Coopers Hawks.
It is very difficult to cycle throughout the park. Entering off Douglas at Superior can only take me to Circle Drive to Dallas Road, there are no left turns permitted for me as a cyclist.
Sentence structure?
What's this hare-brained scheme gonna cost?
From Dallas Road you cannot get to the playground area or washrooms!
Please add flashing lights. Changes are hard to see at night. Hazard for both drivers and cyclist.
Traffic along Heywood Ave has diminished by half. Even better would be adherence to 30 km/hr speed limit.
I believe the changes were made for the benefit of those who camp in BHP not the benefit of Victoria taxpayers.
Basically a drive through Beacon Hill Park now consists of a one way thoroughfare between Douglas Street and Dallas Road. No access from Beacon Hill Road... I don't get it!
A terrible waste of taxpayer dollars.

For people wanting to get to the cricket ground the only route will be via Cook Street, thus adding to the traffic problems there, either by driving south along Cook or by driving down Douglas and taking two left turns to get onto Cook and a further left to the cricket ground.
Old age types (aging baby boomers as well) need features and facilities - toilets, drop-off/pick-up points for events
Having an area where wheelchairs could be borrowed/rented would make the park more accessible for handicapped people with the changes as they are.
just put "no parking" signs up instead of closing roads.
could make more of a bike greenway through park
little support for oneway closure of circle drive and connection to heywood ave. closure of some interior roads is supported
excessive speed still evident from entrance of douglas to dallas road in front of petting zoo
Permanent bollards and signs make the park look "accident" in design; as an historic park, all pathways should be designed in a picturesque style as intended in the day and age. Right now, it looks cut up, unclear and piecemeal in what to expect. No flow or thought to how to use the park.
Eliminate large buses
Add speed control bump every 500 feet.
I prefer the park the way it used to be. If traffic is the problem, then install road bumps to slow it. I miss driving through on my way home and taking senior relatives through - especially in winter when fewer people are walking.
This means I rarely come to the park. I no longer get my daily through early morning drive - seeing the mist and deer and picking out where I will photograph on the weekend. I have seen more cyclists (not young kids but adult riders) chasing ducks on bikes.
The changes are very inconsiderate of the elderly and handicapped. These people can not walk or only short distances and it prevents them from seeing all the park.
Want the roadway back the way it was. Like the option of driving people who have difficulty walking, all around the park.
I cannot stand the new look. It takes away from the beauty - we were all smart enough to figure it out before.
Too complicated for visitors and hook up to Dallas Road
Want to be able to turn right into Dallas Road entrance into park. Nice if you are on a bike though
I am a tourist and it was difficult to visit the park and find a place to park. We had an older person with us who isn't able to walk far.
We have driven visitors to Victoria and elderly Victoria residents around the park as part of a Dallas Road tour for many years. The road closures make it awkward.
Pedestrian friendly is great
Automobiles pay road taxes; cyclists pay nothing.
Parking for handicapped, elderly and families with small children very limited, particularly around washrooms. People with mobility issues can't walk distances from parking areas.
Expenditures on this not a priority when other park maintenance is needed.
Parking for elderly, handicapped restricted particularly around washrooms
Whose bad idea was this? You've solved a problem that didn't exist. Take down the barriers!
It felt much safer before when there was a car coming by every few minutes
Cars are no problem - all the closures are waste of tax payers money
The wide closed roads are great for family groups to walk together. The park is quieter and more relaxed without so many cars driving through
Previous layout was superior - safer for walking before. Blocking off Heywood Ave create problems for local residents at Cook St/Dallas. Elderly and less mobile have less access now.
Don't feel safe because of noticeable lack of vehicles. Bikes and motorcycles still have full access. Elderly people do not have same mobility
I'm afraid to walk on the roads because of the fast cyclists - they are silent
I oppose the closure off Dallas Road in to the park.

Question 6: Other Comments

Why is there such a wide allowance for bikes on the way from the petting zoo to the totem pole. Its over wide for the amt of users
I'd love to see government street closed to vehicles for downtown (with the exception of buses and disabled transport
need more parking spots by playground.
we need specific in/out parking - possibly little shuttles from a specific parking (frequent) where you can get on and off at will
more drop curbs for my scooter

sidewalks are too narrow for people walking side-by-side, especially when you pass people going the other way. This is much worse when someone is slow or using an aid to walk, so more roadways turned in to walkways would help
not clearly stated what this means.
entrance only off douglas st and exit to douglas st - eliminating any through traffic to dallas road. Have a wide turnaround at the totem pole
Very supportive of additional changes. I don't want bikes using the bridges or going near the lake and little rivers. Bicycles on Circle Dr would be fine.
Take the bollards away
The traffic on Dallas/Cook St is becoming dangerous without some controlled intersection.
Large hwy sized tour buses should be kept out of the park, but many are still driving through
This proposal does nothing to promote access and/or visitation to parks. On the contrary, it discourages many to come. It may enhance the experience for some but not me and my family.
The fewer vehicles drivign through the core of the park, the better.
This park is also the home of the wildlife. Motorists do have access to come in and drive out with this trial change
Special access to tours (horse and carriage) and handicapped only
Making the parking circle near Goodacre Lake handicapped only all year round
To assist those in wheelchairs, consider making the parking circle near Goodacre Lake a handicapped parking only section. That would make it easier to access the park for drivers with passengers in wheelchairs.
This question is not clear...are you talking about Beacon Hill Park?
Do you mean in Beacon Hill Park or elsewhere too?
It is ridiculous that the annual runs have been removed from the park, we used to go and watch the start and finish and it was a great community activity
Another reason I wanted to fill in a survey: I saw about 8 electric city vehicles going through the park today. I don't read the papers much so they were a very pleasant surprise. I was wondering if we could use one of these to ship people in and out of the park and close the park to traffic. I can imagine a park for Victorians that it vehicle free in a couple of years. It would take some courage to face the angry drivers. The size of the trucks that go through there in the evenings is ridiculous.
Absolutely!! Would like to see food gardens planted as well
Yes if in space other than Beacon Hill
especially not rockland at quadra
not sure
not too sure. it seems like there isn't much roadway left to convert.
If taxes are not lowered, I will have to move OUT of Victoria
have lived in victoria since 1945, grew up on moss st
Too vague. Until I see the plans i
Will you supply seniors parking only
Yes . How about a counterflow bike lane along Arbutus way
I would like to see the off-leash portion of the park fenced in along Dallas Rd.
I would appreciate marked 2 way bicycle routes on all roadways that cars can access in the park including Arbutus.
The spine of beacon hill park is Arbutus Way. Make that a multi-modal path which allows horses carriages and kabuki cabs.
As long as it includes a south-north bike path.
I would put a chip trail along the road past the zoo and on to dallas. A demarcation line between the bikes and cars and walker along that road. Dig up the road and plant grass between cricket pitch and zoo road.
Heyward St one way only north with raised X walk for trail to playground, washroom area
The road to beacon hill lookout should be closed to traffic. The inside of the 1 mile loop should be converted for pedestrian and cycle use.
Use these funds to support more urgent issues like homelessness and mental health
I was driven along Arbutus and Chestnut to Dallas, lovely

The greenspace already there is neglected. Just there Friday Aug 10, the grass on the mound by the childrens playground next to the washrooms was in need of cutting, most of the grassy areas are being over-run with weeds, the flower areas only started to look decent this month. I had out of town company and was actually embarrassed as to the condition of the park. This out of town visitor has been to this park many times previously and commented on the decline, she actually said, "it makes me feel like I should have brought some gloves to help clean up the flower beds". How sad is that?

I thought we were discussing Beacon Hill Park

Question 7: Other Comments

signage should be changed on perimeter parking to clarify "bylaw 91-19"

parking lot next to children's farm has been disorganized. It could accommodate more cars

open up nose-in parking along the east side (cook street) and nose in along beside the watering can

no one is parking in the parking lot! Except those working in the park or along Douglas. Historically, there was no parking lot. Plenty of parking along Dallas..no one uses it.

I'm especially glad parking in front of bathrooms is gone. People came to the park in their cars just for this purpose

Please open the field along Douglas for large event parking. Father's Day was a total mess.

I have been in the park almost daily and have not seen a parking problem..... ever

we do not drive or park, but can see that some of the previously underused parking spaces are now better used. Those unable to walk far can still bring walkers or wheelchairs and visit the park from the parking lots.

I had issues finding parking during the summer months. (Winter months was fine!)

Parking and access has become inadequate, where there was no trouble at all before.

There should not be any parking in the park

but harder to get to

What do you mean by "adequate"? Increased, decreased, somehow better? Poor question, impossible to answer. No seems best given the ambiguity.

I don't own a vehicle, so I have no idea whether the parking is adequate or not.

more parked cars in adjoining neighborhood

wrong location, particularly in washroom area and playground area

not sure what this question means

add time restrictions to park perimeter

More bike racks please

nowhere to leave my bike but lots of car parking.

Can't tourists stop in their vehicles for a few moments by our much advertised highest totem pole in the country, so that Granny can have a look? Has it come to this. This Pilot Program is a disaster and an impediment to free usage of this beautiful park.

I refer to bicycle parking.

Install parking meters, like Vancouver and other cities

Question 10: Other Comments

I filled out a survey previously, but I want to comment on the useability of the park for groups/families. There is a need for 1 or 2 group picnic areas near the playground and near the petting zoo. Also more benches especially in light of not having vehicle accessible areas

show bandshell on map

bike paths should use Ottawa model - separated w/ police enforcement ; very quiet and relaxed; can now use bird calls and hear response

tell city officials to stop making the priority deer, seagull and rabbit killing and start cracking down on aggressive/bad drivers in this town. Also - they really need to do something about the sewage being dumped in the ocean.

It would be safer to make the whole park car free (except to flagpole view point). It may be confusing only partially done.

parking on chestnut road should be on right side (southbound)

it would be nice to have additional park benches at the top of the hill for those not too steady on their feet

allow a restaurant on beacon hill to open

how about putting parking meters in the park? Most city parks have them and this money could be used to keep up the park. It would be nice to bring the TCT over the high ridge of the northern part of the park Extreme care must be taken in the decision of combining the trail and traffic. Need a light at Dallas/Douglas Hi, I have been enjoying the park ever since Queenie was alive. My children loved the petting zoo and play ground growing up. The one thing that hasn't changed in all of my years, needs to! The public washrooms are the worst I have ever used. The other day I over heard a mother instructed her child not to touch a thing and had to hold the child over the toilet seat. Touchless paper towel, soap dispensers, self flushing toilets, as well as new interior is over due. There is enough space to widen circle drive enough for generous bike lanes. The one way traffic at Circle Drive and Dallas Road impedes people out for a cruise who want to take a nice slow drive through the park. Running the Trans Canada Trail along Dallas Rd would be great but it should be separated from the road. The city's focus around the park is entirely misdirected. Everytime I walk thru I note the garbage/litter strewn about or centralized in spots by "campers"... (who by the way seem to have permanent spots set up). On busy days the garbage overflows. Dogs are offleash causing all kinds of incidents and very bad feelings between park users yet the city refuses to enforce this. Since when were dog owners handed the key to the park (and area along Dallas). Why does their opportunity to enjoy the park supercede mine? The garbage cans reek of feces along Dallas Rd which ruins the experience along with being jumped on by dogs and watching dogs do their business and being run over by dogs in the supposed offleash but "this is not a dog park" area along Dallas. All the while I just want to enjoy being near nature and the ocean view - it is a struggle! Enforce the bylaws! Start with the basics. Improve everyone's experience. Its is not the responsibility of the city to provide the most beautiful area of Victoria as a dog park to owner's with dogs & no yards. It has become a dog toilet. I also think it is insane to put a fence around the roses as a deer deterrent. There is discussion of a deer cull, either that should solve it or replace the roses with an additional "natural" zone that segways into the wider area of the park. Rock formations & tall grasses could form natural habitat for the garry oaks you are trying to preserve. It is not like there is a shortage of roses in Victoria. People can see them anywhere and everywhere. Parks do not need fences. Parks do not need more and more signs and benches. The park needs to be as green and unfettered as possible to give people an opportunity to get away from urban life. The park is being filled with "stuff" and every manner of visual obstacle possible. There is almost no view left in the park not obstructed by signs & "stuff". I want to see the staff restoring the Park to the Park. Do not destroy this jewel any further. Enforce the do not feed wildlife bylaws and get rid of another feces zone. Have education on the city's website. Educate in the media. Absolutely remove those horrible signs put up by the Friends of Beacon Hill Park that destroy the view of the area that they claim are required to preserve the park. If I wanted to install a sign would you allow it? Why are you permitting a special interest group to do such a thing? Once again keep in mind that most of the year, the park has very few users. Do not extrapolate the few very busy days as the status quo. Back to basics please...keep the park clean, reduce signage, enforce bylaws, increase public education particularly with dog owners. Have dog owners sign something when they get their license that they understand and have been informed that they can only have their dogs offleash in certain areas and that they must be under control. In closing REMOVE the offleash area all along Dallas road and no dogs on beach...they completely use up /dominate the entire area/geography between the owner and the dog when offleash. I've answered question #9 even tho I'm not in favour as I sense from this council that once they "float" an idea that means they are going ahead with it no matter what. I think the city did a wonderful job of the newly updated playground beside cook. It is refreshingly understated in its presentation with the kids features blending in with surroundings rather than clashing.	My frustration with this is that I haven't seen any evidence about the need to make the park safer for users. I would like to know how many MVIs there have been in, say, the past five years in the park involving pedestrians, cyclists or parallel parking. How many people were injured? How has that changed during this pilot year? Has there been any change in the number of MVIs on Dallas, Superior, Douglas or Cook as the result of the increased traffic that would previously go through the park? If these changes are truly improving safety, I would be all for them, but I haven't seen any statistics to show this is true. I would also be interested in knowing if you have measured the number of people using the park. Has a great increase in pedestrians and/or cyclists made up for the people who need, for reasons of mobility issues, health or even just distance, to come by car and now find it too difficult to use it any more with the road closures. In other words, is this truly an evidence-based decision or just one that some people thought "should" be good for the park without the necessary evidence? it would be great to encourage more events such as Luminera (sadly missed) ... that celebrate the park experience An off leash dog park - with appropriate fencing - would be a great addition to the park. Perhaps in the unused fields on Douglas St. While we use the existing dog area daily, we are unable to use the fields (we only use the beach) - our dog is a sight hound and they are know to dart into traffic with little warning. Odgen Point should have been left alone as well. You cannot idiot proof the world for those who chose to take risks and fall off or go out on it when they shouldn't. The railings ruined a very beautiful Victoria landmark.
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Strive to make it a safer place to walk and cycle. Think about using an electric car to move people in and out of the park. Dig up the cement and plant grass. Place picnic tables on the grassed in areas
Don't allow the park to be used as a short cut to Dallas road.
put more chip trails in.
this has made the park safer. I find the north cross walk from St. Ann's the drivers are speeding and not stopping for pedestrians. The east bound cars cant stop because to much speed. There could be 30 k limit in and around this park. 40 k is to fast.
The new railings at Ogden Point also look ugly.
For Question 9: It would be helpful if the places mentioned in the question above were labelled on the corresponding map.
There was no map displayed for Q9 so can't say which is the best route.
The park workers do an incredible job of making the park a beautiful focal point for Victoria. The only problem I see is the rose garden intersection at Douglas St. We live directly across the street and often at night there are deer (up to 4) munching on the rose bushes. My fear is that they will step on to the road and cause a car accident especially as a lot of cars speed past our place at night.
I have provided companion services to the elderly for several years. None of the ladies that I take out to the park have been able to leave the car since the changes have taken place. The parking is too away from the flower gardens for them to walk to. They shouldn't have to be reduced to using a wheelchair to see things if they are still able to walk. I can't even drive past the flower beds or petting zoo in such a way that they are able to see anything. The flowers near the washrooms with the fountain was an especially favourite place with one lady and now she can't see it from the car. Another of my ladies liked to park in front of the petting zoo and watch the animals and children interact. For myself, I can sort of understand your reasons, especially drivers that use it as a short cut (of which I have been guilty). But these changes actually prevent the some of the elderly from enjoying the park and I think that is absolutely wrong.
Please return the park to its original accessibility, which was fine for the previous 35 years that I have lived in Victoria.
the original flow and roads in the park were perfect. I feel so strongly that I will not be voting for any mayor or councillor who voted for this pilot project.
Speed bumps would work to hinder those who use the park as a short cut.
Under the pilot road changes the washroom and bandshell are difficult to get to.
James Bay should have the option of another way to get out of the area when the streets are closed by the Legislature.
You ask for suggestions on the road changes in the Park. Divide the pedestrians from the bikes. It is very dangerous to mix the two. Bikes are moving fast and will go into the traffic lane to avoid small dogs and children. And that traffic lane is going the other way. Make the bike lane clear to all.
Need to make bike lanes on Dallas Road behind Beacon Hill Park and a bike path running into BHP from the North side.
Love the recent idea of a separated bikeway along Dallas Rd, with potential to tie-in with MU trail in Beacon Hill near Dallas/Cook St. What a great way for tourists to see some of Victoria's best sights.
Am supportive of a new bike path along Dallas Rd in conjunction with the sewage treatment changes. Feel the existing walkway along Dallas should be expanded to create a bike only portion if the bike path is not done in conjunction with sewage treatment project.
Please don't change things for the sake of change. Keep the park accessible by car. The green spaces are already there and are protected and because of the roadways they are easy to get to.
My husband & I were driving around his frail father who could not get out of the car - it was a great joy for him to drive through the park - he could not do it today.
I am unclear about whether cycling is allowed on paths in the park. A few are signed as "no cycling" and I was under the impression that cycling is not allowed on paths.
More clarity would be good for park users. I also think that the small pull off on Douglas St where the old heron rookery was, should be designate handicapped parking.
please return traffic flow in park back to the way it has been in living memory

Beacon Hill Park is a fabulous place, and I walk through it frequently (I don't own a car and use the park most often to walk back and forth between James Bay, downtown and Cook Street village; or as part of longer walks.) I never noticed traffic problems in the park. However, I do notice a lack of sidewalks. There are so many roadways where you have no option but to walk along the side of the road. Roadways are natural routes for pedestrians, and I believe that many of the perceived traffic/pedestrian problems would be solved simply by ensuring all existing roadways have good sidewalks or pathways along them. For example, the pedestrian entrances to the park from Simcoe or Beacon Streets are awkward and sometimes require you to walk across wide expanses of road around that traffic island before you reach sidewalks or trails. Likewise for Arbutus Way and Heywood Way. Circle Drive too, in parts. I don't think the proposed closures solve this problem. I've heard enough comments by drivers upset by the changes, and I think they have a point. I say improve the park for pedestrians without making changes to the roadways. An additional point: I read a letter to the editor in the TC by someone advocating continuing the roadway from Beacon Hill (top) through the "dry, grassy, unused" area down to Circle Drive. Please don't do that! That "unused grassy area" is gorgeous meadow, one of the more wild areas of the park that I love.	You used to keep a grassy area for shows like Old Brit Cars. It didn't intrude because on unused East section. Reconsider!
I don't care which route is chosen for the Trans Canada trail as long as the Garry Oak meadows are not disturbed for trail-building.	I also think some of the broader asphalt paths should be recognized as suitable for slow-speed cycling as long as cyclists yield to pedestrians. Bridge Way, for sure, but also access paths from Heywood and around the lakes off Douglas St.
Taking the TCT through our landmark City park is a no-brainer. Too bad there is such poorly signed beach access at Mile Zero, as it would be nicely symbolic to end there, but it also doesn't make for a nice route through the park. As shown on the map, it would take users away from roads and past bathrooms, both of which are good things to aim for.	The shade and protection for people walking the TCT will be enhanced by walking through the Park. Mile 0 is pretty cool .. and finishing at Clover Point ensures the beauty and fun of walking through the free leash zone along Dallas ... they may see gliders, ships, parasails and a variety of architecture ... fantastic route!!
Closing the roads has greatly reduced the accessibility to the park. A lot of people drive the waterfront before entering the park near the totem pole and now have to travel around the park from there to enter. In all the years I've been using the park I have only seen one vehicle speeding. Having parents that visit (and other visitors) that have limited mobility, it used to be a great treat to drive slowly through the park so they could enjoy it. This no longer is possible so we don't go to the park. We often took our children and now our grandchild to enjoy the park but rarely go now due to the road closures. Please open the roads again for all to enjoy the park! With the road closures it has made it available to an exclusive group of people only. This is also what has happened to the walkway along Dallas road with all the dogs running about (most are NOT controlled and it's not fun cleaning dog waste off of children or shoes!) We know a lot of people that will no longer walk along the waterfront due to the dogs (it's not really the dogs fault, it's their owners for ignoring rules and everyone else's rights)	Since the road closures in Beacon Hill park, the traffic has increased substantially on Southgate St making it unbearably busy & noisy & yes, unsafe, as most will speed on Southgate St. I propose a stop sign at Quadra & Southgate St as a traffic calming measure. (Which by the way would be much safer for the horse carriage trying to cross into the park!) Also, I would rather the roads be opened in Beacon Hill Park with raised crosswalks near the petting zoo & other areas for pedestrian crossings. Save the money to be spent on re-formatting the roads & hire another gardener - anyone who works there will tell you they could use another one, instead of spending a lot of money on the permanent road changes, that were to cost 1/2 a million.
I have lived here for 12 years & think I have 'some' idea about what is going on around here - please and thank you for thinking of us, who make this neighbourhood our home, instead of visiting now & again! :)	There is a very serious problem waiting to happen in regards to the footpath/footpaths and the termination of same. As I stated early I live on Douglas right across from the Goodacre Lake sign; at this location two paved pathways join and terminate at the roadway on Douglas Street. There is not a day that passes that we don't see elderly people with or without walkers, men and or ladies with baby buggies, parents with small children, and people of all ages with pets who arrive at the curb here and look to their right and see a thinly worn path in the grass (not wide enough for a buggy or a wheelchair), then they look back where they came from, next they may look to the left but are unable to see that there is a crosswalk about 200 meters away. So here is what most of them do, they play Russian Roulette with the traffic in order to cross Douglas to carry on either to the downtown direction or to the Dallas Road/Beach. Would you please consider putting a crosswalk with a push button lit warning system or paving the pathway down to the crosswalk which is signal aided at the park's end on Superior/Springate so that we will not have our beautiful view of the Park spoiled when we will one day have to watch (one of the people from those previously described) be turned into a hood ornament or worse a corps. This is a very serious problem and needs to be remedied before one of the city's visitors or at one of the many visitors to the park is no more. I am thanking you in advance for your consideration on this matter and would certainly hope that you correct it without delay. You must agree that the general public's safety is of utmost importance, isn't that why you have introduced the change to the vehicular patterns within the park?
What map on display panel???? I'd answer this question if I could see the map. Also please can question 11 have an other category.	Restore the old checkers pavilion on Beacon Hill and quit wasting money trying to fix problems that do not exist.

I would like to see the off-leash portion of the park fenced in along Dallas Rd. I have seen dogs bolt onto the road into traffic as well as witnessed walkers on the path "jumped on" by dogs.
Not related but, we miss Luminara
move the dog off leash area away from the pedestrian path. People who are afraid of dogs or who could be knocked over by unruly dogs off leash can no longer enjoy walking along the waterfront. Dogs should be moved to a space that doesn't ruin it for non-dog people. At the least put fencing up to keep dogs off the pedestrian pathway. I've been charged by untrained dogs, bitten once, and have seen multiple people harassed and jumped on by unleashed dogs. Dogs are not stopped from being in the Heron area because the signage is unclear and there is no enforcement.
The lane restriction is confusing especially for tourists. The bike/pedestrian sharing lane is hardly used. I walk or bike through this area regularly and just see cars have trouble negotiating around the new restrictions.
Kudos to the city for making the park more friendly to walkers and bikers!
We are so very thrilled that Victoria is stepping up and showing once again how progressive we are. Making our community bicycle friendly just makes sense.
More signage for drivers regarding where to park.
Please make Beacon Hill Park 100% non smoking so that I don't get poisoned when I go there, I'm very allergic and tired of being subjected to other people's smoking habits.
A different design for the dividers should be test. The small conical ones seem to get ripped out easily
return to the existing system. TCT should be along the waterfront, a much more enjoyable walk that I do regularly.
I live in Gonzales and am also against closing the rockland road just announced in the newspaper this week end
Widened usage of the park to include busking on a limited basis, special events and activities at night that keep the park safer and free of itinerant campers
Reporting structure for drivers who hit pets and other animals at the park. Emergency call services at main entry points to the park
You may consider more picnic tables with rubber wheels for moving when grass cutting. For family picnics consider covered shelters with a roof for example at the top of the hill from Beacon Hill farm. It is such a great view and with sheltered sites more families would use the area. The large parking area north of the hill sits empty couldn't that be converted to a grassy area for soccer or ball games?
You might want to proof your question writing. I will let you figure out which question.
Ps. question 11 does not have enough answers. You might want to take a course in creating surveys.
Ideally, want TCT to connect to Galloping Goose/Lochside from Beacon Hill/Mile 0.
Also important: café-bistro-veloasis (bike oasis) needed below flag at Beacon Hill - at the beacon.
Thanks.
all the parking time in the park should be at least 1 1/2 hours not 1 hr.
I couldn't find the map "on the display panel online"
Again, clean out those who are threatening innocent users of the park. they are drugged, filthy, aggressive and filthy. Make them go away! I've not been able to enjoy the very park MY TAXES pay for!! If it isn't cleaned up of these vermin, I shall start begin an aggressive campaign to have a new board elected.
GO BACK THE WAY IT WAS AND PUT A MOUNTED POLICE PATROL IN THE PARK.
the 3 way corner at mile zero is sketchy on a bike, especially when it's dark. perhaps a light like the new one at the crosswalk by beacon hill could be added? (and some road reflectors so tourists in cars understand where the lanes are when it's dark and rainy)
need path to connect woods at SE corner to the gardens and ponds N of the petting zoo.
Speed markers along Dallas Road, the only ones you see are at the curves...no idea what the speed limit is along it, especially past the park and the Dallas waterfront where there is off leash and children playing. I feel the speed limit should be 30, like on Rockland (which people ignore as well!)
would support the trail becoming part of the park if it had alternative paths .. it can become busy now with just walkers and people and festivities .. add bikes and runners and it would be hard for me to walk with my senior friends and companions
How about some police traffic resources being directed to reduce speeding on the roads around the park, I live beside the park and have never seen any police engaged in that activity!

TCT map, you say. Where?	
My Answer to question 11 is not listed so here it is, a friend.	
The intersection treatment of Camas Circle at Dallas Road puts non-motor-vehicle users in grave danger of "right-hook" and "left-hook" collisions with motor vehicles. Cyclists are especially vulnerable due to the unconventional treatment seeming to require them to disobey the Motor Vehicle Act to turn right from the left side of Camas Circle. Cyclists and pedestrians turning left and thus crossing Dallas Road are at risk from drivers turning left. I have witnessed two such incidents on the only two passages I have made through this intersection since the changes. I was not involved in either incident. One occurred in front of me as I approached Dallas Road on Camas Circle, the other as I passed Camas Circle on Dallas Road.	
Your present plan allows bikers (and pedestrians) to enter the trail just to the south-west of both the downtown core and the James Bay neighbourhood, but it travels through the park and ends at a random place on the busy Dallas Road. Why is there no option to have a bike path through to the Cook street village area?? This option would give many more bicycle users a reason to utilize the trail, along with keeping them off the road (separated from car traffic). If the trail was designed with bicycle users, and their destinations, in mind, this trail could become a main thoroughfare between the downtown core (and James Bay) to Cook Street Village (and Fairfield) areas.	
It would be great to have more/better parking at the view point. I have to say that I would love to see a tea house there as well.	
Vehicles keep traveling down the oneway street off of Dallas road backwards	
Fill in the road between the cricket pitch and the zoo road and plant grass. Then install 4 picnic tables. I use this way as a short cut but could understand why I was allowed. Saves 4 minutes to my journey. tax payers funds well spent.... for once.	
signage at the Dallas Road and Chestnut ends of the bike path through the park is confusing and possibly dangerous for cyclists. the positioning of bollards at both points is confusing and while temporary, may lead to accidents. for instance, can one turn left or right off Dallas Road on a bike into the path? if not, the bike path becomes merely a loop back and forth inside the park. Similarly, can one proceed straight ahead at the Chestnut end of the path if on a bike?	
traveling east on Dallas and turning left on Circle Dr a bike rider must ride past a no entry sign. There should be a "Except Bicycles" sign. A painted bike left turn lane would at this location would be a nice touch.	
allow horse-drawn carriages to go through the park	
When I spoke to my neighbours recently they all complained they were no longer able to cut through the park. That kind of says it all. They don't use it other than a cut through.	
With regard to the TCT through the park, the cyclists will go through the park and then want to ride along the walking path along Dallas Road instead of on the road. There will be more conflict on the Dallas Road walkway.	
a wide trail for fast biking is not appropriate	
couldnt find map showing these alternatives	
will support through park if existing trails and not widened	
Your plot is almost right. but..	
1. Close Chestnut Row completely.	
2. Arbutus should stay one way but should continue along 1/2 of Bridge Way (instead of Chestnut Row) to the Cricket Field and out of the park via Heywood and Park Dr. With the existing Circle Dr. route this creates 2 circle routes for automobiles and lessens the chance of people taking 'shortcuts' from Quadra to James Bay.	
3. The other 1/2 of Bridgeway should be bicycle exclusive running in both directions. This will link Fairfield and other neighbourhoods to the east with James Bay and downtown.	

I felt it was important to add my 2 cents as these types of changes often attract a lot of negative feedback while those that appreciate the improvements aren't heard. I am in very supportive of the changes thus far and would like to see you take it even further. Yes its a big park and people with varying degrees of physical abilities should be able to access most areas easily. That said, parking areas should be accessed by the surrounding road network. Drive in to park, turn around and drive back out the same way. I have one suggestion. My routine with my 3 year old when visiting the Park is to park near the petting zoo (may or may not actually visit the zoo... another great feature of the Park by the way). From there we make our way through the duck ponds and inevitably end up at the playground. From my experience, the ripest area for conflict between peds and vehicles is crossing Bridge Way just west of the public bathroom. My kid always makes a break for the playground and there is a real chance of him getting away from me and bolting across the road. I would have closed that road completely and pushed traffic down Chestnut Way. If there's a huge demand for disabled parking near the playground, dedicate more space in the parking strip to the NW of the playground. Overall though, a big improvement. I'd also like to see the playground tripled in size but thats another rant. Keep up the good fight. Rich	
I think that the TCT should be accessed off of Cook street. This is a great idea. Maybe some dedicated bike lanes would be helpful too. Better to spend money on the Park waterfront between Menzies and Douglas.. currently full of feral cats, rabbits and children... better it was full of flowers for the tourists to enjoy. The current untamed wilderness in my opinion is an eyesore and a blight on Victoria's reputation as garden city. The area is also a accident waiting to happen... I once lived on the Prairies.. you cannot out run a grass fire... someone will die one day when the grass catches fire from the illegal beach fires. Besides I am somewhat tired of watching from my balcony on Dallas Road all the nude photography, and people having sex in the tall grass. I also am worried about the people living in the bush.. many are young girls @15... and from the occasional scream I would suspect that many are molested or even raped If you want to spend money on anything put a tea room at the lookout so everyone can enjoy the park and have some refreshments. Who are the Friends of Beacon Hill, I have yet to see them do anything positive. If more walkers, hikers etc are being encouraged into the park, the washrooms he beacon hill washrooms are the best public restroom over those located by the duck pond and mile zero, but every person who walks out of there has wet hands, muddy feet, and had no where to hook their belongings. Also having a changing table or an additional stall for families (not just a wheelchair stall) is long due.	
Closure by washroom/plyground needs work. Not easy to negotiate through by bike if cars are parked there. Raised X walk from Farm across the main road Speed monitors along main road Already significant through traffic reduction noted It doesn't make sense for cars to be able to travel all the way through the park from Quadra, down Arbutus way and onto Circle, exiting out onto Dallas. How does that control traffic driving all the way through the park? There is a need for better and safer pedestrian access into the park. For instance : 1. Crosswalks at Michigan and Douglas near South Park School, at Haywood and Park Blvd and across Cook St at Dallas (this is wide intersection with no pedestrian markings on Cook). 2. Proper pathway entrances to the park are needed at Haywood and Southgate; and at Haywood and Pendergast in both cases only informal paths over trees roots and rocks exist. 3. In addition a pathway into the park from the crosswalk at Avalon and Douglas is also needed. The sidewalk serves a bus stop not the park. Pedestrians must cross landscaping to enter the park or walk through parked cars at a small pull-in.	

Bi-directional cycling / pedestrian lane section entering Dallas Rd is confusing and poorly sign posted. Please ask the Vic Police to also respect the no-drive zone. I have witnessed (have photos) of them driving thru (with 2 van wheels on grass verge to get past (It was not an emergency). Oops, I forgot, they are above the law.
A trail for bikes needs to extend at least along the Dallas Road waterfront. I am about to publish a book on scenic easy trail cycling in the western US and Canada, and out of all the cities, Victoria is in the Hall of Shame for not allowing bikes on its most scenic trails. If there are further plans to upgrade any scenic trails to change this, please let us know!
I thought the beginning of the TCT was in James Bay by the cruise ship terminals.
The Mile Loop around Beacon Hill is a missed opportunity. It is used by runners and walkers. A dedicated lane or track for this purpose should be constructed on the inside of the loop to provide a safe place for walkers and runners and cyclist. Parking on Douglas on the loop should be eliminated to make it safer for this purpose. Dallas Rd should be narrowed to cars and more space given to pedestrians and cyclist. The pilot bike and walking path near the zoo is on the wrong side of the road and you'll see runners staying to the left (inside) of the loop as they train.
The map of the pilot changes is not very clear. The legend it uses for Car Travel Lanes is also used for roads that are clearly marked Road Closure. So, I'm not really sure what's changed.
I would love to see additional improvements to roadways, especially up to the lookout/tea room and would strongly support rehabilitation of the tea room, it is a disgrace as it is now, left abandoned and becoming a refuge for transients and rodents.
Could not find "the corresponding map on the display panel online"
Tried unsuccessfully on tricycle to find you on Dallas Rd from Moss to Douglas, Sat. 11 a.m. PUT UP BIG SIGN
Make Arbutus two-way again. Bridge Way should then be re-opened one way from Heywood to Arbutus with a right turn only allowed North onto Arbutus. Benefits: 1) Makes Heywood a more useful entrance. 2) Would not encourage short cuts. 3) Would allow better searching for available parking. 4) Would allow better seniors/handicap access to washrooms and main garden area.
I would love to see a completely gated and fenced off portion of grass for service dogs - that unused grassy patch near the cricket pitch would be perfect. This would allow those with service dogs to come and safely let their dogs off leash to play - could have dedicated hours just for service dogs. Check out the one in Halifax for more info.
The Trans Canada Trail has a federal fundraising program that does not belong in BHP. Use this opportunity to fund the inner harbour walk along James Bay to Ogden Point - The Federal Westerly Heritage Point. BHP has its own heritage and is a great tribute to Victorian era picturesque park design. Don't give this park away for free and don't muddy the design with the Trans Canada Trail.
Question 4: is ambiguous. How do you define visit - travel to, travel within, pass through?
Question 8: there are many other uses to a park; rather than only a trail or use of the facility for those privileged to be living adjacent to a 'common place'.
Question 9: the TCT should end in Yukon; Yukon is the most western province.
- Why terminate at Clover Point. The park is where "Mile 0" is. This is not logical; and no, I am not confused by the TCH and TCT. If you are so concerned about a trail - Victoria is the not the most westerly point.
Put a bike/ running track around the park. Further conversions of roads to green spaces should be done. No parking in the park would be ideal.
I love the changes so far, but I wish there was a running/ biking trail in the park. Maybe around circle drive? It would be nice to have a path with more distance markers
Until you start licensing bicycles (like the city did in the 1920s) having VicPD start cracking down on the majority of them who break the helmet laws and ride all over the roads and sidewalks, I wish you would stop catering to them at the expense of motor vehicles and tax payer. I thought John Lutton was voted off council? I guess his bike-boy ghost still clouds your creativity. What has been done by this current council to fix the cracking roads, targeting graffiti, creating housing for those who actually work for a living?? Nah, let's worry about bike lanes and vegetable gardens.
Don't treat cyclists as cars.
Being part of the TRC is rather unrealistic and far-fetched. What "path or trail" exists for bikes and hikers from the Lower Mainland to Downtown Victoria? Are we going to walk across water??, are we going to put in a chip/bike trail from the Swartz Bay Ferry terminal, unbroken, all the way down the Pat Bay Highway, to Blanshard St., over to Douglas St. and then down to the water? A very expensive and impractical notion. (In response to Question 11, I heard it through friends/co-workers)

stop big buses going past zoo. make park for only people and birds. Everywhere else has cars.
This is the first that I have heard about the Trans Canada trail changes in this area.
In a perfect world Beacon Park would have 3 to 4 significant parking areas which would also to serve as the stations for a tram system using the existing roadways to take people the various parts of the park.
I feel you need a longer period of trial for the pilot Road changes before any final decisions are made.
Parking by the zoo is getting busy, if you wanted to limit access to the park for those few who were using it as a quick shortcut to avoid the light at Douglas you could just make the street that enters off Quadra one way going out to Quadra..
These changes are great but they do not go far enough. I feel Arbutus Way through to the petting zoo should be entirely closed to motor vehicles, but remain open to carriages - perhaps you could put in raised bollards with openings for the carriage wheels, like medieval streets used to have, that would allow carriages through but not cars (as they don't have high enough clearance between wheels). There is no need for vehicle traffic to access through the north end of the park, and it would make the very busy area next to the playground on the way to the petting zoo much safer.
A car almost caused a pileup attempting to turn left from Dallas Road into the park which he then realized was no entry at which point he swerved back across oncoming traffic and everyone had to slam on their brakes.
why has the flashing light been removed from crosswalk from St Anns to park? Thats a busy crossing and needs better marking.
Southgate and Quadra entrance confusing...have seen traffic trying to back out/ dangerous intersection.
Attempted to have a picnic in the park last Sunday. 4 seniors who wished to picnic near the flower beds and not have to haul the picnic goods over a city block went through the following scenario. Could not enter park off Dallas, entered off Douglas by watering can, could not enter the road by the big Cedar, drove past the zoo, made and illegal u-turn and still could not enter at the big tree to get to the flower gardens. Exited the park on Douglas, could not enter other Douglas entries, turned on the next right, found an entry - all parking filled up, drove over to the flower beds to find that road closed and no parking signs. PARKED ANYWAY! had our picnic by the flower beds. Went to use the bathrooms. ABSOLUTELY FILTHY. water all over the floors as well as toilet paper being used to dry hands as the towel dispensers were empty.
Quite the picnic in the park. I am so glad we had no out of town guests. I and my friends were furious. Why did you not just add a series of speed bumps to slow traffic and have your scooter ticket goons to ticket the errant parkers????
What an utter waste of my tax money. Someone at the city offices needs to be fired.
If there is a problem with illegal traffic, deal with the offenders. Don't make everyone else suffer and pay for the transgressions of others. There is too much of these 'knee-jerk' responses being implemented, instead of going after those that are causing the problems.
I'd like to be able to use the washrooms without some creepy guy trying to look at my private parts. Need more checks and security for gay encounters
Map should be within Survey
Scrap the change to the entrance off of Dallas Road and the reversal of direction into the playground and washroom areas
Close all roads to cars and ban dogs. Also the Dallas rd waterfront park should be closed to dogs. I think the dog park there has gotten out of hand.
Will there be a public bus stop inside the park to increase accessibility?
The restrictions on commercial activities should be partially lifted. Music festivals and concerts should be permitted on the slopes towards dallas road and or on the sports fields.
it'd also like to see the cricket oval expanded to a proper sized cricket oval which could be done with the partial road closures freeing up extra space.
If you're going to close the roads to people coming into the park (a good idea) it should be accompanied with further reasons for people to enter the park - events, festivities, cafe etc. The licensing fees generated from this few commerical activities could help pay for the parks ongoing costs.

Attachment 3 – Proposed Changes to Pilot

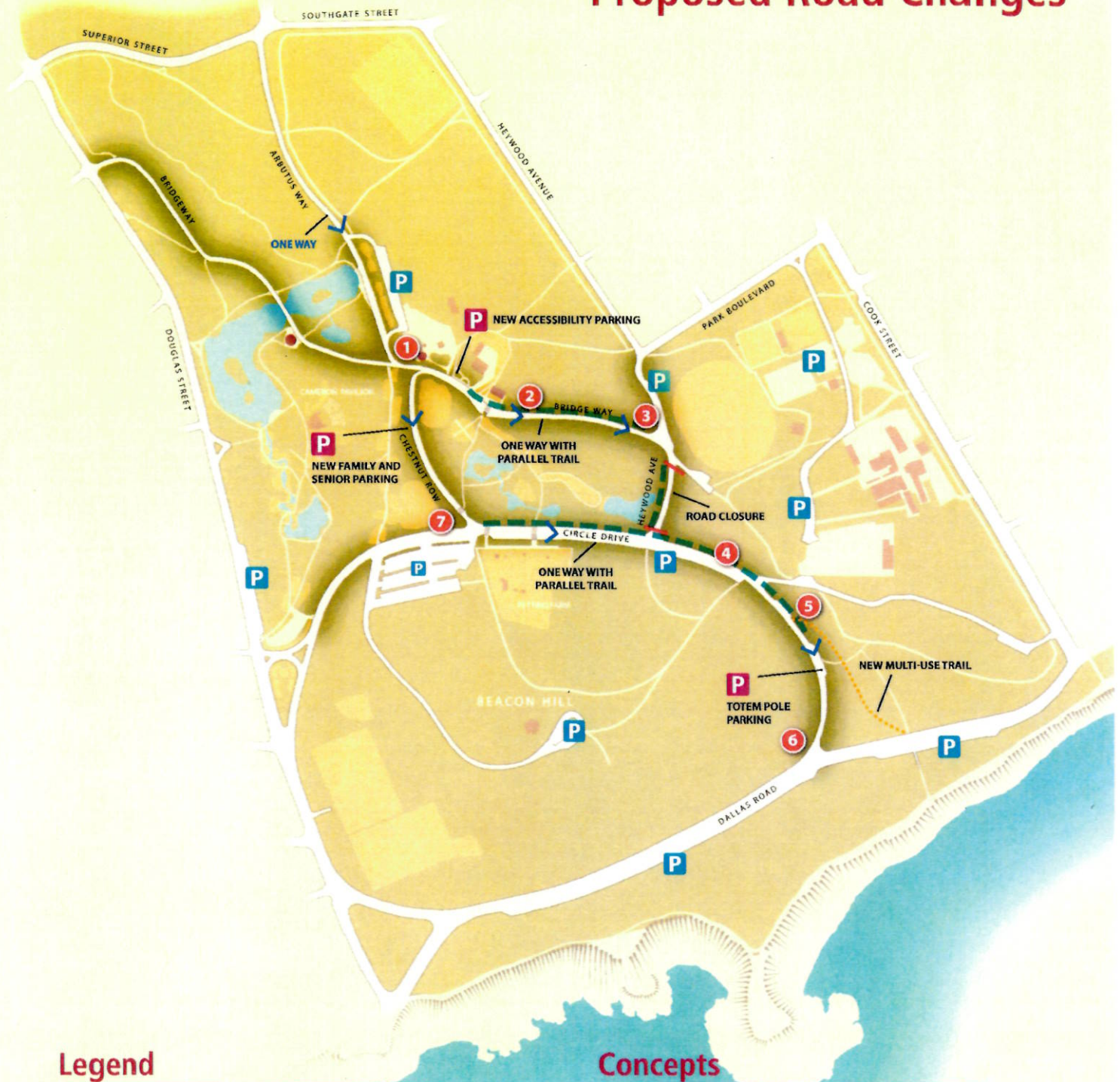
Below is a detailed summary of the pilot treatment and recommended final infrastructure to support the proposed vehicle and bicycle movements. A map of the changes follows the table with corresponding sketches.

Road and Cost	Pilot Treatment	Pilot Infrastructure	Recommended final treatment and infrastructure
Arbutus Road	Parallel parking time limits reduced on weekday mornings	Signs	Signs to remain
Bridge Way Sketch 1 Sketch 2	Closed road at washrooms Provide two parking spots for people with disability	Asphalt curb realignment 90m ² replacement of turf with asphalt Bollards	Remove bollards to allow for vehicular access and split roadway to accommodate multi-use trail on east side and vehicles on west side by painting lines and exaggerating elephant foot crossings Create more parking spots for people with limited mobility and a 15min parking zone for washroom use.
Heywood Avenue Sketch 3	Convert to pedestrian use between cricket and circle drive by closing the road to vehicles.	Bollards	Maintain the closure however modify the treatment as follows: Remove bollards and install turf bulb-outs to mark multi-use entrance. Expand curb to connect multi-use trail from Bridge Way to closed portion of Heywood Avenue
Circle Drive Sketch 4 Sketch 5 Sketch 6	Converted to one way Southeast bound after parking lot	Signs Lane dividers Bollards at Dallas Road and Circle Drive intersection	Maintain one-way traffic. Expand curb and turf area to replace bollard alignment. Work with GVCC for ideal location to connect to future Dallas Bike Path
Chestnut Road Sketch 7	Convert to one way southbound Parking time	Bollards installed at Circle Drive New curb	Remove bollards and extend grass area with new curb on SE corner

Road and Cost	Pilot Treatment	Pilot Infrastructure	Recommended final treatment and infrastructure
	limited	alignment at Arbutus	Reconfiguration of main parking lot exit directly across from Chestnut and consider installing new washroom building in vicinity of main parking lot
Information Panels	Placed at strategic locations for feedback	Info signs and surveys	Replace pilot signs with updated Park maps and place way-finding sign at Chestnut Road and Bridge Way intersection
Scenic Drive Route	Install scenic drive signs	None	Install road markings outlining scenic drive from Arbutus Road to Dallas Road

The following map and sketches illustrate the proposed changes in the park.

Proposed Road Changes

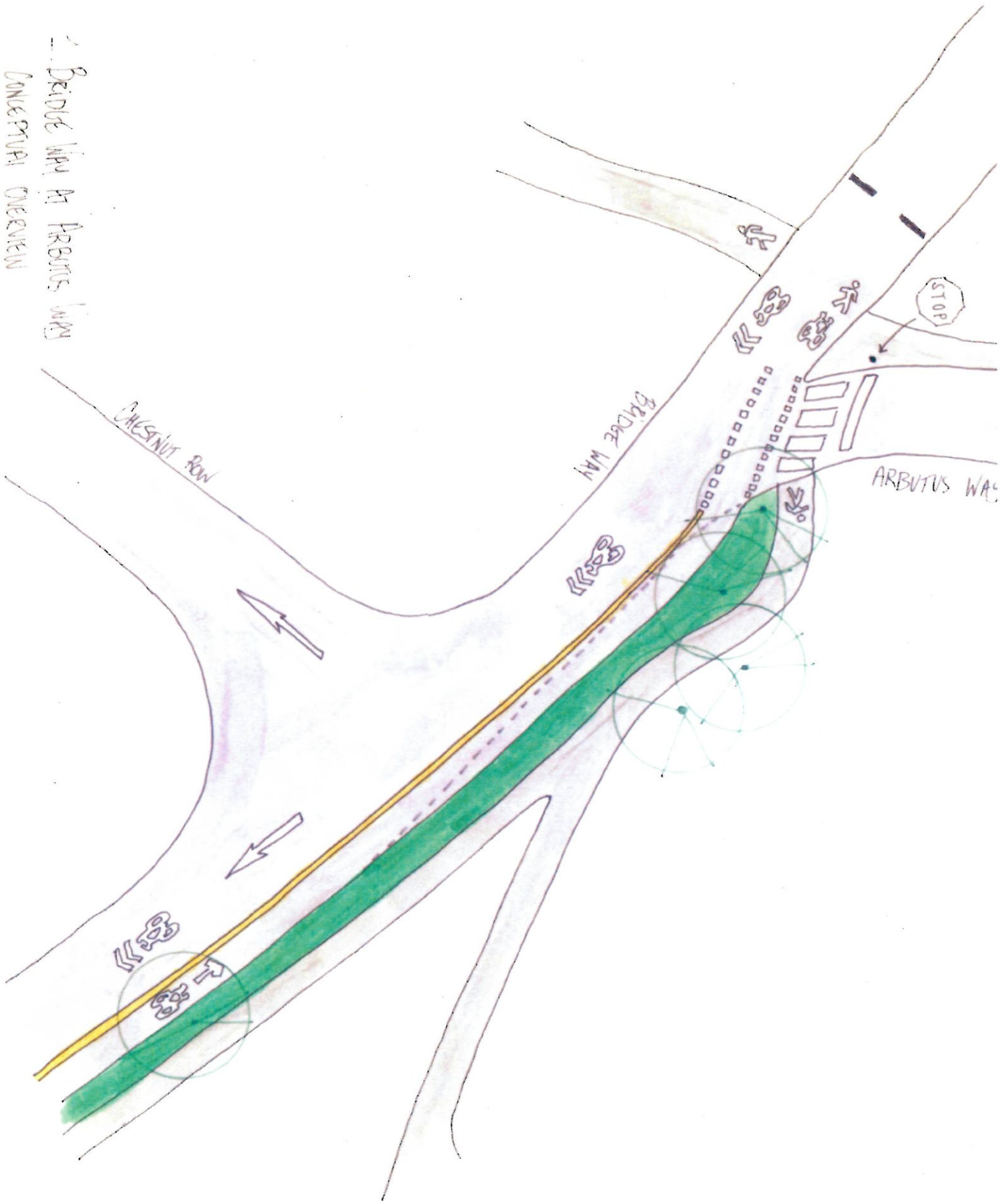


Legend

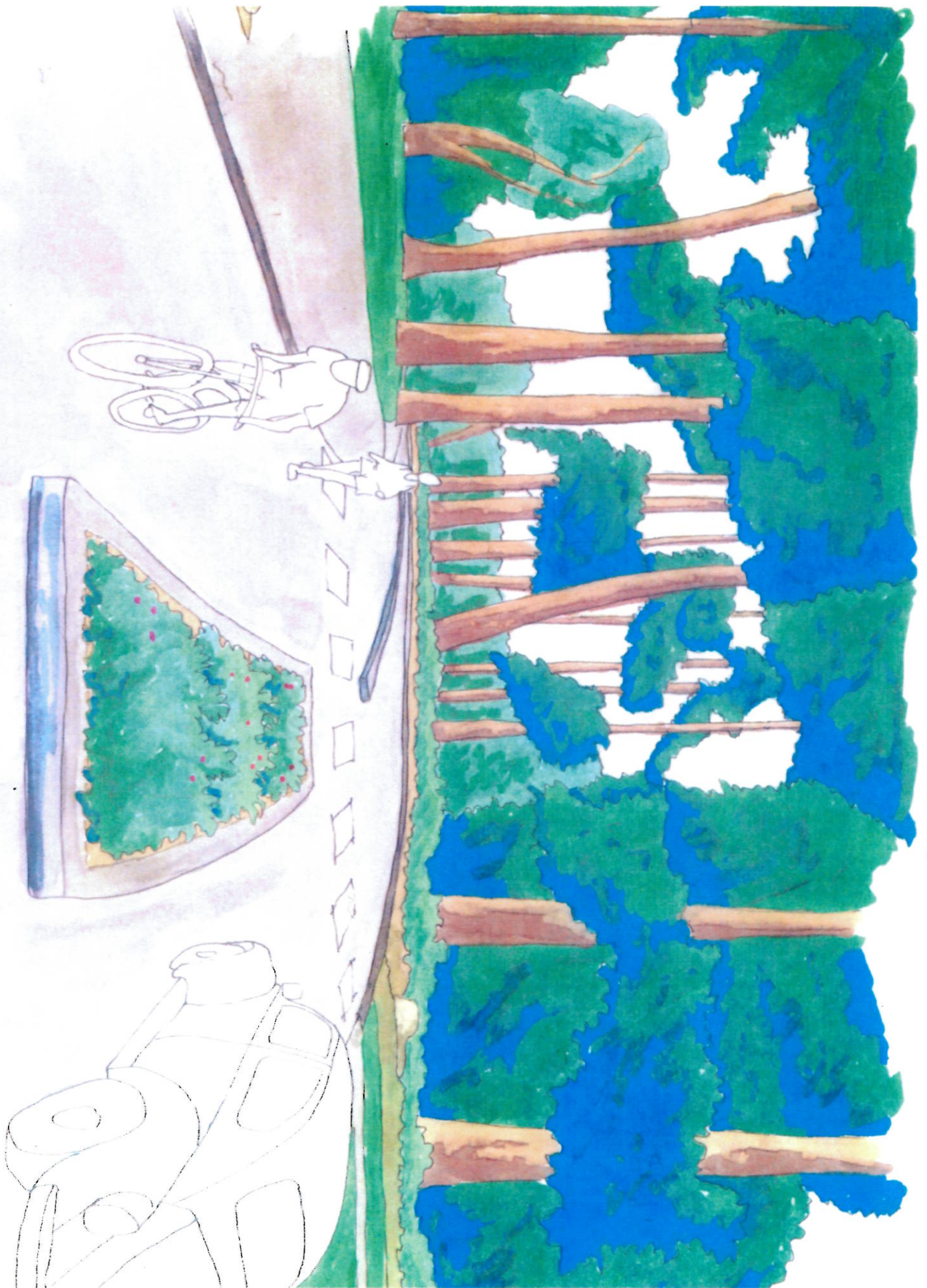
- Car Travel Lanes
- Road Conversion into Multi-Use Pathway
- Road Closure

Concepts

- 1 Bridge Way / Arbutus Way Overview
- 2 Bridge Way at Washrooms
- 3 Heywood Ave at Bridge Way
- 4 Circle Drive at SE Woods
- 5 Circle Drive - Dallas Road Connection
- 6 Circle Drive at Dallas Road
- 7 Chestnut Row at Circle Drive

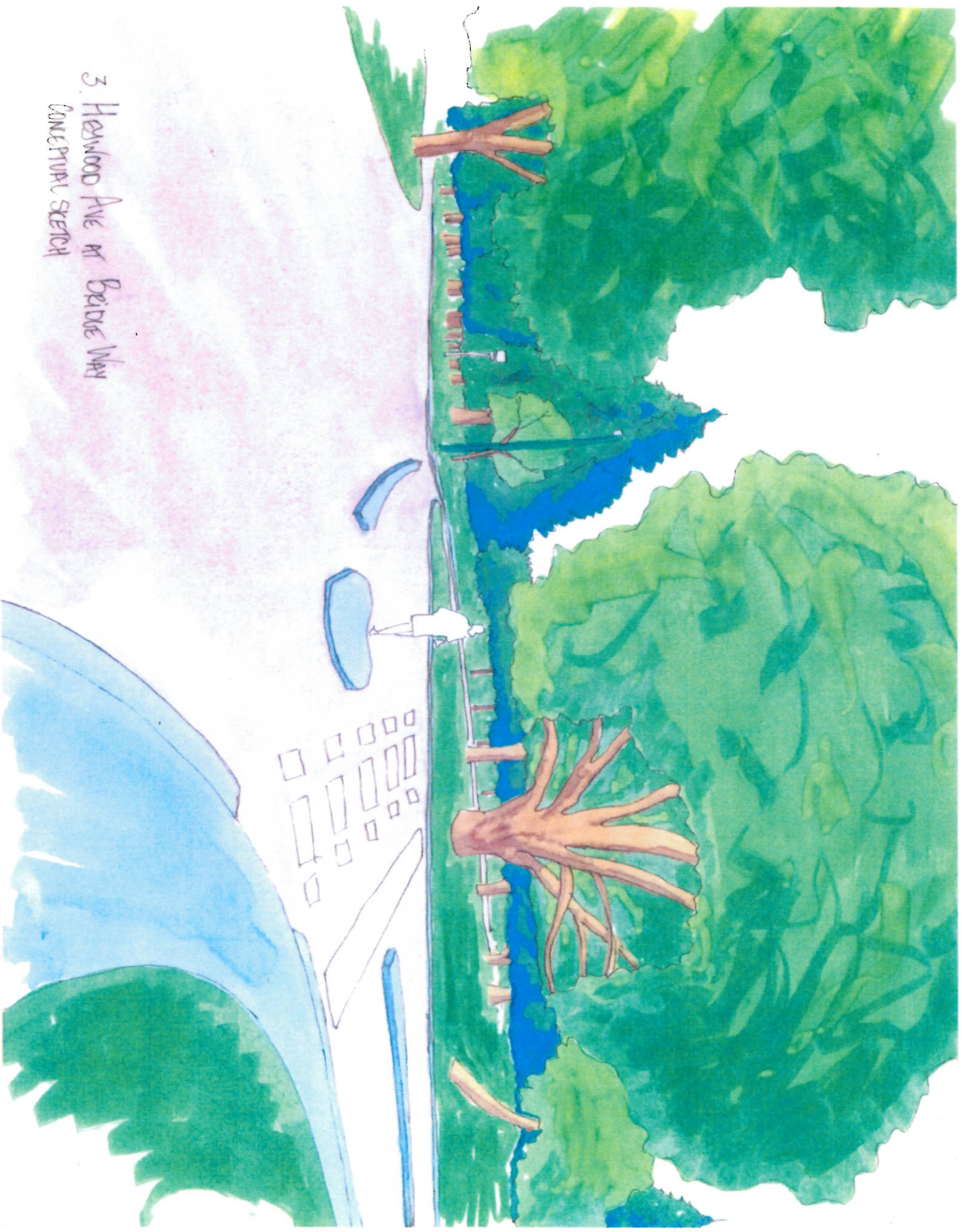


2. Decide what an Arbutus Way
conceptual overview

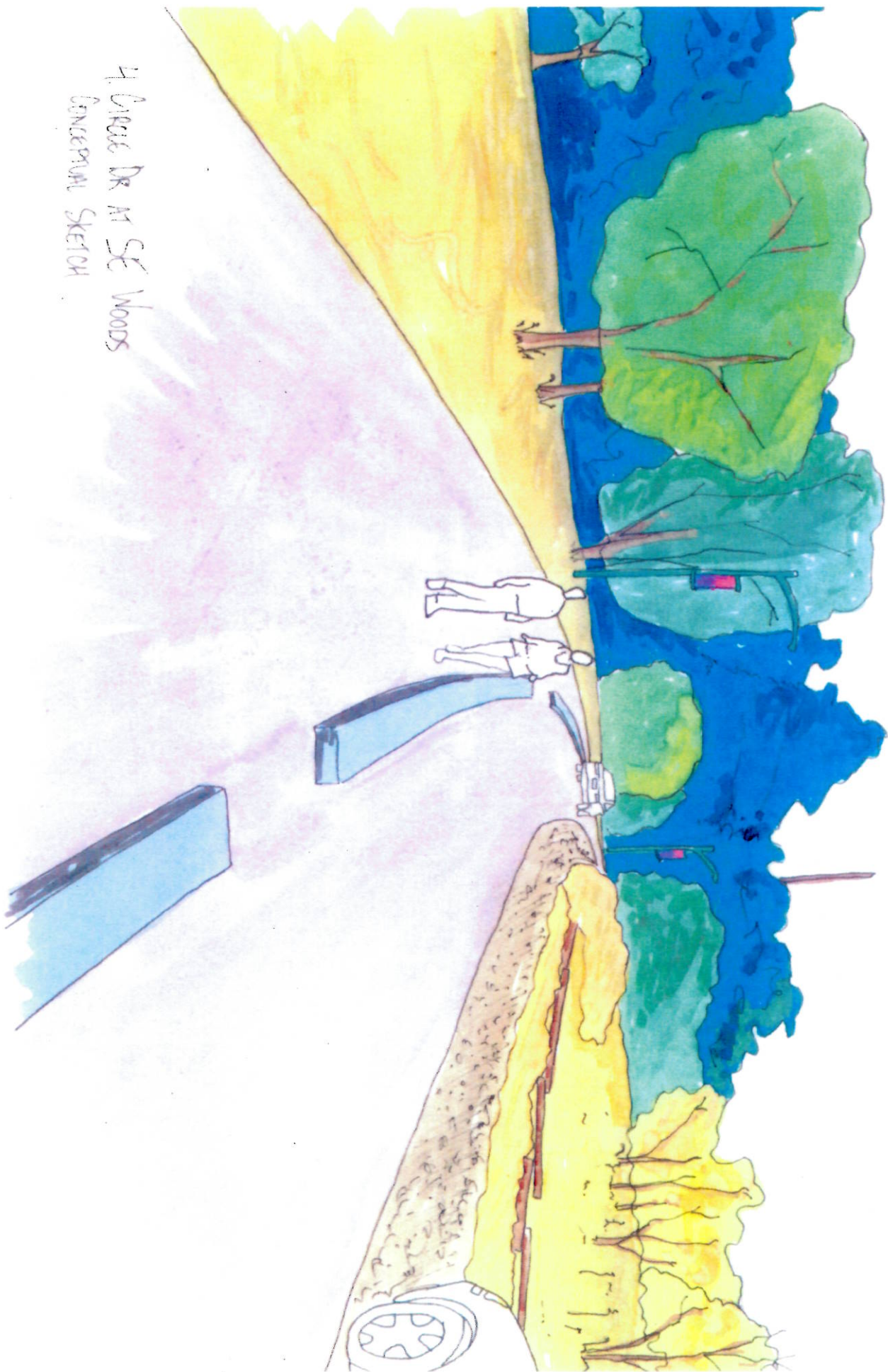


2. Bridge Way at Meskrooms
LINE/PEN SKETCH

3. Hedwood Ave at Bridge Way
CONCEPTUAL SKETCH

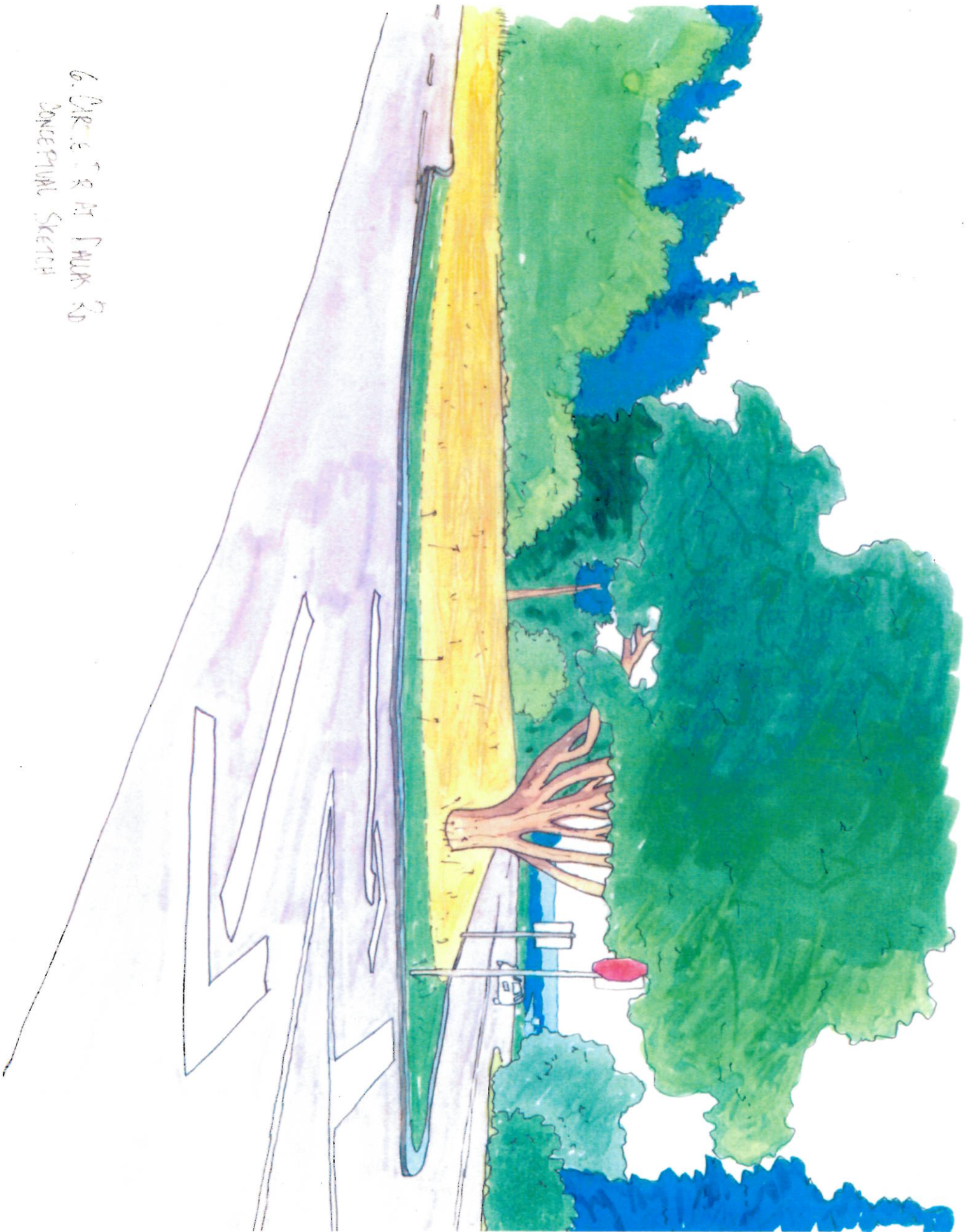


4. BRIDGE DR AT SE WOODS
CONCEPTUAL SKETCH





6. Drake Rd at Falk Rd
Conceptual Sketch



7. CHESTNUT ROW AT CIRCLE DRIVE
CONCEPTUAL SKETCH

